

Thursday, May 1, 2025

# Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0426

## Contact details

Name:

Andrew Blackford

Organisation (if applicable):

Arthurs Point Community Association

Do you wish to speak to your submission at a public hearing?

No

## Topic 1: Are we focusing on the right things in the plan?

Do you agree that these focus areas capture Otago's public transport priorities?

Yes

Tell us more:

Specific advice from APCA for Arthurs Point services.

1. The current high frequency (30min) bus times for Route 2 start and finish too early in the morning. The 6.25am departure from Arthurs Point should be replaced with an 8.25am, or an additional bus scheduled. This would then better suit timetabling for school students to use the bus if the MOE removes the school bus service in Queenstown

2. Similarly, the 3.25pm departure from Stanley Street bus hub heading to Arthurs Point is too late. Consider starting a new 30 min frequency slightly earlier to collect St Joseph's school kids (from new bus stops on Melbourne Street) before picking up QPS kids.

2. Consider, at school times, adjustments to the No 2 route to travel past Queenstown Primary School via Robins Road. The No 2 service did this for many months during the arterial bypass road closures so is easily achievable and there are bus stops already in the right places. For both morning and afternoon services. That would allow drop-off and pick-up directly outside Queenstown Primary School. Similar amendments could be made for St Joseph's by using Melbourne Street in lieu of Stanley Street for specific school services.

## Topic 2: Should we support community transport services in smaller towns and rural areas?

**Our proposal:** we are considering the establishment of a subsidised community transport programme providing support for transport services in Otago's smaller towns and rural areas.

**What do you think about this proposal?**

**Do you agree with ORC having a role in supporting community transport services?**

Yes

**Are there other initiatives or programmes that you think Council should be considering?**

No

## Topic 3: Should we increase our passenger fares?

**Our proposal:** we are considering increasing the base fare for adult Bee Card passengers from \$2 to \$2.50. This would effectively increase bus fares for all passengers using Bee Cards by 25%.

**What do you think about this proposal?**

**Should Council increase the adult Bee Card fare?**

Yes

**Tell us more:**

ORC should look at dual pricing strategies. One for ratepayers and another for domestic and international visitors that are using the service via a Bee Card.

## Topic 4: Should we charge more for longer trips?

**Our proposal:** we are considering introducing a zone fare system to our bus networks in Dunedin and Queenstown. Under this system, passengers travelling further distances across multiple zones will pay a higher fare than those travelling short distances within one zone.

**What do you think about this proposal?**

**Should Council charge more for longer trips?**

Yes

**Tell us more:**

Multiple zones in Queenstown would be appropriate.

## Topic 5: Should we keep our free fares for children (5-12 years)?

**Our proposal:**

- A. Retain free fares (100% discount) for children (5-12 years), **AND**
- B. Standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks. For example, if the adult fare is \$2, youth pay \$1.20, or if the adult fare is \$2.50, youth pay \$1.50.

**What do you think about this proposal?**

**Should Council retain free fares (100% discount) for children (5-12 years)?**

Yes

**Tell us more:**

Yes, particularly if MOE is to remove school bus routes within our community.

**Should Council standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks?**

Yes

**Any other comments?**