

Wednesday, April 30, 2025

Draft Regional Public Transport Plan 2025-2035 Feedback form

Unique ID

RPTP-0403

Contact details

Name:

Emma Wilson

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:

As a daily commuter from Arrowtown to Queenstown, I believe the focus areas identified are well aligned with what's needed in our region.

From my experience, the morning bus service is consistently on time and reliable. The buses and bus stops are also clean and comfortable, which contributes to safety and comfort for all users.

However, the afternoon services are frequently delayed, which reduces confidence in the reliability of the network and makes commuting less predictable for workers and families. Improvements in afternoon scheduling, or better real-time information to manage expectations, would be greatly appreciated.

A key improvement opportunity would be a direct route from Arrowtown to Queenstown via Arthurs Point, bypassing the congestion through Frankton. This would significantly reduce travel time during peak hours, improve passenger satisfaction, and potentially increase public transport usage among Arrowtown residents.

I appreciate the Council's ongoing efforts and would encourage further engagement with daily users to ensure the priorities remain relevant and responsive to real-life experiences.

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?

No

Tell us more:

A 25% increase to the Bee Card base fare may seem modest, but it risks discouraging regular users and undermining efforts to grow public transport uptake. In my view, the focus should be on getting more people onto buses, not charging more to the ones already using the system.

We need to think long-term: keeping fares low encourages more people to leave their cars at home, which aligns with environmental goals, eases congestion, and builds a culture of public transport use. If anything, targeted promotions or discounted fares during off-peak times could help attract new users and boost ridership.

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?

No

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

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

Yes

Any other comments?