Draft Regional Public Transport Plan 2025-2035 Summary of Submissions and Hearings Panel Recommendations

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Name	Organisation	(OID)	Торіс	Juminary of recubacky request	recommendation	This request will be forwarded to our operations team.	This request will be forwarded to our operations team.	necommended action to plan
				Additional bus stop requested at			Noting throughout the plan we emphasis working closely	
					No changes to RPTP -	with our TAs to coordinate new infrastructure work	with our TAs to coordinate new infrastructure work	
Peter Jenkins		RPTP-0001		-	operational		programmemes.	
				Kevin Heights services should have		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
			Vehicles	smaller buses running more		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Peter Jenkins		RPTP-0001	smaller	frequently	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Use smaller buses at increased		-	While it is important to ensure buses are not too large, it	
				frequencies when expanding		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Peter Jenkins		RPTP-0001	smaller		Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Supports free child fares on the			Change in Final Plan: There will be a 40% concession on	
Kristina			Fares	condition that adult fares don't			full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Goldsmith		RPTP-0002	concessions	increase	No changes to RPTP	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Opposes base fare increase on the				
Kuintin n				basis that cost of living is high	No shares to DDTD		No should found Dooft Dlag. The base adult found till be	
Kristina		DDTD 0003		enough and would potentially trigger more fare increases	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Goldsmith		RPTP-0002	rares base rare	trigger more rare increases	base fare decision	We put high value on frequent routes serving our	\$2.50 across Otago. We put high value on frequent routes serving our	
				Reduce Balaclava and St Clair		communities. We will, however, continue to evaluate	communities. We will, however, continue to evaluate	
tania rohtmets		RPTP-0003	1	routes to half-hourly	No changes to RPTP	opportunities to optimise our service costs.	opportunities to optimise our service costs.	
tama rontinets		KF 1F-0003	Fares	Toutes to Hall-Hourty	No changes to RPTP -	opportunities to optimise our service costs.	No change to Draft Plan. The Community Connect	
tania rohtmets		RPTP-0003		Retain low fares for beneficiaries	base fare decision		concession will be retained.	
tama rominicis		1 11 0000	0011000310113	netalii ion iares ioi selieliolaries	base fare accision		concession will be retained.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Users taking longer trips such as to			notes an expectation that prices for multiple fare zones	
				Mosgiel and Palmerston should	No changes to RPTP -		are based on small/moderate increments of the base fare,	
tania rohtmets		RPTP-0003	Fares zones	pay more	zone fare decision		and that there are a small number of zones.	
				Request for newer buses for Route		New buses for Unit 5 will be coming into service in the	New buses for Unit 5 will be coming into service in the	
Gramt Craig		RPTP-0004	Operations	77 (Unit 5)	No changes to RPTP	months to come	months to come	
				Mosgiel express (Route 77) has				
			l	greatly improved public transport				
			1	services for commuters from				
Gramt Craig		RPTP-0004		Mosgiel	No changes to RPTP	Noted with thanks	Noted with thanks	
				Supports the Dunedin Bus Hub as				
C 1 C 1		DDTD 0004		a great public transport	No de contra DOTO	Marcal Shakasha	Marcal Shallers I.	
Gramt Craig		RPTP-0004	hub	infrastructure asset	No changes to RPTP	Noted with thanks Public safety is noted as a challenge in section 1.5, and a	Noted with thanks Public safety is noted as a challenge in section 1.5, and a	
				Concern for safety issues at			key priority in Focus Area 1: Passenger Experience and 2.2	
				Dunedin Bus Hub, especially for	No changes to RPTP -		Safety. Safety is incorporated in actions throughout the	
Gramt Craig		RPTP-0004	1	children	noting	RPTP.	RPTP.	
Granit Craig		KF1F-0004		Request to consider and plan for	noting	IN IT.	IN IT.	
				rail services as an eventual public			We acknowledge community interest in rail solutions. We	
				transport need, such as purchasing			do not currently have an evidence base to include rail in	
				land at the Mosgiel Rail Station			our plan in any great detail, but we have made minor	
				_	No changes to RPTP -		changes to language from the Draft Plan to reflect	
Gramt Craig		RPTP-0004		rail companies.	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Gramt Craig		RPTP-0004	Fares base fare	Opposes any fare increases	base fare decision		\$2.50 across Otago.	
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		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
realife	Organisation	(0.0)	Торіс	Summary of recubucky request	recommendation	micial staff response	No change from Draft Plan. The base adult fare will be	necommended detroit to plan
							\$2.50 across Otago.	
				Request to keep low fares and			72.30 dci 033 Otugo.	
				continue improving timetables as	No changes to RPTP -		The plan includes policies and actions to support	
Gramt Craig		RPTP-0004		ways to increase patronage	base fare decision		development of timetables.	
Granic Craig		111111111111111111111111111111111111111	l ales base lale	ways to merease patronage	base fare decision	We are committed to continuous improvement of our	We are committed to continuous improvement of our	
Nikita					No changes to RPTP -	real-time information and how it is presented in the	real-time information and how it is presented in the	
Woodhead		RPTP-0006	Wayfinding	Improve real-time tracking	noting	Transit App or any other future data consumers	Transit App or any other future data consumers	
vvoodnead		KF1F-0000	wayiiilullig	improve real-time tracking	Hothig	Transit App or any other ruture data consumers	Transit App or any other ruture data consumers	
				Don't change \$2 fare it's made				
				using the bus more affordable and				
				the number of users is noticeably				
Nikita				higher. Old fares could be over \$5	No changes to RDTD -		No change from Draft Plan. The base adult fare will be	
Woodhead		RPTP-0006		each way and this added up fast	base fare decision		\$2.50 across Otago.	
Woodificad		111111111111111111111111111111111111111	Tares base rare	l caeri way and this added up last	base fare accision	A Balclutha to Dunedin service is an integral service in our	A Balclutha to Dunedin service is an integral service in our	
						_	plan, but is not currently funded. As such we are not able	
			1	Wants school buses in rural towns	No changes to RDTD -	to make a commitment to such services, but our plan	to make a commitment to such services, but our plan	
Isobel Taylor		RPTP-0008		(e.g. Milton and Waihola)	noting	aligns with this goal.	aligns with this goal.	
isobel Taylor		KF1F-0008	School services	Supports 100% discount for 5-12	Hothig	alighs with this goal.	angris with this goal.	
				years, especially for peak time				
				traffic congestion and in light of				
Nathan				Ministry of Education service			Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Woodfield		RPTP-0010	concessions	removal.	No changes to RPTP	Child and youth concession value decision		in F P3 changed from 100% to 40%
woodileid		KP1P-0010	Concessions	Supports 40% discount for 13-18	INO CHAINGES TO KETE	Cilila and youth concession value decision	101 3-16 year olds iii ali of Otago.	III F P3 Changed Holli 100% to 40%
				years, but thinks it is less				
Nathan				important than keeping the 100%	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Woodfield		RPTP-0010	Fares	discount for 5-12 years.	_	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
woodileid		KPIP-0010	concessions	Supports ORC introducing a	noting	Crilia and youth concession value decision	101 3-18 year olus III ali oi Otago.	III F P3 Changed Irom 100% to 40%
				community transport				
				programmeme. Sees the use in				
				community transport services				
				themselves, as well as the data				
				they will generate for				
Nathan				understanding communities'	No changes to RPTP -		No change from Draft Plan. The development of a	
Woodfield		RPTP-0010		transport needs.	noting	Community transport decision	Community Transport programme is supported.	
Woodifield		KF1F-0010	transport	Request to maintain current pet	noting	Community transport decision	Community Transport programme is supported.	
			1	policy. Opposes changing the				
Nathan			1	policy to attract more pets on			No change to Draft Plan. Proposed pet policy (consistent	
Woodfield		RPTP-0010	Pets on buses	[No changes to RPTP	Existing pet policy maintained	with current policy since 2021) is maintained.	
vvoodileid		W- 11-0010	i eta oli buses	Appreciates that better access to	INO CHANGES TO RETE	Existing per policy maintained	with current policy since 2021) is maintained.	
Nathan				bus times has improved passenger				
Woodfield		RPTP-0010	Wayfinding	experience	No changes to RPTP	Noted with thanks	Noted with thanks	
vvoodileid		KF1F-0010	wayiiilullig	experience	No changes to KFTF	Noted with thanks	Noted with thanks	
				Supports electric buses for				
Nathan			Vehicles	reducing pollution and a more				
Woodfield		RPTP-0010	electric	comfortable passenger experience	No changes to PDTD	Noted with thanks	Noted with thanks	
Nathan		NF 1F-0010	electric		INO CHANGES TO KELL	INDIEG WILL LIIGHKS	INOTER MILLI CHAINS	
Woodfield		PDTD 0010	Focus areas	Supports focus areas, especially	No changes to DDTD	Noted with thanks	Noted with thanks	
woodileid		RPTP-0010	Focus areas	passenger experience	No changes to RPTP	Noted with thanks	INOTER WITH CHANKS	
			1	Supports increasing base fare to				
Noth - :-				\$2.50. Appreciates that increased	No changes to DOTO		No shange from Droft Dies. The bear of the form 1911	
Nathan		DDTD 0040	1	fares can fund better urban and	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Woodfield		RPTP-0010	rares base fare	new regional services	base fare decision		\$2.50 across Otago.	

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Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports the proposed zone			notes an expectation that prices for multiple fare zones	
Nathan		DDTD 0040	F	design in comparison with	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Woodfield		RPTP-0010	Fares zones	Dunedin's previous zones.	zone fare decision		and that there are a small number of zones.	
							Our network is seeing significant pressure on peak	
							services for longer trips.	
							No change to the Draft Plan. Zonal fares are supported in	
				Request to assess whether			the Plan, with final details to be developed. The panel	
NI - II				patronage is high enough in outer	No de contra DOTO		notes an expectation that prices for multiple fare zones	
Nathan		DDTD 0010	.	areas to increase their fares with	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Woodfield		RPTP-0010	Fares zones	zones	zone fare decision		and that there are a small number of zones.	
						Our plan includes new regional routes that do not	Our plan includes new regional routes that do not	
						currently operate. However, these are not currently	currently operate. However, these are not currently	
						funded. We note that in urban areas, more routes does	funded. We note that in urban areas, more routes does	
Shaquille					No changes to RPTP -	not always mean more service it could just mean lower	not always mean more service it could just mean lower	
Newton		RPTP-0011	Routes	Wants there to be more routes	noting	frequencies. See section 5.1 of the full plan	frequencies. See section 5.1 of the full plan	
				Wants Bee cards for under 5 year		We support teaching children to navigate the network,	We support teaching children to navigate the network,	
Shaquille			Ticketing	olds, so they understand how to	No changes to RPTP -		including paying fares. We do not view Bee Cards for	
Newton		RPTP-0011	system	use service.	noting	under-5s as necessary, however.	under-5s as necessary, however.	
Shaquille					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Newton		RPTP-0011	Fares base fare	Opposes fare increases	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Shaquille				Opposes zone fare structure due	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Newton		RPTP-0011	Fares zones	to fairness	zone fare decision		and that there are a small number of zones.	
			Fares	There should be one fare for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
S Watson		RPTP-0012	concessions	children and youths up to 18	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Don't increase fares, or increase				
				them as little as possible such as 20c, because the increased cost				
				can add up quickly for regular	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
S Watson		RPTP-0012	Fares base fare	1	base fare decision		\$2.50 across Otago.	
3 Watson		KF1F-0012	l ales base lale	users	base fare decision		72.30 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Disagree with zonal fares it's			notes an expectation that prices for multiple fare zones	
				going backwards to what we used	No changes to RPTP -		are based on small/moderate increments of the base fare,	
S Watson		RPTP-0012	Fares zones	to have	zone fare decision		and that there are a small number of zones.	
							Change in Final Plan: There will be a 40% concession on	
			Fares	Supports keeping 100% discount	No changes to RPTP -	l .	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Sarah Brimon		RPTP-0013	concessions	for 5-12 years	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			Collaboration	Doguest for more seems year!				
Sarah Brimon		RPTP-0013	with institutions	Request for more access roads in and out of Queenstown	No changes to BDTD	Out of scope for this plan	Out of scope for this plan	
Sarah Brimon		NF 1P-0013	Collaboration	Address heavy traffic in	No changes to RPTP		Public transport has a part to play in addressing traffic	
			with	Queenstown, for instance through	No changes to RPTP -	· · · · · · · · · · · · · · · · · ·	congestion, and we work with QLDC and NZTA to	
Sarah Brimon		RPTP-0013		_	1 -	_	1 -	
Sarah Brimon		RPTP-0013	institutions	accelerating road works	noting	_	minimise disruption from roadworks	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	o gameanon	(0.2)	Торис	Opposes increasing base fare.				pan
				Wants governments to find				
				sources of funding beyond	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sarah Brimon		RPTP-0013	Fares base fare	taxpayers	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Supports zone fares as long as			the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones	
				trips within urban areas fares	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sarah Brimon		RPTP-0013	Fares zones	remain low	zone fare decision		and that there are a small number of zones.	
					201101010101011			
				Maintains importance of				
			Fares	Community Connect concessions,	No changes to RPTP -			
Jazmine Bell		RPTP-0014	concessions	particularly for vulnerable people	noting	Concession value decision	This concession will be maintained.	
				Opposes adult Bee card fare	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jazmine Bell		RPTP-0014	Fares base fare	increases	base fare decision		\$2.50 across Otago.	
							Zenel ferres are supported in the Dieu. 11. Co. L. L. 11.	
							Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices	
				Fares should not be free for			for multiple fare zones are based on small/moderate	
				children and youth travelling			increments of the base fare, and that there are a small	
				multiple zones whose families are			number of zones.	
				-	No changes to RPTP -		indiffice of zones.	
Helen Gibbs		RPTP-0016	Fares zones	Card threshold.	noting	Child and youth concession value decision	There will be a uniform 40% concession for 5-18 year olds.	
							,	
				Request to improve buses' real-				
				time information by not letting				
				drivers turn tracking off, keeping				
				the tracking on if the bus is more				
				than 15 minutes late, and ensuring		We are committed to continuous improvement of our	We are committed to continuous improvement of our	
Links Cibbs		222 2246	NAZ CONTO	tracking remains on during route	No changes to RPTP -	real-time information and how it is presented in the	real-time information and how it is presented in the	
Helen Gibbs		RPTP-0016	Wayfinding	detours.	noting	Transit App or any other future data consumers	Transit App or any other future data consumers	
				Request to add all cancelled bus	No changes to RPTP -	We are committed to continuous improvement of our real-time information and how it is presented in the	We are committed to continuous improvement of our real-time information and how it is presented in the	
Helen Gibbs		RPTP-0016	Wayfinding	alerts to Transit app.	noting	Transit App or any other future data consumers	Transit App or any other future data consumers	
ricien dibbs		111 0010	wayimamg	Change fare structure so all non	noting	Transferring of any other factore data consumers	Transferripp of any other ratare data consumers	
				concession groups pay \$4. This				
				would encourage people to				
				register for Community Service	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Helen Gibbs		RPTP-0016	Fares base fare	Cards.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Comparts sone force Decree			the Plan, with final details to be developed. The panel	
				Supports zone fares. Proposes	No changes to DDTD		notes an expectation that prices for multiple fare zones	
Helen Gibbs		RPTP-0016	Fares zones	higher zone fares are no more than \$2 for each fare group.	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
TICICII GIDDS		KF1F-0010	Tares zones	Opposes free fares for children,	Zorie fare decision		und that there are a small humber of zones.	
Woodrow			Fares	thinks it should be the same price	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Sonya		RPTP-0017	concessions	as 13-18 year olds	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Woodrow				Opposes fare increases, wants to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sonya		RPTP-0017	Fares base fare	keep fares low	base fare decision		\$2.50 across Otago.	
				la sussa in factor at 111				
				Increase in fares would be				
				acceptable if there was more frequent services, but otherwise	No changes to RPTP -	Charging different fares for different levels of service	No change from Draft Plan. The base adult fare will be	
Keri Jackson		RPTP-0018	Fares hase fare	anything more than \$2 is too high	base fare decision	removes the value of the simplicity of a low flat fare.	\$2.50 across Otago.	
IVELL JACKSUII		W. 15-0010	li ai es nase idie	Janyuming more man 32 is too mgn	pase rare decision	removes the value of the simplicity of a low flat fale.	72.30 aci 033 Otago.	

	Submitter#			Staff			
Name Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
					Focus Area 4 of our plan (A connected and integrated	Focus Area 4 of our plan (A connected and integrated	·
			Would like to see service be more	No changes to RPTP -	network) emphasises the importance of reliability and	network) emphasises the importance of reliability and	
Keri Jackson	RPTP-0018	Reliability	regular and reliable	noting	frequency.	frequency.	
			Opposes youth (13-18 years) being				
			charged a fare. Believes all				
		Fares	passengers 18 and under should	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Trina Excell	RPTP-0019	concessions	travel for free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
"			Supports base fare increase to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Trina Excell	RPTP-0019	Fares base fare	\$2.50.	base fare decision		\$2.50 across Otago.	
			Supports free fares for all school				
			students (up to year 13) and				
		Fares	maintaining low fares for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Mike Wheeler	RPTP-0020	concessions	1	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
e triiseiei					Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	I I I I I I I I I I I I I I I I I I I
					services and allows for such services in cases where they	services and allows for such services in cases where they	
			Wants dedicated buses that go		serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Mike Wheeler	RPTP-0020		_	No changes to RPTP	services.	services.	
			Supports increasing adult Bee card	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Mike Wheeler	RPTP-0020	Fares base fare	fares	base fare decision		\$2.50 across Otago.	
						No change to the Draft Plan. Zonal fares are supported in	
						the Plan, with final details to be developed. The panel	
						notes an expectation that prices for multiple fare zones	
				No changes to RPTP -		are based on small/moderate increments of the base fare,	
Mike Wheeler	RPTP-0020	Fares zones	Opposes moving to zones	zone fare decision		and that there are a small number of zones.	
Angela			Danisa et that hills we also be	No shares to DDTD	A solution has been greathed and bile goden as	A solution has been greated and bile godes on a con-	
Dempster-	RPTP-0021	Dikas an husas	Request that bike racks be restored to service urgently	No changes to RPTP -	A solution has been reached and bike racks are now available again.	A solution has been reached and bike racks are now available again.	
Passang Angela	KP1P-0021	bikes on buses	restored to service digently	operational	avaliable agaili.	avaliable agail.	
Dempster-				No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Passang	RPTP-0021	 Fares base fare	Free buses could improve usage.	noting	don't support free public transport.	don't support free public transport.	
. accarig	111111111111111111111111111111111111111				and toupperting passed transports	acii coapportii oo paano danoporti	
					We agree it is important to design timetables that deliver	We agree it is important to design timetables that deliver	
					good punctuality, however some level of early and late	good punctuality, however some level of early and late	
Angela					running is unavoidable on a public transport network. We	running is unavoidable on a public transport network. We	
Dempster-			Early and late running make using	No changes to RPTP -	will continue to work to ensure our routes are planned	will continue to work to ensure our routes are planned	
Passang	RPTP-0021	Reliability	the bus a challenge	noting	with realistic run times.	with realistic run times.	
						Airport zone identified in zone system to provide ability to	
					charge higher fare for this trip purpose.	charge higher fare for this trip purpose.	
			Introduce airport service, charge				
		D	\$20 airport fare but enable people	N	A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
Amanda Dumia	DDTD 0022	Dunedin		No changes to RPTP -	service in the plan and would serve the airport, but is not	service in the plan and would serve the airport, but is not	
Amanda Purvis	RPTP-0022	Airport service	Supports ORC supporting and	noting	currently funded.	currently funded.	
			building community transport in				
		Community	Otago, especially for ageing	No changes to RPTP -		No change from Draft Plan. The development of a	
Amanda Purvis	RPTP-0022	transport	populations.	noting	Community transport decision	Community Transport programme is supported.	
			- - - - - - - - - -	0	,	and the second s	
					Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
		Fares	Charge cruise ship passengers \$10	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Amanda Purvis	RPTP-0022	local/tourists	fare.	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
1		Fares	Would like youth fare concession	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
]			to be a 50% discount, not 40%.				in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Amanda Purvis		RPTP-0022		Opposes a zone fare structure due to cross-zone fares becoming unaffordable for many families and causing patronage to decrease.	No changes to RPTP -	·	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Amanda Purvis		RPTP-0022	Fares base fare	Request to keep fares affordable so people continue to make the mode shift from car to public transport. It is better for the environment.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Astrid Erasmuson Astrid		RPTP-0023	Community		No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Erasmuson		RPTP-0023	electric	Supports electric buses in Dunedin Supports increasing frequency of	No changes to RPTP	Noted with thanks	Noted with thanks	
Astrid Erasmuson		RPTP-0023	Frequency	well-travelled routes, including Port Chalmers during cruise ship season	No changes to RPTP -	Our plan supports more frequent services to deliver a bus network that is available when people need it.	Our plan supports more frequent services to deliver a bus network that is available when people need it.	
Astrid Erasmuson		RPTP-0023	1		No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Astrid Erasmuson		RPTP-0023			No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Anna S		RPTP-0024	Fares	Reduce 13-18 concession from 40% to 20%, offer to tertiary students as well	No changes to RPTP -	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Anna S		RPTP-0024	Fares base fare	Don't increase the base adult fare - - dislikes how expensive buses are in Wellington	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Anna S		RPTP-0024		Higher fares within reason to outlying areas are reasonable; people choose where to live because of cheap housing	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Jodie Walker		RPTP-0025		Request for passenger train services connecting smaller towns and rural areas to reduce the number of buses on regional roads.	No changes to RPTP - noting	We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to improve connectivity and access for smaller towns.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Jodie Walker		RPTP-0025			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jodie Walker		RPTP-0025			No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Supports maintaining fare concessions for children and			Change in Final Plan: There will be a 40% concession on	
			Fares	thinks school children should	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Amanda Brown		RPTP-0026	concessions	travel for free	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Supports community transport as				
			Community	a transport solution, may need to partner with commercial transport	No changes to RPTP -		No change from Draft Plan. The development of a	
Amanda Brown		RPTP-0026	transport	companies	noting	Community transport decision	Community Transport programme is supported.	
				po po os	0	Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	
						services and allows for such services in cases where they	services and allows for such services in cases where they	
				Supports dedicated school bus	No changes to RPTP -	serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Amanda Brown		RPTP-0026	School services		noting	services.	services.	
				Supports increasing adult Bee card			No shange from Draft Dlan. The base adult fore will be	
Amanda Brown		RPTP-0026	Fares base fare	fare, but wants fare to remain	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Amanda brown		KF 17 -0020	Tares base rare	anordable	base rare decision		72.30 aci 033 Otago.	
				Put a bus route and stops nearer		While we aim to deliver as much coverage as realistic,	While we aim to deliver as much coverage as realistic,	
				John McGlashan College (Dunedin)		there will be some areas that are challenging to serve due	_	
				-	No changes to RPTP -	to road layout and land use patterns. In these areas,	to road layout and land use patterns. In these areas,	
Pia Davie		RPTP-0027	Routes	people in this area	noting	people may need to walk a little further to catch the bus.	people may need to walk a little further to catch the bus.	
				Opposes a base fare increase because it could make the service				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Juanita Willems		RPTP-0028	 Fares base fare	transport disadvantage for people.	_		\$2.50 across Otago.	
				Request to keep services			, g	
				affordable so it remains accessible				
				for groups like the disabled	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Juanita Willems		RPTP-0028	Fares base fare	community.	base fare decision		\$2.50 across Otago.	
				Supports free fares for children as			Change in Final Plan: There will be a 40% concession on	
			Fares	they don't have an income and the	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Gillian Noon		RPTP-0029			noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
						We are aware that the Peninsula service sees a high peak	We are aware that the Peninsula service sees a high peak	- C
				Supports increasing frequency (20	No changes to RPTP -	loading and will consider this in future development of its	loading and will consider this in future development of its	
Gillian Noon		RPTP-0029	Frequency	min) to the No. 18 Peninsula route	noting	timetable	timetable	
				Supports adult Bee card fare				
Gillian Noon		RPTP-0029	Faras basa fara	increase as it is still affordable compared with parking/driving	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Gillian Noon		KP1P-0029	raies base laie	Compared with parking/unving	base fare decision		\$2.30 across otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				May not take the bus for longer			notes an expectation that prices for multiple fare zones	
				, .	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Gillian Noon		RPTP-0029	Fares zones	compared with driving	zone fare decision		and that there are a small number of zones.	
						It is important to avoid dividing our resources between	It is important to avoid dividing our resources between	
				Would like there to be a route		too many routes, as this reduces our ability to fund high- frequency services. Where direct trips cannot be	too many routes, as this reduces our ability to fund high- frequency services. Where direct trips cannot be	
Beverley				between St Clair, Tomahawk, and	No changes to RPTP -	supported, passengers may transfer between services,	supported, passengers may transfer between services,	
Holmes		RPTP-0030	Routes	Andersons Bay	noting	while paying only one fare.	while paying only one fare.	
				Extend service hours so first bus		Our Fares and Frequencies Business Case puts high	Our Fares and Frequencies Business Case puts high	
				starts at 6am latest. This would		importance on long service hours, especially for shift	importance on long service hours, especially for shift	
. . .				enable people commuting early in		workers (such as at the hospital). Our plan reflects this,	workers (such as at the hospital). Our plan reflects this,	
Ari Tristianto		RPTP-0031	Timotables	the morning to use public	No changes to RPTP -	but we note that major improvements in this area will be	but we note that major improvements in this area will be	
Wibowo		NF 1P-0031	Timetables	transport.	noting	limited funding available.	limited funding available.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	G	(3.2)						p
Ari Tristianto				Request to evaluate Route 70	No changes to RPTP -	Section 5.2 of our plan includes an action to periodically	Section 5.2 of our plan includes an action to periodically	
Wibowo		RPTP-0031	Routes	services due to its low patronage.	noting	review services based on factors such as patronage	review services based on factors such as patronage	
						There is a wide body of research on this matter and we do	There is a wide body of research on this matter and we do	
			Marketing,			not need to duplicate it. However, we agree that it is	not need to duplicate it. However, we agree that it is	
Ari Tristianto			promotion,	Request for survey into how public		important to regularly understand community views and	important to regularly understand community views and	
Wibowo		RPTP-0031	engagement	transport can reduce car usage.	No changes to RPTP	study our local context.	study our local context.	
						L	This will not initially occur as we transition to the National	
			<u></u>	Requests children's bus cards look		This is a great idea, unfortunately not something that is	Ticketing Solution. As many people will be paying with	
Ari Tristianto			Ticketing	different so it is more obvious	No changes to RPTP -	possible as we move to the National Ticketing Solution	bank cards that do not have uniform appearance, it is	
Wibowo		RPTP-0031	system	when adults are paying child fares.	operational	model.	difficult to see how this would work in practice.	
						M/s a rough it is in our outs out to design time stable a the total in our	NAVA a super it is in a super stand to a decision time stable a three decisions	
						We agree it is important to design timetables that deliver good punctuality, however some level of early and late	We agree it is important to design timetables that deliver good punctuality, however some level of early and late	
				Request to address Route 77 to		running is unavoidable on a public transport network. We		
Ari Tristianto				Mosgiel running late in the	No changes to RPTP -	will continue to work to ensure our routes are planned	will continue to work to ensure our routes are planned	
Wibowo		RPTP-0031	Reliability	afternoon.	operational	with realistic run times.	with realistic run times.	
WIBOWO		111 -0031	Reliability	arternoon.	Орегалопат	with realistic run times.	with realistic rain times.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Ari Tristianto				Supports a zone fare structure as	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Wibowo		RPTP-0031	Fares zones	they believe it is more fair.	zone fare decision		and that there are a small number of zones.	
				Supports retaining free fares for				
				children and standardising				
			Fares	concessions in	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Chris Hays		RPTP-0032	concessions	Dunedin/Queenstown	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Thinks bus drivers can be rude and	No changes to RPTP -			
Chris Hays		RPTP-0032	Bus drivers	miss requested stops	operational	Comment has been passed on to our Operations team.	Comment has been passed on to our Operations team.	
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Chris Hays		RPTP-0032	Fares base fare	Opposes adult Bee fare increases	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
			_		No changes to RPTP -		are based on small/moderate increments of the base fare,	
Chris Hays		RPTP-0032	Fares zones	Opposes zone fares	zone fare decision		and that there are a small number of zones.	
Haydor			Faras	Wants a \$1 fare for under 13s	No changes to DDTD		Change in Final Plan: There will be a 40% concession on	Child (F. 12 years) concession discount lists d
Hayden		RPTP-0033	Fares	Wants a \$1 fare for under-12s	No changes to RPTP -	Child concession value decision	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Johnson		KP1P-0033	concessions	adults pay and so should children	noting	Stop infrastructure is guided by the One Network	Queenstown. Stop infrastructure is guided by the One Network	in F P3 changed from 100% to 40%
						Framework and outlined in section 5.4. DCC manage	Framework and outlined in section 5.4. DCC manage	
Hayden			Bus stop	Would like a shelter outside	No changes to RPTP -	Dunedin bus infrastructure. Will pass this request on to	Dunedin bus infrastructure. Will pass this request on to	
Johnson		RPTP-0033	'	Tahuna Park	follow up action	DCC	DCC	
301113011		Ki 17-0033	astructure	Tunulu Furk	Tollow up action	We have tried to balance the strategic nature of the plan,	We have tried to balance the strategic nature of the plan,	
						and the high expectations our community has for public	and the high expectations our community has for public	
				The plan has too many broad		transport, with the constraints of our funding and	transport, with the constraints of our funding and	
Hayden				statements, and reads as a wish	No changes to RPTP -	operating environment. We understand that the balance	operating environment. We understand that the balance	
Johnson		RPTP-0033	Focus areas	list.	noting	may not be perfect.	may not be perfect.	
Hayden		1		Would like improved heating on	No changes to RPTP -	,	,	
Johnson		RPTP-0033	Operations	buses when it is cold	operational	We'll pass on the query to our operations team.	We'll pass on the query to our operations team.	
		0000	1 - 60.00.00.00	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- F 3. 4	The pass of the quest, to our operations team	The state of the day of the day operations teams	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		<u> </u>			<u> </u>	·
							No change to the Draft Plan. Zonal fares are supported in	
				Don't implement zones, the old			the Plan, with final details to be developed. The panel	
				zone system was ridiculous and			notes an expectation that prices for multiple fare zones	
Hayden				standard fares encourage people	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Johnson		RPTP-0033	Fares zones	to explore the city	zone fare decision		and that there are a small number of zones.	
				Supports an adult fare increase to				
				\$2.50, but opposes any fare				
				increases to youth. Due to youth				
				fares already increasing in 2024,				
Mandy Phipps-				they do not want to see them go	No changes to RPTP -		The base adult fare will be \$2.50 across Otago. There will	
Green		RPTP-0034	Fares base fare	up again.	base fare decision	And child and youth concession value decision	be a uniform 40% concession for 5-18 year olds.	
				On a confus abild (5.12				
				Opposes free child (5-12 years)				
				fares. Would rather children pay a				
Manada Dhiana			F	small amount to subsidise lower	No shares to DDTD		Change to Diagram Thomas will be a suniform 400/ assessing	Child (F 12)
Mandy Phipps-		DDTD 0034	Fares	youth (13-18 years) fares, which	No changes to RPTP -	Child and worth assessing value desiries	Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Green		RPTP-0034	concessions	already increased in 2024.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Mandy Phipps-		222	Public	Praise for the Orbus website	No de contra DOTO	Marcal Shaharda	Noted Shirked	
Green		RPTP-0034	information	working well.	No changes to RPTP	Noted with thanks	Noted with thanks	
Manada Dhiana			Duklia	Praise for the Orbus social media				
Mandy Phipps-		DDTD 0034	Public	presence, which does a good job	No shares to DDTD	Make duvide the color	Night and coultable and coultable	
Green		RPTP-0034	information	at sharing information.	No changes to RPTP	Noted with thanks	Noted with thanks	
Manada Dhiana				Praise for the ORC customer				
Mandy Phipps-		DDTD 0034	Onorations	service team who do a great job at	No shanges to DDTD	Nietod with thoule	Noted with thanks	
Green		RPTP-0034	Operations	answering queries.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Praise for Orbus services fitting the				
				respondent and their family's				
				needs well. Frustration that				
Mandy Phipps-				Central Government is making cuts				
Green		RPTP-0034	General	to public transport funding.	No changes to RPTP	Noted with thanks	Noted with thanks	
dreen		KF1F-0034	General	Supports retaining free fares for	No changes to KFTF	Noted with thanks	Noted with thanks	
				children due to reduced carbon			Change in Final Plan: There will be a 40% concession on	
			Fares	emissions and financial pressure	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Yuta Wibowo		RPTP-0035	concessions	for families	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Tata Wibowo		1111-0033	Community	Tor farmines	No changes to RPTP -	Cilia concession value decision	No change from Draft Plan. The development of a	III 1 3 changed from 100% to 40%
Yuta Wibowo		RPTP-0035	transport	Supports community transport	noting	Community transport decision	Community Transport programme is supported.	
Tuta Wibowo		1 11 0033	transport	Supports community transport	inoting.	Community transport accision	community mansport programme is supported.	
Yuta Wibowo		RPTP-0035	Wayfinding	Enjoys real time tracking of buses	No changes to RPTP	Noted with thanks	Noted with thanks	
			, ,	, ,				
				Supports electric buses,				
			Vehicles	particularly ones that have reliable				
Yuta Wibowo		RPTP-0035	electric	air conditioning and are quieter	No changes to RPTP	Noted with thanks	Noted with thanks	
						ORC will be implementing the National Ticketing System	ORC will be implementing the National Ticketing System	
			Ticketing	Wants standardised way to pay for	No changes to RPTP -	(Motu Move) within the next 2 years, which will include	(Motu Move) within the next 2 years, which will include	
Yuta Wibowo		RPTP-0035	system	buses through visa/Mastercard	noting	bank-card payment	bank-card payment	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares because			notes an expectation that prices for multiple fare zones	
				travelling further means higher	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Yuta Wibowo		RPTP-0035	Fares zones	cost	zone fare decision		and that there are a small number of zones.	
				Requests free travel for people		Child concession value decision. Additionally noting the		
			Fares	under 22 and people with	No changes to RPTP -	RPTP contains an explanation for why offering 'free'	Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Mason Hoseit		RPTP-0036	concessions	community service cards	noting	buses for a wider group is not supported.	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%

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				Don't increase adult fares, it would	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Mason Hoseit		RPTP-0036	Fares base fare	be too expensive	base fare decision		\$2.50 across Otago.	
				Supports child fares being free,				
			Fares	but thinks youth fares should also	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Rhonda K		RPTP-0037	concessions	be free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case	
				Request to make more routes'		recommends improved peak frequencies across the	recommends improved peak frequencies across the	
				peak-time frequencies better than	No changes to RPTP -	network, but these improvements are not currently	network, but these improvements are not currently	
Rhonda K		RPTP-0037	Frequency	30 minutes.	noting	1	funded and any improvements would be minor at present.	
Tillonia it		1 1 0007	requeriey	oo minatesi	Tio ting	We do not currently have any plans to extend services in	We do not currently have any plans to extend services in	
				Extend routes into new		these areas. The principles to trigger adding services are	these areas. The principles to trigger adding services are	
				developments around Dunedin's		outlined in our service delivery policy SD P4 on pg. 52 of	outlined in our service delivery policy SD P4 on pg. 52 of	
Rhonda K		RPTP-0037	Routes	hill areas	No changes to RPTP	the plan.	the plan.	
				Opposes a base fare increase	-			
				because it will have a negative				
				impact on patronage and				
				therefore profit. It will also make	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rhonda K		RPTP-0037	Fares base fare	services less affordable.	base fare decision		\$2.50 across Otago.	
				Opposes a zone fare structure.			No change to the Draft Plan. Zonal fares are supported in	
				Suggests, if zones are			the Plan, with final details to be developed. The panel	
				implemented, that fares are still	No changes to DDTD		notes an expectation that prices for multiple fare zones	
Rhonda K		RPTP-0037	Faros zonos	affordable in outer zones to avoid losses in patronage.	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
KIIOIIUa K		KP1P-0037	Fares zones	Supports increased bus	Zone rare decision		and that there are a small number of zones.	
				frequencies, particularly in		Frequency improvements for the Queenstown network	Frequency improvements for the Queenstown network	
Dee Robinson		RPTP-0038	Frequency	Queenstown	No changes to RPTP	are funded and will commence in July 2025.	are funded and will commence in July 2025.	
			,		The enumber to the tr	MOE services are not regulated by ORC or this Plan, but	MOE services are not regulated by ORC or this Plan, but	
							we agree that these form an important part of the public	
						transport system. An MOE subsidy would be another form	transport system. An MOE subsidy would be another form	
				Supports Ministry of Education	No changes to RPTP -	of public share revenue so not helpful in achieving	of public share revenue so not helpful in achieving	
Dee Robinson		RPTP-0038	School services	s subsidising buses for students	noting	increased private share directive.	increased private share directive.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fare structure			the Plan, with final details to be developed. The panel	
				because it could further			notes an expectation that prices for multiple fare zones	
Doo Dobinson		DDTD 0030	Faras - anas	incentivise people living further	No changes to RPTP -		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Dee Robinson		RPTP-0038	Fares zones	away to drive	zone fare decision No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Amelie A		RPTP-0039	Bikes on huses	Restore bike racks to buses	operational	available again.	available again.	
. unche / t		11 0035	Jines on buses	A strong youth concession is	- Perational	a a a a a a a a a a a a a a a a a a a		
				important to Dunedin compared				
			Fares	to Queenstown as people are	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Amelie A		RPTP-0039	concessions	generally poorer	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Likes idea of supporting				
				community vehicle trusts but is				
			Community	concerned about costs to	No changes to RPTP -		No change from Draft Plan. The development of a	
Amelie A		RPTP-0039	transport	ratepayers	noting	Community transport decision	Community Transport programme is supported.	
				Likes idea of supporting				
				community vehicle trusts but				
				thinks it should be public transport	I		No de la Companya de	
A A		DDTD 0000	Community	not personal transport for	No changes to RPTP -	Community to the ground of the control of the contr	No change from Draft Plan. The development of a	
Amelie A		RPTP-0039	transport	environmental reasons	noting	Community transport decision	Community Transport programme is supported.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	U			, ,		·	·	
				Would like the plan to have a		We have carefully considered the level of detail suitable	We have carefully considered the level of detail suitable	
				stronger evidence base in terms of	_	for this strategic plan. Evidence and greater financial	for this strategic plan. Evidence and greater financial	
Amelie A		RPTP-0039		_	noting	detail is more suited to a business case, AP or LTP.	detail is more suited to a business case, AP or LTP.	
				Accepts increasing fares to \$2.50 is				
				okay, but not ideal and will have a	_			
				-	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Amelie A		RPTP-0039	Fares base fare	congestion	base fare decision		\$2.50 across Otago.	
				Is unable to support zonal fares as				
				they don't know how much they			No change to the Draft Plan. Zonal fares are supported in	
				would be, but would accept them			the Plan, with final details to be developed. The panel	
				if the increases with distance were			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Amelie A		RPTP-0039	Fares zones		zone fare decision		and that there are a small number of zones.	
							Change in Final Plan: There will be a 40% concession on	
			Fares	Supports discounted but not free	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Rachel Stanton		RPTP-0040	concessions	child fares.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Suggests making child fares				
				discounted except for 1 day per			Change in Final Plan: There will be a 40% concession on	
					No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Rachel Stanton		RPTP-0040	concessions	travel day (e.g. Saturdays)	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Onnosos community transport as a				
				Opposes community transport as a solution to the transport				
				challenges in towns like Wānaka,				
				Cromwell and Alexandra. More				
				robust public transport is needed	No changes to RPTP -		No change from Draft Plan. The development of a	
Rachel Stanton		RPTP-0040	transport	l	noting	Community transport decision	Community Transport programme is supported.	
					J	, ,	, , , , , , , , , , , , , , , , , , , ,	
				Request for public transport				
				services beyond community				
				transport and Total Mobility be				
				introduced to Cromwell and				
				Alexandra. Suggestion of				
			_		No changes to RPTP -		No change from Draft Plan. The development of a	
Rachel Stanton		RPTP-0040	service	routes to begin with.	noting	Community transport decision	Community Transport programme is supported.	
				Request for public transport				
				services beyond community		Public transport links between Wānaka and Queenstown	Public transport links between Wānaka and Queenstown	
				transport and Total Mobility be		are outlined in the plan for improving regional	are outlined in the plan for improving regional	
				introduced to Wānaka. Suggestion		connectivity, however currently sit in the 10-30 year	connectivity, however currently sit in the 10-30 year	
				of Queenstown Airport connection	No changes to RPTP -	horizon due to lack of funding and alignment with central	horizon due to lack of funding and alignment with central	Small changes to network maps to indicate
Rachel Stanton		RPTP-0040	1		noting	government priorities.	government priorities.	priority for Wānaka connection
				Reluctantly supports an increase				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rachel Stanton		RPTP-0040	Fares base fare	required to maintain services.	base fare decision		\$2.50 across Otago.	
							No de contratto Buff St. 7 - 16	
				Supports a zone fare structure as			No change to the Draft Plan. Zonal fares are supported in	
				long as it remains affordable for			the Plan, with final details to be developed. The panel	
				people outside central areas.	No changes to DDTD		notes an expectation that prices for multiple fare zones	
Rachel Stanton		RPTP-0040			No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Nacriel Stallton		NF 1F-0040	Fares zones	Detween major tentres.	ZOTIC TOLE UECISION	<u>l</u>	and that there are a sindii number of 20ffes.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Supports community transport as				
El' Block and		DDTD 0044	Community	it helps connect smaller towns and	_		No change from Draft Plan. The development of a	
Eli Blackwood		RPTP-0041	transport	rural areas	noting	Community transport decision We agree that low frequencies on weekends are a	Community Transport programme is supported. We agree that low frequencies on weekends are a	
						deficiency in the current Dunedin network, and our plan	deficiency in the current Dunedin network, and our plan	
				Wants increased bus frequencies		includes an ambition to lift weekend services to full	includes an ambition to lift weekend services to full	
				on the weekend from hourly to	No changes to RPTP -	frequencies. However we are not currently in a position to	frequencies. However we are not currently in a position to	
Eli Blackwood		RPTP-0041	Frequency	half-hourly	noting	fund such improvements.	fund such improvements.	
				Thinks increasing adult Bee card	No shanges to DDTD		No shange from Draft Dian. The base adult fore will be	
Eli Blackwood		RPTP-0041	Fares hase fare	fares is logical, but fares need to be low to keep patronage up	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Ell Blackwood		111111111111111111111111111111111111111	Tures base rare	be low to keep pationage up	buse fure decision		\$2.50 del 655 Grago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Supports zone fares, but the price			the Plan, with final details to be developed. The panel	
				is important. The difference			notes an expectation that prices for multiple fare zones	
Eli Blackwood		RPTP-0041	Fares zones	between a 50c increase and \$1 increase definitely adds up	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Eli Biackwood		KP1P-0041	Fares zones	increase definitely adds up	Zone rare decision		and that there are a small number of zones.	
				Children should pay the same as				
				adults. They take up space and				
				often force adults to stand. People				
			_	who choose to send children a				
Katharina Mard		DDTD 0043	Fares	longer distance instead of local	No changes to RPTP -	Child and vouth consection value decision		Child (5-12 years) concession discount listed
Katherine Ward		RPTP-0042	concessions	schools should pay the cost It's fair to standardise concessions	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
			Fares	between Dunedin and	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Katherine Ward		RPTP-0042	concessions	Queenstown.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
					No changes to RPTP -			
Katherine Ward		RPTP-0042	Bus drivers	Bus drivers are nice and helpful	operational	Noted with thanks	Noted with thanks	
Katharina Ward		RPTP-0042	Canacity	Crowding from school travel	No changes to RPTP -	Route capacity will continue to be a consideration in our design of routes and timetables.	Route capacity will continue to be a consideration in our design of routes and timetables.	
Katherine Ward		KP1P-0042	Capacity	makes getting home tough	noting	design of routes and timetables.	design of routes and timetables.	
						We agree it is important to design timetables that deliver	We agree it is important to design timetables that deliver	
						good punctuality, however some level of early and late	good punctuality, however some level of early and late	
							running is unavoidable on a public transport network. We	
				Buses are regularly 15-20 minutes	No changes to RPTP -	will continue to work to ensure our routes are planned	will continue to work to ensure our routes are planned	
Katherine Ward		RPTP-0042	Reliability	later making them hard to rely on Maintain fare affordability for	noting No changes to RPTP -	with realistic run times.	with realistic run times. The existing Community Connect concession, which gives	
Katherine Ward		RPTP-0042	Fares concessions	beneficiaries.	base fare decision		50% off fares, will be maintained.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Doubt price sub-scale	No shanner to DOTO		notes an expectation that prices for multiple fare zones	
Katherine Ward		RPTP-0042	Fares zones	Don't price out people who live in Palmerston.	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Radicilie ward		111111111111111111111111111111111111111	1 01 03 201103	Supports community transport	Zone fare decision		and that there are a small number of zones.	
				services giving people better				
			Community	access to healthcare services (e.g.	No changes to RPTP -		No change from Draft Plan. The development of a	
Rachel Kennedy		RPTP-0043	transport	hospital appointments).	noting	Community transport decision	Community Transport programme is supported.	
						Our plan amphasissa ashia ilaa araata faraaraa	Our plan amphasicas askisuitas avastas fire-	
						Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case	
						recommends improved peak frequencies across the	recommends improved peak frequencies across the	
				Request for more frequent bus	No changes to RPTP -	network, but these improvements are not currently	network, but these improvements are not currently	
Rachel Kennedy		RPTP-0043	Frequency	services (lives in Dunedin).	noting		funded and any improvements would be minor at present.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
rame	O I garii Sacion	(0.5)	Торіс	January of recasacity request	recommendation	Parking charges are set by our TAs, however we agree	Parking charges are set by our TAs, however we agree	necommended detroit to plan
				Request for increasing parking		that parking and congestion pricing can significantly	that parking and congestion pricing can significantly	
			Collaboration	fees and introducing road user		influence and impact public transport. We have included	influence and impact public transport. We have included	
			with	fees to subsidise public transport		a section on parking management, and will strengthen	a section on parking management, and will strengthen	
Rachel Kennedy		RPTP-0043	institutions	1	Change to RPTP	language on congestion pricing.	language on congestion pricing.	Minor changes in language in Plan.
,				Opposes an increase to all fares				0 0 0
				because it will disincentivise mode				
				shift and result in worse	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rachel Kennedy		RPTP-0043	Fares base fare	environmental outcomes.	base fare decision		\$2.50 across Otago.	
				Opposes any fare increases				
				because public transport will				
				become unaffordable for lower	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rachel Kennedy		RPTP-0043	Fares base fare	income people.	base fare decision		\$2.50 across Otago.	
					No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Nick Graham		RPTP-0044	Bikes on buses	Wants bike racks back on buses	operational	available again.	available again.	
						We are committed to continuous improvement of our	We are committed to continuous improvement of our	
				Does not like the Transit app due	No changes to RPTP -	real-time information and how it is presented in the	real-time information and how it is presented in the	
Nick Graham		RPTP-0044	Wayfinding	to inconsistent GPS tracking	noting	Transit App or any other future data consumers	Transit App or any other future data consumers	
				Opposes increased adult Bee card	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Nick Graham		RPTP-0044	Fares base fare	fares due to lower patronage	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares, so long as the	N		notes an expectation that prices for multiple fare zones	
Nich Code		DDTD 0044	.	fares are not substantive increases			are based on small/moderate increments of the base fare,	
Nick Graham		RPTP-0044		over short distances	zone fare decision		and that there are a small number of zones.	
				Asking children to pay half price fares would be easier, it would				
				generate revenue that could	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
LY		RPTP-0045		improve the service	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
_		111111111111111111111111111111111111111	COTICCOSIOTIS	Only increase fares if you can	nothing .	Cinia and youth concession value decision	101 5 20 year olds in all of oldgo.	111 1 3 Changea 110111 100/0 to 40/0
				make improvements to service,				
				1	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
LY		RPTP-0045		time improvement	base fare decision	Noting link of price with provision of service.	\$2.50 across Otago.	
		1 20.0	and a substitute			Our plan emphasises achieving greater frequencies and	Our plan emphasises achieving greater frequencies and	
						service spans over time. However, under current funding	service spans over time. However, under current funding	
				Requests evening service after	No changes to RPTP -	constraints we are not able to commit to such	constraints we are not able to commit to such	
LY		RPTP-0045		6pm for to Palmerston	noting	improvements.	improvements.	
							No change to the Draft Plan. Zonal fares are supported in	
				Zones are confusing, some people			the Plan, with final details to be developed. The panel	
				who don't take the bus don't			notes an expectation that prices for multiple fare zones	
				realise how easy it is to take the	No changes to RPTP -		are based on small/moderate increments of the base fare,	
LY		RPTP-0045	Fares zones	bus now that it's flat fares.	zone fare decision		and that there are a small number of zones.	
		-1		1		1	1	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				charging a fare. Believes public				
				transport should be free for				
				everyone in Dunedin due to its				
				environmental, public health,				
				social equity and economic				
				benefits. Free fares would improve				
				parking availability, traffic				
				congestion, bus trip times, road				
				safety, affordability for low income				
				people, bus patronage, Dunedin's				
				attractiveness to tourists,				
				transport-related greenhouse gas				
				emissions, etc.				
				Note that several statistics cited				
				are inaccurate or out of date. We				
				infer this letter was addressed to				
				ORC Councillors in 2022 ahead of				
				the 7 December 2022 Council				
				meeting, at which the submitter				
				spoke in public forum.				
				Inaccuracies include:				
				- Malta introduced free bus fare				
				for people with bus cards but still				
				charged cash fares. The submitter				
				cites this happening last month,				
				but it happened in 2022.				
				- In Hasselt, Belgium, public				
Dave				transport was free from 1997 to				
Bainbridge-				•	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Zafar		RPTP-0046			noting	don't support free public transport.	don't support free public transport.	
Zului		111 0040	rures buse rure	operating costs outsizing revenue.	inoting	aon e suppore nee public transport.	don't support free public transport.	
				Safety around the bus hub,				
				particularly at night, is important.				
				Submitter said they felt unsafe at				
				the bus hub at night when their		Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
				bus didn't turn up and there was		-	key priority in Focus Area 1: Passenger Experience and 2.2	
Kathryn van				· ·	No changes to RPTP -	Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
Beek		RPTP-0047	1	I	noting	RPTP.	RPTP.	
300								
							We acknowledge community interest in rail solutions. We	
							do not currently have an evidence base to include rail in	
						Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
Kathryn van				Supports trains and rail (not for	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Beek		RPTP-0047			noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
				, ,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Ç Şiri
				Opposes raising adult Bee card				
Kathryn van				fares and believes public transport	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Beek		RPTP-0047		should be free for all, or very cheap			\$2.50 across Otago.	
				, , , , , , , , ,				
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares and thinks it			notes an expectation that prices for multiple fare zones	
Kathryn van					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Beek		RPTP-0047			zone fare decision		and that there are a small number of zones.	
JULIN		00-7/	1 41 63 201163	Tartifer away	Zone fare accision		and there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		, , , ,	No changes to RPTP -	· ·	No change from Draft Plan. The base adult fare will be	·
Sam Mehrtens		RPTP-0048	Fares base fare	Keep fares at \$2	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				It's fair to pay more to travel	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Sam Mehrtens		RPTP-0048	Fares zones	further	zone fare decision		and that there are a small number of zones.	
Sam Weilitells		KF1F-0048	1 81 63 201163	luttiei	Zone fare decision	A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
						will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
Jennifer			Oamaru	Request for bus services between	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Erakovic		RPTP-0049	service	Dunedin-Oamaru.	noting	years.	years.	
						These services are included in this Plan as integral services	These services are included in this Plan as integral services	
Jennifer				Request for bus services between	No changes to RPTP -	for Otago, but availability of funding will dictate timing of	for Otago, but availability of funding will dictate timing of	
Erakovic		RPTP-0049	Clutha service	Dunedin-Balclutha.	noting	such improvements.	such improvements.	
				S suts a hand faux !				
			I	Supports a base fare increase to \$2.50 if it provides the revenue				
Jennifer				adequate to fund services from	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Erakovic		RPTP-0049		Dunedin to Balclutha and Oamaru.	base fare decision		\$2.50 across Otago.	
LIGHTOVIC		1 11 00 13	r dres base rare		base fare accision		72.50 across crago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports a zone fare structure, but			notes an expectation that prices for multiple fare zones	
Jennifer				only if fares for longer trips	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Erakovic		RPTP-0049	Fares zones	increase moderately.	zone fare decision		and that there are a small number of zones.	
			_	Supports free fares for children,			Change in Final Plan: There will be a 40% concession on	01:11/5.40
Anne-Marie		DDTD 0050		but only for going to and from	No changes to RPTP -	Child and acceptance desiring	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Hutton		RPTP-0050	concessions	school Submitter mentions that buses	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				provide an essential part of				
				Dunedin's life, and that customers				
Anne-Marie				should find them affordable and				
Hutton		RPTP-0050	General	safe	No changes to RPTP	Noted with thanks	Noted with thanks	
Anne-Marie				Submitted mentioned bus drivers	No changes to RPTP -			
Hutton		RPTP-0050	Bus drivers	do a great job	operational	Noted with thanks	Noted with thanks	
Anne-Marie				Supports increasing adult Bee card			No change from Draft Plan. The base adult fare will be	
Hutton		RPTP-0050	Fares base fare	fares as the increase is small	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Anne-Marie				Opposes zone fare structure due	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Hutton		RPTP-0050	Fares zones	to perceived complexity	zone fare decision		and that there are a small number of zones.	
			Fares	Make youth concessions 50% so	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Austin Milne		RPTP-0051	concessions	that it's simpler	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
							Change in Final Plan: There will be a 40% concession on	
I			Fares	· · ·	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Austin Milne		RPTP-0051		so they get used to paying	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Accepts fare increases if	No shanes to DOTO		No shange from Draft Dies. The base of the first till	
Austin Milne		RPTP-0051	Fares base fare	improvements to service are	No changes to RPTP - base fare decision	Noting link of price with provision of service.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Austin Millie		WE 15-002T	i ares base rare	occurring.	base rare decision	Inothing link of price with provision of service.	72.30 aci uss Otagu.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Austin Milne		RPTP-0051	Focus areas	Needs focus on convenience under passenger experience	No changes to RPTP - noting	Our full plan includes convenience as a key consideration under Focus area 1: Passenger Experience. Convenience is also a key aspect of network design in Focus area 4: A connected and integrated network.	Our full plan includes convenience as a key consideration under Focus area 1: Passenger Experience. Convenience is also a key aspect of network design in Focus area 4: A connected and integrated network.	
Austin Milne		RPTP-0051	Pets on buses	Make it easier to take pets on buses. People without cars should have the same freedoms as those with. Could adopt a policy of full muzzles like Auckland, and have to get off bus if a guide dog gets on. Could charge a fare to pets.	No changes to RPTP - noting	We acknowledge interest by some pet owners to alter our existing pet policy. The current policy however does provide for pets to be on buses in a manner that is safe for all users.	No change to Draft Plan. Proposed pet policy (consistent with current policy since 2021) is maintained.	
Austin Milne		RPTP-0051	Fares zones	Accepts higher fares for long trips but there should also be lower fares for very short trips	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Mark Kane		RPTP-0052	Community transport	Supports ORC having a role in supporting community transport services. Believes more robust public transport than just community transport services is needed through our region.	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Mark Kane		RPTP-0052	Rail and ferries	1	No changes to RPTP - noting	We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to improve connectivity and access for smaller towns.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Mark Kane		RPTP-0052	Vehicles smaller	Request to use different sizes of buses at different times of day (e.g. peak vs. off-peak) as a means of reducing operating costs. Opposes any increase to fares.	Change to RPTP	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips; it is not good value for money to maintain separate fleets for different times of day.	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	Add explainer on small buses in Focus area 4.
Mark Kane		RPTP-0052	Fares base fare	Requests public transport be funded 100% by targeted rates, so fares are free and areas without public transport do not subsidise the service.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Hanna Lynch		RPTP-0053	Bikes on buses	The ban on bike racks was extremely disruptive and even contributed to the submitter to buying a car	No changes to RPTP - operational	A solution has been reached and bike racks are now available again.	A solution has been reached and bike racks are now available again.	
Hanna Lynch		RPTP-0053	Fares concessions	Supports maintaining free fares for children	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Hanna Lynch		RPTP-0053	Community transport	Supports community transport as it enables people to get around without the burden of car ownership	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Submitter mentioned struggles		Service improvements recommended in the Queenstown Public Transport Business case are included in the plan	Service improvements recommended in the Queenstown Public Transport Business case are included in the plan	
				with inconsistency, missed buses	No changes to RPTP -	and funded; we are seeking to implement these	and funded; we are seeking to implement these	
Hanna Lynch		RPTP-0053	Reliability	and the lack of buses in 5 Mile	noting	improvements.	improvements.	
						Service improvements recommended in the Queenstown	Service improvements recommended in the Queenstown	
				Wants more frequent and more	No changes to RPTP -	Public Transport Business case are included in the plan and funded; we are seeking to implement these	Public Transport Business case are included in the plan and funded; we are seeking to implement these	
Hanna Lynch		RPTP-0053	Frequency	reliable buses in Queenstown.	noting	improvements.	improvements.	
, ,				Opposes increases to adult Bee	0	p · · · · ·	p · · · · ·	
				card fares, unless there is a local				
				monthly rate available to make it				
Harris I and		DDTD 0053			No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Hanna Lynch		RPTP-0053	Fares base fare	fare caps)	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure due			notes an expectation that prices for multiple fare zones	
				to fairness for people living further	_		are based on small/moderate increments of the base fare,	
Hanna Lynch		RPTP-0053	Fares zones	away	zone fare decision		and that there are a small number of zones.	
				Mosgiel bus should continue along		We do not currently have any plans to extend services in	We do not currently have any plans to extend services in	
				Hagart-Alexander Drive to serve new developments in Highland		these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of	these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of	
Lyn McLaren		RPTP-0054	Routes	Park	No changes to RPTP	the plan.	the plan.	
					l l l l l l l l l l l l l l l l l l l			
				Would prefer to see public				
				transport improvements in highly				
				populated areas before focusing				
				on smaller towns and rural areas.				
			Camaninita	This includes deprioritising	No shanges to DDTD		No shange from Dreft Dlan. The development of a	
Amanda Elrick		RPTP-0055	Community transport	supporting community transport in favour of urban public transport.	No changes to RPTP -	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
7 HIGHER EMPER		1 11 0000	transport	in favour or arguit pashe transport.	Thousand the second sec	Community transport accision	Community Transport programme is supported.	
				Request to introduce a fare-		Fare capping is included as a potential element of our fare	Fare capping is included as a potential element of our fare	
				capping system, for example, for		structure in Fare policy F P2 pg. 84. The current low fares	structure in Fare policy F P2 pg. 84. The current low fares	
				people who take public transport		mean multiple trips are affordable. Additionally fare	mean multiple trips are affordable. Additionally fare	
Amanda Floidi		DDTD 0055	Fares	multiple times per year to Dunedin	_	capping does not currently align with NZTA directive to	capping does not currently align with NZTA directive to	
Amanda Elrick		RPTP-0055	concessions	for hospital appointments.	noting	increase private share.	increase private share.	
				Requests greater promotion of		Focus area 1: Passenger experience includes increased	Focus area 1: Passenger experience includes increased	
			Public	public transport to locals to	No changes to RPTP -	emphasis on promotion, publicity and education	emphasis on promotion, publicity and education	
Amanda Elrick		RPTP-0055	information	generate patronage.	noting	activities. Policy BM P2 pg26 and actions 1-4.	activities. Policy BM P2 pg26 and actions 1-4.	
				Cumporto o hana farra i constant		Nating public transports in fact the public and	Nating public transports is for the public transports.	
			Faros	Supports a base fare increase to \$2.50, but believes tourists should	No changes to DDTD	Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is	
Amanda Elrick		RPTP-0055	Fares local/tourists	be charged more than locals.	base fare decision	avoid discriminating between users. Determining who is considered a tourist is also difficult.	considered a tourist is also difficult.	
Allianua Linck		111-0033	iocai, tourists	be charged more than locals.	Susc fulle decision		Public transport links between Cromwell and Queenstown	
						are outlined in the plan for improving regional	are outlined in the plan for improving regional	
				Request for public transport		connectivity, and we hope to implement them in the next	connectivity, and we hope to implement them in the next	
			Central Otago	services to be introduced from	No changes to RPTP -	10 years subject to funding and alignment with central	10 years subject to funding and alignment with central	
Amanda Elrick		RPTP-0055	service	Queenstown to Cromwell.	noting	government priorities.	government priorities.	
						Public transport links between Wānaka and Queenstown	Based or feedbased	
				Doguest for public transcer		are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
			Upper Clutha	Request for public transport services to be introduced from	No changes to RPTP -	connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central	Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this	Small changes to network maps to indicate
Amanda Elrick		RPTP-0055	service	Queenstown to Wanaka.	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
a.raa Eirick	<u> </u>	1 11 0000	100.1.00	Queenstonn to wandka.		log . G	Stanient 35 We caution that this is currently indicative.	p

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Amanda Elrick		RPTP-0055			No changes to RPTP - noting	We have tried to balance the strategic nature of the plan, and the high expectations our community has for public transport, with the constraints of our funding and operating environment. We understand that the balance may not be perfect.	We have tried to balance the strategic nature of the plan, and the high expectations our community has for public transport, with the constraints of our funding and operating environment. We understand that the balance may not be perfect.	
Amanda Elrick		RPTP-0055	Fares zones	_	No changes to RPTP - base fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Hayleigh Plumb		RPTP-0056	Routes	-	No changes to RPTP - noting	A service via the back of the airport is not currently part of Queenstown Public Transport Business Case planned improvements, but can be considered in future route planning in the area subject to our service design principles in SD P1 pg51	A service via the back of the airport is not currently part of Queenstown Public Transport Business Case planned improvements, but can be considered in future route planning in the area subject to our service design principles in SD P1 pg51	
Hayleigh Plumb		RPTP-0056	Routes		No changes to RPTP - noting	This will not be possible due to route 4 being changed under upcoming improvements	This will not be possible due to route 4 being changed under upcoming improvements	
Hayleigh Plumb		RPTP-0056	Timetables		No changes to RPTP - noting	We will be working to implement service improvements under the Queenstown Public Transport Business Case. As frequencies increase we will be shifting timetables from a timed-transfer model (where buses all serve the Frankton Hub at the same time to allow fast transfers) to a combined frequency model (where buses serve the Frankton Hub at separate times, to give a headway of 7.5 minutes or less on the Frankton Road	We will be working to implement service improvements under the Queenstown Public Transport Business Case. As frequencies increase we will be shifting timetables from a timed-transfer model (where buses all serve the Frankton Hub at the same time to allow fast transfers) to a combined frequency model (where buses serve the Frankton Hub at separate times, to give a headway of 7.5 minutes or less on the Frankton Road	
Hayleigh Plumb		RPTP-0056	Frequency	morning and evening times	No changes to RPTP - noting	We will be working to implement service improvements under the Queenstown Public Transport Business Case. As frequencies increase we will be shifting timetables from a timed-transfer model (where buses all serve the Frankton Hub at the same time to allow fast transfers) to a combined frequency model (where buses serve the Frankton Hub at separate times, to give a headway of 7.5 minutes or less on the Frankton Road	We will be working to implement service improvements under the Queenstown Public Transport Business Case. As frequencies increase we will be shifting timetables from a timed-transfer model (where buses all serve the Frankton Hub at the same time to allow fast transfers) to a combined frequency model (where buses serve the Frankton Hub at separate times, to give a headway of 7.5 minutes or less on the Frankton Road	
Hayleigh Plumb		RPTP-0056			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Hayleigh Plumb Ralph-Peter		RPTP-0056	Fares zones	travelled are long enough Restore bike racks on buses before	No changes to RPTP - zone fare decision No changes to RPTP -	A solution has been reached and bike racks are now	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. A solution has been reached and bike racks are now	
Hendriks Ralph-Peter		RPTP-0057	1	Low fares encourage usage. Supports free fares; they would	operational No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Hendriks		RPTP-0057	Fares base fare	_	base fare decision	don't support free public transport.	don't support free public transport.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Many drivers are too fast, some		·	·	·
Ralph-Peter				too slow. Teach them to drive	No changes to RPTP -			
Hendriks		RPTP-0057	Bus drivers	smoothly	operational	This comment will be passed to the Operations team	This comment will be passed to the Operations team	
						We acknowledge interest by some pet owners to alter our		
						existing pet policy. The current policy however does		
Ralph-Peter				1	No changes to RPTP -	provide for pets to be on buses in a manner that is safe	No change to Draft Plan. Proposed pet policy (consistent	
Hendriks		RPTP-0057	Pets on buses	Allow dogs on a leash on buses.	noting	for all users.	with current policy since 2021) is maintained.	
Ralph-Peter					No changes to RPTP -			
Hendriks		RPTP-0057	Focus areas	Focus on the basics like comfort	noting	We agree that it is important to get the basics right.	We agree that it is important to get the basics right.	
				Supports free child (5-12 years)				
				fares to. Free fares make public				
				transport more affordable for low				
				income families. Affordability for				
				children enhances freedom and				
				independence. Free fares also				
			Fares	1	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Matthew Jenks		RPTP-0058	I	l .	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports focus areas and the	-			
				policies of public transport being				
				affordable, high quality,				
				electrified, frequent, reliable and				
Matthew Jenks		RPTP-0058	Focus areas		No changes to RPTP	Noted with thanks	Noted with thanks	
				Praise that the bus fleet is being				
				electrified due to it improving air				
				pollution, public health and the				
Matthew Jenks		RPTP-0058	electric	climate.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Praise for Dunedin bus drivers for	No changes to RPTP -			
Matthew Jenks		RPTP-0058			operational	Thank you, this feedback will be passed to operators	Thank you, this feedback will be passed to operators	
Wideliew Jeriko		1 11 0000	Dus directs	arrang sarety around eyenses:	operational	Thank you, this recubuck will be passed to operators	Thank you, and recubuck will be passed to operators	
				Opposes an increase to the base				
				fare because it may make public				
				transport unaffordable for low				
				income people. Understands the				
				fares are increasing due to				
				l e e e e e e e e e e e e e e e e e e e	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Matthew Jenks		RPTP-0058	Fares base fare	funding for public transport.	base fare decision		\$2.50 across Otago.	
				Supports a zone fare structure, but			No should to the Darft Div. 7 and 6	
				believes public transport outside			No change to the Draft Plan. Zonal fares are supported in	
				central urban areas must remain affordable, frequent and reliable			the Plan, with final details to be developed. The panel	
				-	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Matthew Jenks		RPTP-0058			zone fare decision		and that there are a small number of zones.	
Deborah		111111111111111111111111111111111111111	Fares	private verificies.	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Waerea		RPTP-0059		Supports keeping child fares free	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Deborah		1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Fares		No changes to RPTP -	10.000	Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Waerea		RPTP-0059			_	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Deborah				Supports 50c increase to adult Bee			No change from Draft Plan. The base adult fare will be	0
		1	I	1 7 7	base fare decision	I .	\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	ТОРІС	Summary of reeuback/request	recommendation	linitial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare due to fairness			notes an expectation that prices for multiple fare zones	
Deborah					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Waerea		RPTP-0059		potential for being confusing	zone fare decision		and that there are a small number of zones.	
vacica		111111111111111111111111111111111111111	1 01 03 201103	Asks for an Dunedin airport bus.	Zone fare decision		and that there are a small number of zones.	
				Very hard to get to airport from		A service to Balclutha is included as an integral service,	A service to Balclutha is included as an integral service,	
			I	Peninsula and considers that		and include in the plan within the next ten years, subject	and include in the plan within the next ten years, subject	
					No changes to RPTP -	to funding. This service would include a connection to the	to funding. This service would include a connection to the	
Erika Buky		RPTP-0060		could be involved	noting	airport.	airport.	
LIIKa Baky		111111111111111111111111111111111111111	All port service	codia de involvea	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Erika Buky		RPTP-0060	Rikes on huses	Get bike racks back on buses	operational	available again.	available again.	
LIIKa Buky		KF 1F -0000	bikes on buses	det bike racks back on buses	Operational	available again.	available again.	
						Our plan emphasises achieving greater frequency over	Our plan emphasises achieving greater frequency over	
						time. And our Fares and Frequencies Business Case	time. And our Fares and Frequencies Business Case	
				Wants a move towards half-hourly		recommends improved peak frequencies on this route,	recommends improved peak frequencies on this route,	
				services for the Peninsula hourly	No changes to RPTP -	but these improvements are not currently funded and any	but these improvements are not currently funded and any	
Erika Buky		RPTP-0060	Frequency	is inadequate	noting	improvements would be minor at present.	improvements would be minor at present.	
LIIKa Baky		111111111111111111111111111111111111111	requeries	is madequate	inothing .	Our plan emphasises that fleet emissions are only a small	Our plan emphasises that fleet emissions are only a small	
				Prioritise service levels over		part of the environmental benefits of public transport:	part of the environmental benefits of public transport:	
				electric buses thinks that the	No changes to RPTP -	there are wider benefits in mode-shift and more efficient	there are wider benefits in mode-shift and more efficient	
Erika Buky		RPTP-0060		environmental benefits are greater	_	land-use patterns.	land-use patterns.	
LIIKa Buky		KF 1F -0000	rrequericy	environmental benefits are greater	lioting	land-use patterns.	land-use patterns.	
				Supports free fares to encourage				
				families to use the bus together				
				instead of driving, and to improve				
				congestion/safety at school	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Erika Buky		RPTP-0060	Fares base fare		base fare decision	don't support free public transport.	don't support free public transport.	
Erika Baky		1 11 0000	r ar es base rar e	Accepts that there's a need in	buse fure decision		don't support hee public transport.	
				current policy environment to				
				increase fares, but we should				
				consider evidence base for	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Erika Buky		RPTP-0060		benefits of free buses.	base fare decision	don't support free public transport.	don't support free public transport.	
Zima Bany		1 17 0000	r ares sase rare	Deficites of free buses.	buse fure decision			
				Flat fare seems fair and accessible				
				for people and also businesses,			No change to the Draft Plan. Zonal fares are supported in	
				and reduces hardship for non-			the Plan, with final details to be developed. The panel	
				drivers. Acknowledges they have			notes an expectation that prices for multiple fare zones	
				some bias as they would be paying	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Erika Buky		RPTP-0060	Fares zones	2-zone fares	zone fare decision		and that there are a small number of zones.	
Erika baky		1.11 -0000	1 01 03 201103	Opposes community transport if it			and that there are a small number of zones.	
				has a high budget, is inadequately				
			Community	researched and uses unnecessarily	No changes to RPTP -		No change from Draft Plan. The development of a	
Carol Jamieson		RPTP-0061	· · ·	-	noting	Community transport decision	Community Transport programme is supported.	
Caror Janneson		W. 11-0001	transport	idige buses.	Hothig	Community transport decision	Community Transport programme is supported.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
	J	, ,		, , ,		·	'	•
						Fleet electrification is mandated by NZTA through the	Fleet electrification is mandated by NZTA through the	
						Requirements for Urban Buses (RUB). Further,	Requirements for Urban Buses (RUB). Further,	
						NZTA's Zero emission bus economics study (NZTA's Zero emission bus economics study (
						https://www.nzta.govt.nz/resources/research/reports/71	https://www.nzta.govt.nz/resources/research/reports/71	
						8/) indicates that intensively used battery-electric buses	8/) indicates that intensively used battery-electric buses	
				Opposes electrifying bus fleet			perform best on a whole-of-life emissions basis, including	
			I	because of the negative		embedded carbon. Although there remain some open	embedded carbon. Although there remain some open	
				environmental impacts of building		questions, the best information currently available points	questions, the best information currently available points	
				and disposing of lithium batteries.		to battery-electric buses as the best way to serve our	to battery-electric buses as the best way to serve our	
			I	_	No changes to RPTP -	needs in most cases.	needs in most cases.	
Carol Jamieson		RPTP-0061			noting			
				, ,	Ü	It is an NZTA requirement for ORC to adopt the national	It is an NZTA requirement for ORC to adopt the national	
				Opposes the national ticketing		ticketing solution. We would not be in a position to	ticketing solution. We would not be in a position to	
				system replacing the Bee Card.		withdraw from the national ticketing system at this stage,	withdraw from the national ticketing system at this stage,	
					No changes to RPTP -	and withdrawal may jeopardise future central	and withdrawal may jeopardise future central	
Carol Jamieson		RPTP-0061	_		noting	government funding.	government funding.	
				Supports safety as a priority in			-	
				light of the violence at the				
				Dunedin bus hub, graffiti and				
Carol Jamieson		RPTP-0061		_	No changes to RPTP	Noted with thanks	Noted with thanks	
				Supports a base fare increase so	Ü			
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Carol Jamieson		RPTP-0061			base fare decision		\$2.50 across Otago.	
				Believes base fare should rise to				
				\$3 to remove the need for				
				ratepayers to subsidise public				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Carol Jamieson		RPTP-0061	Fares base fare		base fare decision		\$2.50 across Otago.	
		11111111111		Supports Community Services			Y-100 100 000 000 000	
Carol Jamieson		RPTP-0061			No changes to RPTP		This will continue.	
					or a grant			
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares as a 'user			notes an expectation that prices for multiple fare zones	
				1	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Carol Jamieson		RPTP-0061		transport.	zone fare decision		and that there are a small number of zones.	
				Submitter mentions that the buses				
				are too big relative to the size of				
				the roads, and that buses often				
				run empty. They want smaller		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
Marion				buses for lower patronage routes,		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Jamieson		RPTP-0062		-	Change to RPTP	trips.		Add explainer on small buses in Focus area 4
				Opposes adult Bee card fare				
Marion				l '''	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jamieson		RPTP-0062	I	_	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Marion				Supports moving to a zone fare	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jamieson		RPTP-0062		-	zone fare decision		and that there are a small number of zones.	
		1 11 0002	. 41 63 201163	3	- one rare accision		and there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
			-			·		·
				Not necessary to be consistent				
			Fares	between Dunedin and	No changes to RPTP -		_	Child (5-12 years) concession discount listed
Jenny Duncan		RPTP-0063	concessions		noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Coordinate timetables in places				
				like South Dunedin where multiple		The importance of coordinating multiple timetables with	The importance of coordinating multiple timetables with	
_					No changes to RPTP -	each other is included as a consideration in the design of	each other is included as a consideration in the design of	
Jenny Duncan		RPTP-0063	Timetables	combined frequencies.	noting	timetables in the Plan.	timetables in the Plan.	
						We agree it is important to design timetables that deliver	We agree it is important to design timetables that deliver	
						good reliability, however some level of early and late	good reliability, however some level of early and late	
						The state of the s	running is unavoidable on a public transport network. We	
					No changes to RPTP -	will continue to work to ensure our routes are planned	will continue to work to ensure our routes are planned	
Jenny Duncan		RPTP-0063	Reliability	Improve timetable reliability	noting	with realistic run times.	with realistic run times.	
/ = 2				, , , , , , , , , , , , , , , , , , , ,	- 0	We do not currently have plans to operate a bus route	We do not currently have plans to operate a bus route	
				Wants to see a bus route on		along the one-way in North Dunedin. The plan's service	along the one-way in North Dunedin. The plan's service	
				Cumberland St stopping outside	No changes to RPTP -	design principles discourage the use of one-way streets	design principles discourage the use of one-way streets	
Jenny Duncan		RPTP-0063	Routes	Otago University	noting	where two-way streets are available.	where two-way streets are available.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jenny Duncan		RPTP-0063	Fares zones	that users will be sensitive to fares	zone fare decision		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Accepts higher fares for longer	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Jenny Duncan		RPTP-0063		trips but it shouldn't be a focus	zone fare decision		and that there are a small number of zones.	
Jenny Bunean		111-0003	1 41 C3 2011C3	trips but it shouldn't be a locus	Zone fare decision		and that there are a small number of zones.	
				Request for service from Dunedin				
				City Centre to the Dunedin Airport				
				at least an hourly frequency.		A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
				There should at least be a Mosgiel-		service in the plan and would serve the airport, but is not	service in the plan and would serve the airport, but is not	
				Airport service. This would enable		currently funded. A more frequent (e.g. hourly) Airport	currently funded. A more frequent (e.g. hourly) Airport	
				airport staff to commute and		service would not be a priority as there are a significant	service would not be a priority as there are a significant	
Robert			Dunedin	those travelling to not have to rely		•	number of other service improvements that would deliver	
ORCHISTON		RPTP-0064	Airport service	on the private shuttle services.	noting	better value for money.	better value for money.	
D. L.			E	Opposes charging youth (13-18	N		Character Theory III and the second	
Robert		DDTD CCC4	Fares		No changes to RPTP -	Child and anoth according to the child	Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
ORCHISTON		RPTP-0064	concessions	for everyone 18 and under.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Opposes all fare increases because				
				public transport should be free or				
				extremely affordable for all users.				
				It should instead be heavily				
				subsidised by higher targeted				
Robert					No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
ORCHISTON		RPTP-0064	Fares base fare	1	base fare decision	don't support free public transport.	don't support free public transport.	
	l .	<u> </u>		, , , , , , , , , , , , , , , , , , , ,	!		<u>' '' '</u>	

		Submitter #			Staff			
Name	Organisation			Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	_							
				Opposes the proposed zone fare				
				structure, but supports charging				
				more for longer trips. Trips should				
				be charged on a per kilometre			No change to the Draft Plan. Zonal fares are supported in	
				basis, with shorter trips having a			the Plan, with final details to be developed. The panel	
				higher per kilometre cost and			notes an expectation that prices for multiple fare zones	
Robert				longer trips having a lower per	No changes to RPTP -		are based on small/moderate increments of the base fare,	
ORCHISTON		RPTP-0064	Fares zones	kilometre cost.	zone fare decision		and that there are a small number of zones.	
				Enhance regional services due to				
Duane			Regional	hospital access, including use of	No changes to RPTP -	Access to services such as hospitals is a major motivator	Access to services such as hospitals is a major motivator	
Donovan		RPTP-0066	services	technology.	noting	for the plan's increased focus on a region-wide network.	for the plan's increased focus on a region-wide network.	
Duane			Fares	Accepts free trips for under-12s	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Donovan		RPTP-0066			noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				1 1 0	Ŭ	,	, ,	<u> </u>
						Our plan gives emphasis to enhancing Frequent service	Our plan gives emphasis to enhancing Frequent service	
Duane				More frequent inner-city services;	No changes to RPTP -	where possible., however the current funding constraints	where possible., however the current funding constraints	
Donovan		RPTP-0066	Frequency	1	noting	are a limitation and this will not always be possible.	are a limitation and this will not always be possible.	
20				Asks for better scheduling. The				
				two routes servicing Kaikorai leave				
				at the same time making it a 30		The importance of reliable buses, is captured in the plan.	The importance of reliable buses, is captured in the plan.	
				min service rather than 15 min.		Good timetable design is a core principle of the network	Good timetable design is a core principle of the network	
Duane					No changes to RPTP -	design chapter of the Plan. However some level of early	design chapter of the Plan. However some level of early	
Donovan		RPTP-0066	Timetables		noting	and late running is unavoidable.	and late running is unavoidable.	
Donovan		KF1F-0000	Timetables	acilievable III peak.	lioting	and late running is dilavoidable.	and late running is dilavoidable.	
				Eliminate any "social or wellness"		The Plan outlines that our procurement approach (section	The Plan outlines that our procurement approach (section	
				1				
Duana				clauses in tendering. Focus needs	No shanges to DDTD	6.3) including compliance and accordance with NZTA	6.3) including compliance and accordance with NZTA	
Duane		DDTD 00CC	Canaral	-	No changes to RPTP -	Procurement Manual and ORC's Transport Activities	Procurement Manual and ORC's Transport Activities	
Donovan		RPTP-0066	General	package, not social engineering.	noting	Procurement strategy.	Procurement strategy.	
D			A ations	Link and an along the bile tool		This is a consideration in our regional-level thinking and	This is a consideration in our regional-level thinking and	shoot if any noticing and the amount of the
Duane			Active	Link regional services to bike trail		Public and Active connectivity strategy outlined in the	Public and Active connectivity strategy outlined in the	check if any policies could be amended to
Donovan		RPTP-0066	transport		Change to RPTP	Multi-modal access section of the plan.	Multi-modal access section of the plan.	reference this explicitly?
				Improve cross-town / orbital travel				
				options travelling through			We agree that it is important to consider non-radial travel	
Duane				centre of town can be a very long	No changes to RPTP -	patterns, but note that there are limitations to what can	patterns, but note that there are limitations to what can	
Donovan		RPTP-0066	Routes	trip	noting	be achieved within budget constraints.	be achieved within budget constraints.	
						We are committed to continuous improvement of our	We are committed to continuous improvement of our	
Duane				Asks for a simpler real-time		real-time information and how it is presented in the	real-time information and how it is presented in the	
Donovan		RPTP-0066			No changes to RPTP	Transit App or any other future data consumers	Transit App or any other future data consumers	
Duane			Vehicles	Supports electrification but unsure	No changes to RPTP -	We do not currently have any major concerns about the	We do not currently have any major concerns about the	
Donovan		RPTP-0066	electric	if grid can support it	noting	impact of electrification on the electrical grid.	impact of electrification on the electrical grid.	
							We understand the importance of reliable buses, and this	
						is captured in the plan. Some level of early and late	is captured in the plan. Some level of early and late	
Duane				Doesn't understand "Build trust",	No changes to RPTP -	running is however unavoidable. Good timetable design is	running is however unavoidable. Good timetable design is	
Donovan		RPTP-0066	Focus areas	just wants to see buses on time	noting	a core principle of the network design chapter of the Plan	a core principle of the network design chapter of the Plan	
						While in any one location there are constraints that may	While in any one location there are constraints that may	
				Coordinate timetables better		limit the coordination of timetables, the point is	limit the coordination of timetables, the point is	
					i	1	Londonton de Consideration de décide de la continue de la contraction de la contract	
				e.g. routes 37 and 61 timetabled		understood. Coordinating multiple timetables with each	understood. Coordinating multiple timetables with each	
Duane					No changes to RPTP -	understood. Coordinating multiple timetables with each other is included as a consideration in the design of	other is included as a consideration in the design of	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	ТОРІС	Summary of feedback/request	recommendation	initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Fares should be as flat as possible;			notes an expectation that prices for multiple fare zones	
Duane				-	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Donovan		RPTP-0066	Fares zones	area (e.g. Waitati, Mosgiel)	zone fare decision		and that there are a small number of zones.	
				Accept fare increases are needed				
				the longer we wait the worse the				
Duane				increase will be when we have to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Donovan		RPTP-0066	Fares base fare	make it	base fare decision		\$2.50 across Otago.	
				Request to use smaller buses on		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
Dave			Vehicles	less popular routes and at off peak		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Goosselink		RPTP-0067	smaller	times to lower costs.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Supports a base fare increase to				
				\$2.50. Would support greater fare				
				increases to meet the cost of				
Dave				provision and decrease public	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Goosselink		RPTP-0067	Fares base fare	transport's reliance on rates.	base fare decision		\$2.50 across Otago.	
				Wants to see a bus to Gore				
				similar to current Palmerston	No changes to RPTP -	A regional service into Southland is included in our 10-30	A regional service into Southland is included in our 10-30	
Maggie Riley		RPTP-0069	Clutha service	service	noting	year aspirational map for the regional network.	year aspirational map for the regional network.	
					No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Maggie Riley		RPTP-0069	Bikes on buses	Requests restoration of bike racks	operational	available again.	available again.	
						Request is unclear. However, we do not currently have	Request is unclear. However, we do not currently have	
						any plans to extend the Normanby service coverage. The	any plans to extend the Normanby service coverage. The	
				Requests a bus "up Normanby"	No changes to RPTP -	principles to trigger adding services are outlined in our	principles to trigger adding services are outlined in our	
Maggie Riley		RPTP-0069	Routes	(unclear what is meant by this)	noting	service delivery policy SD P4 on pg. 52 of the plan.	service delivery policy SD P4 on pg. 52 of the plan.	
			_	l		This is currently in place: Community Service Card holders	This is currently in place: Community Service Card holders	
MARINE BILL		DDTD 0000	Fares	Wants to see cheap rides for	No changes to RPTP -	are eligible for half-price fares through the Community	are eligible for half-price fares through the Community	
Maggie Riley		RPTP-0069	concessions	community service card holders.	noting	Connect scheme.	Connect scheme.	
						We acknowledge interest by some pet owners to alter our		
					No shanges to DDTD	existing pet policy. The current policy however does	No change to Draft Plan. Proposed pet policy (consistent	
Maggio Bilov		RPTP-0069	Dots on busos	Allow dogs on buses.	No changes to RPTP -	provide for pets to be on buses in a manner that is safe for all users.	with current policy since 2021) is maintained.	
Maggie Riley		KP1P-0069	Pets on buses	Allow dogs on buses.	noting	for all users.	with current policy since 2021) is maintained.	
							No change to the Draft Plan. Zonal fares are supported in	
			1				the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Accepts slightly higher fares for	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Maggie Riley		RPTP-0069	Fares zones	trips out of town like Palmerston.	zone fare decision		and that there are a small number of zones.	
-88-2 1			2.22.2000	Supports standardised concessions				
			Fares	for children across Dunedin and	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Bronwyn Brock		RPTP-0071	concessions	Queenstown	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
,								<u> </u>
			1			Our current bus networks serve a vital role in our	Our current bus networks serve a vital role in our	
				Submitter doesn't believe ORC can	No changes to RPTP -	communities and perform well in financial and patronage	communities and perform well in financial and patronage	
Bronwyn Brock		RPTP-0071	Funding	afford public transport	noting	terms relative to comparable cities nationally.	terms relative to comparable cities nationally.	
				Miscellaneous concerns with ORC				
				spending related to cost of new				
Bronwyn Brock		RPTP-0071	General	building and number of staff	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Focus on improving weekend		We agree this is supported by our Fares and Frequencies Business Case for Dunedin. This recommends extending service hours to meet shift workers, especially at Dunedin Hospital. Improving these service hours is a	We agree this is supported by our Fares and Frequencies Business Case for Dunedin. This recommends extending service hours to meet shift workers, especially at Dunedin Hospital. Improving these service hours is a	
				service, especially start/end times.		target in this plan, however we caution that we are	target in this plan, however we caution that we are	
Jobimol Jenin		RPTP-0072	Timetables	First/last trips often are too late/early for shifts	No changes to RPTP - noting	limited in what we can achieve in this area in the immediate future due to funding constraints.	limited in what we can achieve in this area in the immediate future due to funding constraints.	
Jasper Mooij		RPTP-0073	Focus areas	Opposes focus areas. Public transport investment in Queenstown is not resulting in faster travel times.	No changes to RPTP - noting	Queenstown's public transport network is seeing high patronage and issues with capacity. Our work shows that there is significant demand and our document outlines how we plan to meet this demand.	Queenstown's public transport network is seeing high patronage and issues with capacity. Our work shows that there is significant demand and our document outlines how we plan to meet this demand.	
Jasper Mooij		RPTP-0073	General	Request evaluation of public transport routes' effectiveness in Queenstown. It should not take 1 hour from Kelvin Heights or Lake Hayes to travel to the Queenstown town centre.	No changes to RPTP - noting	We have recently undertaken a Business Case and have plans for extensive service improvements in Queenstown, which will significantly improve frequencies, connectivity, and travel times.	We have recently undertaken a Business Case and have plans for extensive service improvements in Queenstown, which will significantly improve frequencies, connectivity, and travel times.	
			Fares		No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Tania Dickson		RPTP-0074	concessions Community	and thinks \$1.20 a trip is affordable Think community transport is a	No changes to RPTP -	Child and youth concession value decision	for 5-18 year olds in all of Otago. No change from Draft Plan. The development of a	in F P3 changed from 100% to 40%
Tania Dickson		RPTP-0074	transport	'great idea'	noting	Community transport decision	Community Transport programme is supported.	
Tania Dickson		RPTP-0074	Fares base fare	Support small fare increases, contingent on having more reliable services	No changes to RPTP - noting	Link of price with provision of service.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Tania Dickson		RPTP-0074	Reliability	Concerns about Queenstown bus reliability. Timetables are inaccurate.	No changes to RPTP - noting	The importance of reliable buses, is captured in the plan. Good timetable design is a core principle of the network design chapter of the Plan. However some level of early and late running is unavoidable.	The importance of reliable buses, is captured in the plan. Good timetable design is a core principle of the network design chapter of the Plan. However some level of early and late running is unavoidable.	
Tania Dickson		RPTP-0074	Fares zones	Support zone fares	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Nic L		RPTP-0075	School services	Free school buses	No changes to RPTP - noting	Child and youth concession value decision. Also noting school buses run by MOE are funded with public sources which compromises government's expectation for PTAs to increase private share of operating cost.	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	
Nic L		RPTP-0075	Fares concessions	Discounts for disability card holders	No changes to RPTP - noting	Community Service cardholders are able to access half price fares through the Community Connect scheme.	Community Service cardholders are able to access half price fares through the Community Connect scheme.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Nic L		RPTP-0075	Funding	Seek funding from multiple sources to maintain affordability	No changes to RPTP - noting	Our value for money section of the plan includes investigating feasible alternative private funding.	Our value for money section of the plan includes investigating feasible alternative private funding.	
Nic L		RPTP-0075	Safety	Improve safety for passengers and staff	noting	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP.	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP.	
Nic L		RPTP-0075	Fares base fare	Higher fares will discourage usage	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	J.	, ,				A service via the back of the airport is not currently part	A service via the back of the airport is not currently part	•
				Request to add buses on		of Queenstown Public Transport Business Case planned	of Queenstown Public Transport Business Case planned	
				Hawthorne drive, connecting		improvements, but can be considered in future route	improvements, but can be considered in future route	
Christelle				Remarkables Park more directly to	No changes to RPTP -	planning in the area subject to our service design	planning in the area subject to our service design	
Mendoza		RPTP-0076	Routes	Five Mile.	noting	principles in SD P1 pg51	principles in SD P1 pg51	
						Changes in this area are not currently planned. While we	Changes in this area are not currently planned. While we	
				Request to change Route 5 in		1	can consider this in future reviews, it should be noted that	
				Queenstown to improve coverage		service design principles emphasise direct routing, and it	service design principles emphasise direct routing, and it	
Christelle				of the west side of Shotover	No changes to RPTP -	will be difficult to justify extending services in this area,	will be difficult to justify extending services in this area,	
Mendoza		RPTP-0076	Routes	Country.	noting	especially as we move towards increased frequencies.	especially as we move towards increased frequencies.	
				Concerned about no bikes on	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Sarah Jane		RPTP-0077	Bikes on buses	buses	operational	available again.	available again.	
			_		l	Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares	Supports fare increases,	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Sarah Jane		RPTP-0077	local/tourists	particularly for tourists.	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
						Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares	Support for increasing transport	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Sarah Jane		RPTP-0077	local/tourists	costs for tourists	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
						1	Our target service levels include improvements to evening	
				Wants more reliable and frequent		and weekend frequencies, in line with the Fares and	and weekend frequencies, in line with the Fares and	
				bus services, particularly later in	No changes to RPTP -	Frequencies Business Case. However, we are constrained	Frequencies Business Case. However, we are constrained	
Sarah Jane		RPTP-0077	Frequency	the evenings	noting	by the current funding environment	by the current funding environment	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Opposes zone fares because it will	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sarah Jane		RPTP-0077	Fares zones	increase costs for locals.	zone fare decision		and that there are a small number of zones.	
							Change to Plan: There will be a uniform 40% concession	
							for 5-18 year olds.	
				Accepts need to increase fares.				
				Supports lower youth fares and			No change to Plan:The base adult fare will be \$2.50 across	
				thinks that without subsidy they	No changes to RPTP -		Otago. There will be a uniform 40% concession for 5-18	
Diane Cooney		RPTP-0078	Fares base fare	would pick up children in car.	base fare decision	Child and youth concession value decision	year olds.	
				Found the document easy to read				
Diane Cooney		RPTP-0078	General	and clear	No changes to RPTP	Noted with thanks	Noted with thanks	
				Reliability has improved in recent				
Diane Cooney		RPTP-0078	Reliability	years	No changes to RPTP	Noted with thanks	Noted with thanks	
Diane Cooney		RPTP-0078	Wayfinding	Transit app is very good	No changes to RPTP	Noted with thanks	Noted with thanks	
						Our priority for the Waverley/Shiel Hill area is to attain	Our priority for the Waverley/Shiel Hill area is to attain	
						Frequent service standards. We acknowledge that school	Frequent service standards. We acknowledge that school	
				Improve connections from		travel is a significant part of the demand for travel in this	travel is a significant part of the demand for travel in this	
				Waverley/Shiel Hill to South	No changes to RPTP -	area and our planned shift onto Macandrew Road will get	area and our planned shift onto Macandrew Road will get	
Diane Cooney		RPTP-0078	School services	Dunedin schools	noting	routes closer to South Dunedin schools.	routes closer to South Dunedin schools.	
				Improve safety at Dunedin Bus		Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
				Hub. Children are taking bus at			key priority in Focus Area 1: Passenger Experience and 2.2	
			Dunedin bus	Hospital instead of Hub due to	No changes to RPTP -	Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
Diane Cooney			hub	safety concerns.	noting	RPTP.	RPTP.	
		1		,				

American Security (Part 1997) (1997)			Submitter #			Staff			
Intel® in make a sease to charge once for larger trips in including a control of the Country (Intel® 2017) and control	Name	Organisation		Tonic			Initial staff response	Final response after deliberations	Recommended action to plan
Provided the service of the control state of the change of the control state of the change of the control state of the change of the control state of the co	Ivallie	Organisation	(OID)	ТОРІС	Julillary of Teedback/Tequest	recommendation	initial staff response	That response after deliberations	necommended action to plan
Provided the service of the control state of the change of the control state of the change of the control state of the change of the control state of the co								No change to the Draft Plan. Zonal fares are supported in	
This is means teach sharps for Control, for Control fo								1 -	
state Course INPT ADDITION Amen comes Comparison to the comment of the com					Thinks it makes sense to charge			1	
Interface (PP - 1997 - 1997 - 1997 Part notes Control Cities Control						No changes to RPTP -			
Support users paying more for organization of the processor of the control of the	Diana Coopey		DDTD 0079	1	l	·			
And Pales RTP-0000 RTP-00000 RTP-0000 RTP-	Diane Cooney		KP1P-0078						
September 1 Septem	Sarani Pakan		RPTP-0079						
Supports cause payings from ele- of personal payings, price for of personal payings, price for of personal payings, price for decision of personal payings,	ourum ranam		111 11 0070			2000 1010 00000000		1	
organ repetation that prices for multiple fare some particulously repetation to the price of the particular particular programment of the particular particular programment of the particular particular particular programment of the particular particular programment of the particular par	1							No change to the Draft Plan. Zonal fares are supported in	
organ repetation that prices for multiple fare some particulously repetation to the price of the particular particular programment of the particular particular programment of the particular particular particular programment of the particular particular programment of the particular par					Supports users paying more for			the Plan, with final details to be developed. The panel	
are PALAN PPT-0005 (First series) PPT-0005 (First seri					1			1	
and PRAM PP-000 Processor Dates. PP-000 Processor Date						No changes to RPTP -		1	
we have a warm of request and smaller flowers from the first of the fi	Sarani Pakan		RPTP-0079	1	l				
selection RPT-0000 persiller whether some frequent and smaller of the removals of small or specific terms of the removals of t							While it is important to ensure buses are not too large, it		
herie Brown RPTP-0000 RPTP-0001 RPTP				Vehicles	Wants more frequent and smaller		-		
Supports sine fires, but sones need to incorporate longer some fires. Dut sones need to incorporate longer some fires of some some some persons and some some need to incorporate longer some fires of some some some persons and some some need to incorporate longer some fires of some some some persons of some fires of some some some persons are based on small/moderate increments of the base fire some are some fires of some some some some some some some some	Cherie Brown		RPTP-0080		-	Change to RPTP		1	Add explainer on small buses in Focus area 4.
neric brown RPTP-088 rares some RPTP-089 rares so	, , , , , ,				, 3 , 2				,
neric brown RPTP-088 rares some RPTP-089 rares so				1	Supports zone fares, but zones			No change to the Draft Plan. Zonal fares are supported in	
distances, such as Brighton and kartanes, but no local suburbane k				1	1			1	
kerie fixon PFP-088 Fares 2005 Fares									
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		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
	<u> </u>		•	Suggests we should have bus-only		·		·
				lanes on busy rights, giving buses				
				priority at traffic lights, and		Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
				considering closing roads to all		authority/TA. Throughout the plan we emphasis working	authority/TA. Throughout the plan we emphasis working	
				cars except buses and delivery	No changes to RPTP -	closely with our TAs to prioritise PT and coordinate work	closely with our TAs to prioritise PT and coordinate work	
Thomas Firth		RPTP-0083	Bus priority	vehicles	noting	programmemes.	programmemes.	
					No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Thomas Firth		RPTP-0083		but that the fares should be low	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
					No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Thomas Firth		RPTP-0083		concessions in DUD and QT	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				For employed adults, fares below				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Thomas Firth		RPTP-0083	Fares base fare	below car park rates	base fare decision	Noting link to parking pricing	\$2.50 across Otago.	
				L				
				Thinks public transport should be	l			
				more viable by ensuring buses are	_	Our service design principles and network layering	Our service design principles and network layering	
Thomas Firth		RPTP-0083	Frequency	frequent and time coordinated.	noting	outlined in Focus area 4 supports this.	outlined in Focus area 4 supports this.	
				Thinks the current focus areas do				
				not reflect the integration of		Thanks for the comment we would support the intent	Thanks for the comment we would support the intent	
				public transport into the broader	No changes to RPTP -	of what you are asking for here and would hope that this	of what you are asking for here and would hope that this	
Thomas Firth		RPTP-0083	Focus areas	community	noting	is reflected in the full plan.	is reflected in the full plan.	
						There is a need to balance trip times with other	There is a need to balance trip times with other	
						considerations such as serving key locations, and	considerations such as serving key locations, and	
						reliability. These are challenging trade-offs and with	reliability. These are challenging trade-offs and with	
						limited funding there will be a need for compromises in	limited funding there will be a need for compromises in	
			-	Regional buses need to be direct	No changes to RPTP -	places, but we note your point about the value of	places, but we note your point about the value of	
Thomas Firth		RPTP-0083	services	to be viable	noting	directness	directness	
						We agree that it is important to consider all possible	We agree that it is important to consider all possible	
				Suggests public transport should		sources of funding in order to improve the financial	sources of funding in order to improve the financial	
				be funded through health,		viability of our existing service levels, and of service	viability of our existing service levels, and of service	
				environment, business and		improvements. However, we also acknowledge that there	improvements. However, we also acknowledge that there	
				community initiatives, particularly		will be limitations on what we can achieve: there is	will be limitations on what we can achieve: there is	
				as central government is providing		significant competition for government and private	significant competition for government and private	
Thomas Firth		RPTP-0083	Funding	_	noting	funding in all sectors.	funding in all sectors.	
				Potentially supports zone fares,				
				but thinks a cost-benefit analysis is				
				necessary. Fares are very low at			No change to the Draft Plan. Zonal fares are supported in	
				the moment and could potentially			the Plan, with final details to be developed. The panel	
				be increased, but not to the			notes an expectation that prices for multiple fare zones	
				degree that it will cause people to	_		are based on small/moderate increments of the base fare,	
Thomas Firth		RPTP-0083	Fares zones	drive	zone fare decision		and that there are a small number of zones.	
				Concerned about how On-Demand		This is a key consideration in our implementation and we	This is a key consideration in our implementation and we	
					No changes to RPTP -	will be working to ensure the service is as accessible as	will be working to ensure the service is as accessible as	
Valerie Bartlett		RPTP-0084	Wayfinding	good with cell phone.	operational	possible for all users.	possible for all users.	

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						Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB).	Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB).	
						Cost our recent experience does not support this; new electric-bus contracts are increasingly cost-competitive.	Cost our recent experience does not support this; new electric-bus contracts are increasingly cost-competitive.	
						8/) indicates that intensively used battery-electric buses	Environmental impact NZTA's Zero emission bus economics study (https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon.	
				Believes electric buses should not		Safety we have no evidence of significant concerns about the safety of electric buses compared to diesel buses.	Safety we have no evidence of significant concerns about the safety of electric buses compared to diesel buses.	
Camille Miller		RPTP-0085	Vehicles electric	be a priority because they cost more, have a worse environmental impact and are less safe than combustion engine buses.	No changes to RPTP - noting	Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases.	Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases.	
Camille Miller		RPTP-0085	Timetables	Request to prioritise more accurate timetables at peak times so drivers do not have to make unsafe decisions to remain on schedule (e.g. speeding or running red lights). Preference for reduced frequencies if it means lengthening tight timetables.	No changes to RPTP - noting	Our service design principles include principles of ensuring accurate running times. We note the comment about the preference for reduced frequencies rather than tight timetables; we agree that there is a balance to be had between the two and that the benefits of frequency are lost when it cannot be delivered reliably.	Our service design principles include principles of ensuring accurate running times. We note the comment about the preference for reduced frequencies rather than tight timetables; we agree that there is a balance to be had between the two and that the benefits of frequency are lost when it cannot be delivered reliably.	
Camille Miller			Fares base fare	Supports a base fare increase to \$2.50 if it is required to maintain	No changes to RPTP - base fare decision	,	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Sarah Connolly		RPTP-0086	Fares concessions	Supports free fares for children and maintaining consistent concessions in DUD and QT	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Sarah Connolly		RPTP-0086	School services	Wants more capacity for school bus services bringing students from the Peninsula to s Bayfield/Kings High School.	No changes to RPTP - noting	Route capacity will continue to be a consideration in our design of routes and timetables.	Route capacity will continue to be a consideration in our design of routes and timetables.	
Sarah Connolly		RPTP-0086	Focus areas	Thinks the Value for Money section does not adequately consider the wider community benefits of public transport	Change to RPTP	not losing sight of the community and social benefits of PT. We also have tried to capture the wider benefits throughout the document. Suggest adding a Benefits heading before the last three paragraphs of pg. 80	heading before the last three paragraphs of pg. 80	Add a 'Benefits' heading before the last three paragraphs of pg. 80.
Sarah Connolly		RPTP-0086	Frequency	Wants increased frequency of Route 18 to the Peninsula.	No changes to RPTP - noting	We are aware that the Peninsula service sees a high peak loading and will consider this in future development of its timetable	We are aware that the Peninsula service sees a high peak loading and will consider this in future development of its timetable	
Sarah Connolly		RPTP-0086	Fares base fare	Opposes fare increases on the grounds that it may make public transport less attractive	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Opposes zone fares on the ground			No change to the Draft Plan. Zonal fares are supported in	
				that people living in those areas			the Plan, with final details to be developed. The panel	
				have fewer travel options, and if			notes an expectation that prices for multiple fare zones	
				they drive it could lead to more	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sarah Connolly		RPTP-0086	Fares zones	congestion and parking	zone fare decision		and that there are a small number of zones.	
				Supports public transport in Clutha				
				district, it's a difficult choice to live				
				without a car in these areas.	N. d	-	These services are included in this Plan as integral services	
					No changes to RPTP -		for Otago, but we do not currently have funding for such	
rachel stubbs		RPTP-0087	Clutha service		noting	improvements.	improvements.	
rachel stubbs		RPTP-0087	Fares base fare	Supports increase in fares to help	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be	
racrier stubbs		KP1P-0087	rares base rare	cover costs	Dase rare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Supports zonal fares like in	No changes to RPTP -		are based on small/moderate increments of the base fare,	
rachel stubbs		RPTP-0087	Fares zones	Australia	zone fare decision		and that there are a small number of zones.	
raciici stabbs		1 11 0007	1 41 63 201163	riastrana	Zone fure decision		and that there are a small number of zones.	
				Supports ORC having a role in				
				community transport services. It				
				will enable people in rural areas				
				without their own transport can				
				travel equitably. Seasonal workers				
				without cars would particularly				
				benefit. Also supports community				
Frederique			Community	transport services because they	No changes to RPTP -		No change from Draft Plan. The development of a	
Gulcher		RPTP-0088	transport	create community connections.	noting	Community transport decision	Community Transport programme is supported.	
				Praise for the Dunedin bus service	_	, y , , , p	, , , , , , , , , , , , , , , , , , ,	
				improvements over the last				
				several years. The perception of				
				public transport, and therefore				
Frederique				patronage, are improving as a				
Gulcher		RPTP-0088	General	result.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Request to continue to make	-			
Frederique				public transport accessible and	No changes to RPTP -			
Gulcher		RPTP-0088	Focus areas	affordable for all.	base fare decision	Our plan supports these goals.	Our plan supports these goals.	
				Opposes a base fare increase due				
Frederique				to the cost of living being high	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Gulcher		RPTP-0088	Fares base fare	enough.	base fare decision		\$2.50 across Otago.	
			1				No change to the Draft Plan. Zonal fares are supported in	
			1	Supports a zone fare structure, but			the Plan, with final details to be developed. The panel	
			1	would like the service to remain			notes an expectation that prices for multiple fare zones	
Frederique				affordable for those who live	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Gulcher		RPTP-0088	Fares zones	outside central areas.	zone fare decision		and that there are a small number of zones.	
				Opposes adult fare increases as it				
				could make fewer people ride the	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Victoria Fisk		RPTP-0089	Fares base fare	bus	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
			1	Opposes zone fare structure			notes an expectation that prices for multiple fare zones	
			1	because it could cost more people	_		are based on small/moderate increments of the base fare,	
		RPTP-0089	Fares zones	on a low income	zone fare decision		and that there are a small number of zones.	

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	0	(-)	•	-	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Andrew Wicken		RPTP-0090		improve usage	noting	don't support free public transport.	don't support free public transport.	
					No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Tina Sleigh		RPTP-0091	Bikes on buses	Requests bike racks be reinstated.	operational	available again.	available again.	
				Requests bus lanes be introduced		Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
				to improve travel times, induce		authority/TA. Throughout the plan we emphasis working	authority/TA. Throughout the plan we emphasis working	
				mode shift and realise better	No changes to RPTP -	closely with our TAs to prioritise PT and coordinate work	closely with our TAs to prioritise PT and coordinate work	
Tina Sleigh		RPTP-0091	Bus priority	environmental outcomes.	noting	programmemes.	programmemes.	
				Opposes free child (5-12 years)				
			<u>_</u>	fares and \$1.50 youth (13-18				
 :			Fares .	[· · · · · · · · · · · · · · · · · · ·	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Tina Sleigh		RPTP-0091	concessions	age groups.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB).	Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB).	
						Requirements for orban buses (NOB).	Requirements for orban buses (NOB).	
						We acknowledge the point that the greatest	We acknowledge the point that the greatest	
						environmental benefits of public transport are not in the	environmental benefits of public transport are not in the	
						fleet impact, but in the mode shift and land use impacts	fleet impact, but in the mode shift and land use impacts	
							of good public transport. We consider the benefits of fleet	
						electrification to be secondary to this, and our plan	electrification to be secondary to this, and our plan	
						represents this; however battery-electric buses are cost-	represents this; however battery-electric buses are cost-	
						effective and performing well, and we plan to continue	effective and performing well, and we plan to continue	
						the roll-out.	the roll-out.	
				Does not support focus areas due				
				to the commitment to electrify the		NZTA's Zero emission bus economics study (NZTA's Zero emission bus economics study (
				bus fleet. Believes electric buses		https://www.nzta.govt.nz/resources/research/reports/71	https://www.nzta.govt.nz/resources/research/reports/71	
				are too expensive, unreliable,		8/) indicates that intensively used battery-electric buses	8/) indicates that intensively used battery-electric buses	
				unsustainable. Would prefer diesel			perform best on a whole-of-life emissions basis, including	
				buses remain but bus lanes are		embedded carbon. Although there remain some open	embedded carbon. Although there remain some open	
				introduced to induce mode shift		questions, the best information currently available points	questions, the best information currently available points	
				· ·	No changes to RPTP -	to battery-electric buses as the best way to serve our	to battery-electric buses as the best way to serve our	
Tina Sleigh		RPTP-0091	electric	environmental impact.	noting	needs in most cases.	needs in most cases.	
			_	Thinks children under 10 should				
				1 ' '	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Jo Davison		RPTP-0092	concessions	half price fares	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
lo Davison		DDTD 0002	Faras basa fara	Supports adult boo fare increases	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jo Davison		RPTP-0092	rares base rare	Supports adult bee fare increases	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fare structure			notes an expectation that prices for multiple fare zones	
				l	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jo Davison		RPTP-0092	Fares zones	run longer trips	zone fare decision		and that there are a small number of zones.	
				-				
						We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
							Balclutha - Airport - Dunedin service, although the routing	
						between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
Karen			_	Implement public transport	No changes to RPTP -	analysis. This service is signalled in the Plan, however at	analysis. This service is signalled in the Plan, however at	
Bosworth		RPTP-0093	services	service for Outram	noting	present there is no funding available for such a service.	present there is no funding available for such a service.	
				Supports free child fares but				
			Fares	would prefer them to be nationally	_		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Chris Pepper		RPTP-0094	concessions	standardised.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%

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	8.	(- /		, , , , , , , , , , , , , , , , , , , ,		NZTA sets direction of fare policy through the NZTA	NZTA sets direction of fare policy through the NZTA	
						Regional Public Transport development guidelines.	Regional Public Transport development guidelines.	
				Request for nationalised public		Concession types are set nationally, however concession	Concession types are set nationally, however concession	
				transport system (not just the	No changes to RPTP -	and fare value are a PTA decision. Otago has some of the	and fare value are a PTA decision. Otago has some of the	
Chris Pepper		RPTP-0094	General	ticketing system, but fares).	noting	lowest fares nationally.	lowest fares nationally.	
				Concerns with inefficient		Our plan supports value for money in delivering public	Our plan supports value for money in delivering public	
Chris Pepper		RPTP-0094	General	government spending.	No changes to RPTP	transport	transport	
						We have a resistive and a section of the selection of the	We have a resistive and acceptance in relative which	
						We have a positive and constructive relationship with	We have a positive and constructive relationship with	
						territorial authorities. All parties in these relationships are	territorial authorities. All parties in these relationships are	
			Collaboration			aiming to further improve our coordination and efficiency	aiming to further improve our coordination and efficiency	
				Request for greater coordination	No changes to RPTP -	in delivering public transport, and this intent is	in delivering public transport, and this intent is	
Chris Pepper		RPTP-0094	institutions	between ORC and TAs.	noting	represented in Focus area 2 of our Plan.	represented in Focus area 2 of our Plan.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Supports a zone fare structure	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Chris Pepper		RPTP-0094		pending the base fare is affordable.	"		and that there are a small number of zones.	
Logan			Fares	Thinks child concession should be	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
McClennan		RPTP-0095	concessions	75% discount	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Logan				Supports adult bee fare increase,	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
McClennan		RPTP-0095	Fares base fare	but not more than \$2.50	base fare decision		\$2.50 across Otago.	
						Although in many cases it is reasonable to ask for younger	Although in many cases it is reasonable to ask for younger	
						people to stand for older people, we would expect this to	people to stand for older people, we would expect this to	
			Fares	People paying age-based	No changes to RPTP -	be on the basis of differences in physical mobility, not the	be on the basis of differences in physical mobility, not the	
Paul Johnston		RPTP-0096	concessions	concessions should stand for adults		fare being paid.	fare being paid.	
			Fares	Supports free fares only for under-	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Paul Johnston		RPTP-0096	concessions	5s	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
						key priority in Focus Area 1: Passenger Experience and 2.2	key priority in Focus Area 1: Passenger Experience and 2.2	
					No changes to RPTP -	Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
Paul Johnston		RPTP-0096	Hub	dangerous	noting	RPTP.	RPTP.	
						The future of central city operations in Dunedin is yet to	The future of central city operations in Dunedin is yet to	
				B	AL	be determined but we acknowledge the point and will	be determined but we acknowledge the point and will	
Davil Johnston		RPTP-0096	Davitas	Restore buses to old central	No changes to RPTP -	give full consideration to options when we review central	give full consideration to options when we review central	
Paul Johnston		KP1P-0096	Routes	Dunedin alignments	noting	city operations. While it is important to ensure buses are not too large, it	city operations. While it is important to ensure buses are not too large, it	
			Vehicles			is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Paul Johnston		RPTP-0096		Consider smaller buses	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				A small increase in fares would	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Paul Johnston		RPTP-0096	Fares base fare	reduce council debt	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
D. 1. 1		DDTD 0000		Support for fares that change with			are based on small/moderate increments of the base fare,	
Paul Johnston		RPTP-0096	Fares zones	distance, longer trips are too cheap	zone fare decision		and that there are a small number of zones.	

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				Request for regular and reliable				
				Oamaru-Dunedin service to meet				
				the needs of Oamaru/Waitaki				
				residents with medical				
				appointments in Dunedin. Even if				
				people with Dunedin medical		A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
				appointments do own cars, many		an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				are ageing and do not feel		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
					No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Neill Matthews		RPTP-0097	service	distance themselves.	noting	years.	years.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes a zone fare structure			the Plan, with final details to be developed. The panel	
				because it will disincentivise mode			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Neill Matthews		RPTP-0097		_	zone fare decision		and that there are a small number of zones.	
			Fares	Supports standardising	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Erika Astried		RPTP-0098		l ''	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Doesn't think many children age 5-	Ü	·	Change in Final Plan: There will be a 40% concession on	Ü
					No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Erika Astried		RPTP-0098			noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
					-			
				Thinks buses have technical issues,				
				such as tap card not working,				
				doors not shutting, unfriendly	No changes to RPTP -	Concerns noted, and part of our contract performance	Concerns noted, and part of our contract performance	
Erika Astried		RPTP-0098	General	drivers, bad timetables	operational	with operators	with operators	
				Opposes adult bee card fare				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Erika Astried		RPTP-0098	Fares base fare	price	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
					No. de consta DOTO		notes an expectation that prices for multiple fare zones	
Fuiles Astriad		DDTD 0000	F	l	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Erika Astried		RPTP-0098	Fares zones	Supports zone fare structure	zone fare decision	A Dunadia to Palelutha somilas is included as an internal	and that there are a small number of zones.	
			Dunodin	Values a Dunadia Airnort	No changes to DDTD	A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, but is not	
Tracov Koarns		RPTP-0099	Dunedin Airport service		No changes to RPTP -	service in the plan and would serve the airport, but is not currently funded.	currently funded.	
Tracey Kearns		NF1F-0033	All port service	Connection	noting	A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
						will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
			Oamaru	Supports an Oamaru-Dunedin	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Tracey Kearns		RPTP-0099	service		noting	years.	years.	
. racey realing		// 0055	2011100	Request to assess street lighting		1,000	1,550.50	
					No changes to RPTP -	Support investigation into lighting improvements as part	Support investigation into lighting improvements as part	
Deirdre Caswell		RPTP-0100			noting	of wider consideration of bus stop quality.	of wider consideration of bus stop quality.	
				, ,		1 100 0	1 12 9	
				Request to address Dunedin's		We acknowledge that a few routes in Dunedin, such as	We acknowledge that a few routes in Dunedin, such as	
				Route 3 chronic reliability issues.		route 3, see poor timetable performance, especially in the	route 3, see poor timetable performance, especially in the	
				This includes late buses	No changes to RPTP -	afternoon peak. We are seeking to identify solutions to	afternoon peak. We are seeking to identify solutions to	
Deirdre Caswell		RPTP-0100	Reliability	disappearing off the Transit app.	noting	this issue.	this issue.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago.	
							Our contracts include a Base Wage Requirement in order	
							to ensure that the previously seen downward pressure on	
							wages does not undermine the sustainability of the	
				Supports a base fare increase if it			service and the attractiveness of bus driver jobs. The	
				enables drivers to be paid a living	No changes to RPTP -		currently defined Base Wage is significantly above the	
Deirdre Caswell		RPTP-0100	Fares base fare	wage.	base fare decision		Living Wage and is expected to remain so.	
				Opposes a zone fare structure			No change to the Draft Plan. Zonal fares are supported in	
				because it will make public			the Plan, with final details to be developed. The panel	
				transport less accessible for			notes an expectation that prices for multiple fare zones	
				people who live far from central	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Deirdre Caswell		RPTP-0100	Fares zones	areas.	zone fare decision		and that there are a small number of zones.	
				Supports free child fares because it is good for children to learn to				
lill			Fares		No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Hetherington		RPTP-0101		·	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
011				Supports standardising				3.1.3.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1
Jill			Fares	concessions in DUD and QT	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Hetherington		RPTP-0101	concessions	subject to cost benefit analysis	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				For community transport, we				
Jill			•		No changes to RPTP -		No change from Draft Plan. The development of a	
Hetherington		RPTP-0101	transport	communities	noting	Community transport decision	Community Transport programme is supported.	
				Wants buses that are safe and run				
				on time, but we don't need a gold				
Jill				standard bus experience. Should		Thank you this comment fairly represents the balance	Thank you this comment fairly represents the balance	
Hetherington		RPTP-0101		balance reliability and practicalities	No changes to RPTP	we aim to seek in how we deliver our services	we aim to seek in how we deliver our services	
				Supports adult bee card fare				
Jill		DDTD 0101			No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Hetherington		RPTP-0101	Fares base fare	little bit	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure due			notes an expectation that prices for multiple fare zones	
Jill				to potential complexities around	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Hetherington		RPTP-0101	Fares zones	zones	zone fare decision		and that there are a small number of zones.	
						Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
				Would like to see more focus on	No changes to RPTP -	authority/TA. Throughout the plan we emphasis working closely with our TAs to prioritise PT with measures such as	authority/TA. Throughout the plan we emphasis working closely with our TAs to prioritise PT with measures such as	
Jim Bourne		RPTP-0102			noting	bus priority.	bus priority.	
Boarne			245 Priority	and to reduce confestion			Change in Final Plan: There will be a 40% concession on	
			Fares	Supports free fares for under-12s	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Jim Bourne		RPTP-0102		to minimise school congestion	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Would like to see a service				
				connecting Frankton,		Under the Queenstown Public Transport Business Case	Under the Queenstown Public Transport Business Case	
				Shotover/Lake Hayes, Arrowtown,	No de la companya de	improvements, an Arrowtown - Queenstown will be	improvements, an Arrowtown - Queenstown will be	
lim Dours		DDTD 0103			No changes to RPTP -	added. We expect this to be entering operation around	added. We expect this to be entering operation around	
Jim Bourne		RPTP-0102	Routes	Arthurs Point	noting	the time this plan is finalised.	the time this plan is finalised.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Jim Bourne		RPTP-0102		Make it easier to take pets on the bus crate/cage requirement is challenging when bus stops are a long way apart in Queenstown	No changes to RPTP - noting	We acknowledge interest by some pet owners to alter our existing pet policy. The current policy however does provide for pets to be on buses in a manner that is safe for all users.	No change to Draft Plan. Proposed pet policy (consistent with current policy since 2021) is maintained.	
Jim Bourne		RPTP-0102		Does not support increased fares with distance on popular routes	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Elizabeth Todd		RPTP-0103		Request for day or week public transport passes to cap fares for frequent users. Supports greater advertising to increase revenue, for instance with digital screens on board	No changes to RPTP - noting	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	
Elizabeth Todd		RPTP-0103	Funding	buses.	No changes to RPTP	Noted with thanks	Noted with thanks	
Elizabeth Todd		RPTP-0103		Request for tourists to be charged higher fares than locals.	No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	
Elizabeth Todd		RPTP-0103	Timetables	Transfers can be challenging as timetables do not always align	No changes to RPTP - noting	One of our key service design principles in our plan is to design timetables to enable seamless transfers, to the extent possible.	One of our key service design principles in our plan is to design timetables to enable seamless transfers, to the extent possible.	
Elizabeth Todd		RPTP-0103	Frequency	Request for greater service frequencies than 30 minutes, longer service hours, and more frequent weekend timetables.	No changes to RPTP - noting	Our plan gives emphasis to improving frequencies and service hours, in line with the Fares and Frequencies Business Case. However, the current funding constraints are a limitation and this will not always be possible.	Our plan gives emphasis to improving frequencies and service hours, in line with the Fares and Frequencies Business Case. However, the current funding constraints are a limitation and this will not always be possible.	
Elizabeth Todd		RPTP-0103	Bus stop infrastructure	Request to add more bus stop shelters to improve waiting experience.	No changes to RPTP - noting	Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with DCC to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions.	Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with DCC to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions.	
Elizabeth Todd		RPTP-0103	Marketing, promotion, engagement	Request to seek feedback in- person from bus users, for instance at bus hubs.	No changes to RPTP - follow up action	Thank you for your feedback. This will be considered when planning future public consultation.	Thank you for your feedback. This will be considered when planning future public consultation.	
Elizabeth Todd		RPTP-0103	Regional	Request to consider on-demand public transport for times and areas that buses do not cover.	No changes to RPTP - noting	the public transport network. However we caution that the operating cost can be quite significant and extensive on-demand services are not within current budget.	We agree that on-demand has a role to play in supporting the public transport network. However we caution that the operating cost can be quite significant and extensive on-demand services are not within current budget.	
Elizabeth Todd		RPTP-0103	Wayfinding	Request to improve the Transit app's reliability.	No changes to RPTP - operational	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	

		Submitter #			Staff			
Nama	Organisation		Tonic	Summary of foodback/roguest		Initial staff varnouse	Final response often deliberations	Decommended estion to alon
Name	Organisation	(UID)	Topic	Summary of feedback/request Opposes focus areas because	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				value for money should be a				
				-				
				greater priority. Does not want to see public transport services be		We feel there is a strong emphasis on value for money in	We feel there is a strong emphasis on value for money in	
				reduced, but would like to see		the plan. Focus area 5 includes policies and actions to	the plan. Focus area 5 includes policies and actions to	
				value added to the services and			improve third-party revenue in order to supplement fare	
				revenue generated in ways that do		revenue, however we do expect fare revenue to still be	revenue, however we do expect fare revenue to still be	
er de de Fede		DDTD 0400	e de	not add burden to frequent local	No changes to RPTP -		the predominant revenue that reduces the cost of service	
Elizabeth Todd		RPTP-0103	Funding	users.	noting	to ratepayers.	to ratepayers.	
				Opposes increase in base fare to				
				\$2.50. Would like to see more	No shanges to DDTD		No shange from Droft Dlan. The base adult fore will be	
er dan erde		DDTD 0400	1	frugal ORC spending in other areas	_		No change from Draft Plan. The base adult fare will be	
Elizabeth Todd		RPTP-0103	Fares base fare	to enable fares to remain low.	base fare decision		\$2.50 across Otago.	
				Does not support a zone fare				
				structure that charges more for				
				trips within an urban area. Would				
				only support higher fares for				
				regional connections, such as to			No de contratto De G Bloo 7	
				Oamaru. Would also support			No change to the Draft Plan. Zonal fares are supported in	
				higher fares for services during			the Plan, with final details to be developed. The panel	
				week nights and weekends if it			notes an expectation that prices for multiple fare zones	
				would fund them being more	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Elizabeth Todd		RPTP-0103	Fares zones	frequent.	zone fare decision		and that there are a small number of zones.	
				Cares most about getting more				
				people on buses. Supports				
				increasing adult bee card fares if it	1			
				means putting on more bus	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Christine Canty		RPTP-0104	Fares base fare	services	base fare decision	Noting link of price with provision of service.	\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Christine Canty		RPTP-0104	Fares zones	Thinks zone fare structure is fair	zone fare decision		and that there are a small number of zones.	
Kimberly			Fares	Wants to see free fares up to age	No changes to RPTP -		I and the second	Child (5-12 years) concession discount listed
Cousins		RPTP-0105	concessions	18	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						We also had a had a large of the second	We also have been as a second	
						We acknowledge the interest in public control of PT	We acknowledge the interest in public control of PT	
						services, but ORC does not currently possess capability to	services, but ORC does not currently possess capability to	
						move in this direction and is not currently able to make a	move in this direction and is not currently able to make a	
				Does not support services being		commitment to move in this direction in the future. We	commitment to move in this direction in the future. We	
Kimberly				delivered through private	No changes to RPTP -	note that ORC has control of service specifications and	note that ORC has control of service specifications and	
Cousins		RPTP-0105	General	companies	noting	operations occur under tightly specified service contracts.	operations occur under tightly specified service contracts.	
				Would prefer to see public				
			1	transport funded by increasing		We agree parking charges are important in incentivising	We agree parking charges are important in incentivising	
			1	parking fees to disincentivise			reduced private vehicle use. However parking charges are	
				private vehicle usage. Increased			set by our Territory Authorities. Further collaboration and	
Kimberly				fares will reduce usage and	No changes to RPTP -	work is required to understand how parking charges can	work is required to understand how parking charges can	
Cousins		RPTP-0105	Funding	undermine benefits of PT	noting	contribute to funding public transport.	contribute to funding public transport.	
				Wants to see a broader		We undertake such consideration on a regular basis	We undertake such consideration on a regular basis	
				consideration of transport issues		through the RLTP, business cases and other processes. We	through the RLTP, business cases and other processes. We	
Kimberly			Regional	in the region and the role of public	No changes to RPTP -	will continue to do so in the future, and we will continue	will continue to do so in the future, and we will continue	
Cousins		RPTP-0105	services	transport in solving these issues	noting	to seek to improve how we undertake such work.	to seek to improve how we undertake such work.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Kimberly Cousins		RPTP-0105	Fares zones	Opposes a zonal system because it will reduce usage; people sometimes live further out because it is cheaper Opposes a base fare increase to	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Kaitlyn Hughes		RPTP-0106	Fares base fare	\$2.50 because it would make them more unaffordable.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Kaitlyn Hughes		RPTP-0106	Fares zones	Opposes a zone fare structure because the previous zone system did not work well.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Regan Hayward		RPTP-0107	Fares base fare	Opposes raising adult bee card fares for people under 20 and over 60, but between those ages an extra 50 cent raise is okay	No changes to RPTP - base fare decision	Noting link to age of bus users	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Regan Hayward		RPTP-0107	Regional services	Wants public transport to Outram. Many older people are cancelling appointments because they can't get a ride to Mosgiel	No changes to RPTP - noting	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. This service is signalled in the Plan, however at present there is no funding available for such a service.	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. This service is signalled in the Plan, however at present there is no funding available for such a service.	
Regan Hayward		RPTP-0107	Fares zones	Opposes zone fare structure because people living further away would have to pay more	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Cyndi Christensen		RPTP-0108	Oamaru service	Requests local public transport service in Oamaru in order to provide an essential public service and reduce traffic congestion	No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	Add a local Oamaru service to the integral services in the plan
Cyndi Christensen		RPTP-0108	Fares zones	Supports increased fares for distance, if it helped keep base fares lower	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Gary Patefield		RPTP-0109	Fares zones	People choose where to live: we shouldn't subsidise everyone	No changes to RPTP - noting	We agree with the point, and our plan gives importance to land-use considerations which would support focusing PT investment on areas where PT performs well and drives growth/development.	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. Change in Final Plan: There will be a 40% concession on	
Marc Byers		RPTP-0111	Fares concessions	Opposes fare increases as they will	No changes to RPTP - noting	Child concession value decision	full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Marc Byers		RPTP-0111	Fares base fare	reduce usage when the goal is to improve usage	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	- gamen	(3.27		Opposes keeping a free child (5-12			Change in Final Plan: There will be a 40% concession on	
JOHANNE			Fares	years) fare because it is not fair for				Child (5-12 years) concession discount listed
Kington		RPTP-0112	concessions	people.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
_					-			
JOHANNE				Supports focus areas, specifically				
Kington		RPTP-0112	Focus areas	our priority to increase patronage.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Thinks public transport won't work				
				in Central Otago and should let		We agree that there are limitations to what we can expect	·	
				private enterprise take care of		to achieve with public transport in Central Otago due to	to achieve with public transport in Central Otago due to	
David Alland			_	transport, including through self-	No changes to RPTP -	land-use patterns and a dispersed population, but we do	land-use patterns and a dispersed population, but we do	
David Allard		RPTP-0113	service	driving cars	noting	not accept that there is no role for public transport.	not accept that there is no role for public transport.	
Diana Baker		DDTD 0114	Dikas an husas	Restore availability of bike racks	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now available again.	
Dialia Bakei		RPTP-0114	bikes on buses	Add a bus route along Malaghans	operational No changes to RPTP -	available again.	avaliable agaili.	
Diana Baker		RPTP-0114	Routes	Road	noting	We are implementing such a route in July this year.	We are implementing such a route in July this year.	
Diaria Baker		KF 1F -0114	Routes	Supports ORC having a role in	lioting	we are implementing such a route in sury this year.	we are implementing such a route in July this year.	
				supporting community transport,				
				particularly for services connecting				
			Community	Wanaka and Bobs Cove to	No changes to RPTP -		No change from Draft Plan. The development of a	
Zoe Martin		RPTP-0115	transport	Queenstown.	noting	Community transport decision	Community Transport programme is supported.	
					J	Improved public transport services are in our	Improved public transport services are in our	
				Request for services to be more		Queenstown Public Transport Business Case	Queenstown Public Transport Business Case	
				connected and frequent for	No changes to RPTP -	programmeme, and the first improvements will be	programmeme, and the first improvements will be	
Zoe Martin		RPTP-0115	Frequency	Arrowtown.	noting	beginning in July.	beginning in July.	
				Request for more frequent		Improved public transport services are in our	Improved public transport services are in our	
				services throughout the		Queenstown Public Transport Business Case	Queenstown Public Transport Business Case	
				Queenstown network to address	No changes to RPTP -	programmeme, and the first improvements will be	programmeme, and the first improvements will be	
Zoe Martin		RPTP-0115	Frequency	congestion and free up parking.	noting	beginning in July.	beginning in July.	
				Daniel de la Constantina del Constantina de la Constantina del Constantina de la Con				
				Request for Queenstown tourists to get free public transport funded		Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
				by higher taxes on		1	don't support free public transport. However we are also	
			Fares	hotel/accommodation. This would		investigating new options to increase private share and	investigating new options to increase private share and	
Zoe Martin		RPTP-0115	local/tourists	reduce congestion.	base fare decision		funding of PT. Thank you for your suggestion.	
			10001,1001	Opposes a base fare increase to		Tananag or the mainty out to your outgoestern	Tantaning of the frame you for your outgoestion.	
				\$2.50. Would prefer for				
				monthly/annual passes to be				
				introduced to provide frequent				
				users an low fare. This would also				
				encourage mode shift to public	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Zoe Martin		RPTP-0115	Fares base fare	transport.	base fare decision		\$2.50 across Otago.	
				Opposes a zone fare structure			No change to the Draft Plan. Zonal fares are supported in	
				because it will disincentivise public			the Plan, with final details to be developed. The panel	
				transport use for people taking			notes an expectation that prices for multiple fare zones	
3		DDTD 0417		longer trips and not reduce traffic	_		are based on small/moderate increments of the base fare,	
Zoe Martin		RPTP-0115	Fares zones	congestion.	zone fare decision		and that there are a small number of zones.	
						Community transport desision. Additionally Community		
				Supports community transport		Community transport decision. Additionally Oamaru services are included in this Plan as integral services for		
				Supports community transport and thinks there should be a		Otago. However availability of funding will dictate timing		
			Community	hospital shuttle service from	No changes to RPTP -	of such improvements. Currently this service is planned to	No change from Draft Plan. The development of a	
Anthea Brown		RPTP-0116	transport	Oamaru to Dunedin.	noting	be introduced for in the next 10 years.	Community Transport programme is supported.	
	I	1 5445	1		, <u>o</u>	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	and a supported	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		(0.07)		Requests improved peak services				
					No changes to RPTP -			
Kate Whitehall		RPTP-0117	Reliability	running after-school	noting	A new timetable will be beginning in July.	A new timetable will be beginning in July.	
			,	3	, v			
				Supports free fares for under-12s				
			Fares	on the basis of family affordability;	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Kate Whitehall		RPTP-0117	concessions	ideally extend it to 18	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports an increase in fares if it's			·	
				reflected in improved				
				performance and service levels, as	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Kate Whitehall		RPTP-0117	Fares base fare	well as driver breaks	base fare decision	Noting link of price with provision of service.	\$2.50 across Otago.	
						Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares	Consider a pass for locals, NZ	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Kate Whitehall		RPTP-0117	local/tourists	residents, those on work visas	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
						Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
						emphasises our commitment to reliability and	emphasises our commitment to reliability and	
						punctuality, although we can not prevent all early	punctuality, although we can not prevent all early	
						running. We try to design timetables with accurate	running. We try to design timetables with accurate	
				Buses should not depart stops	No changes to RPTP -	running times and use enforcement of timing points to	running times and use enforcement of timing points to	
Kate Whitehall		RPTP-0117	Reliability	ahead of time	noting	monitor and reduce early running.	monitor and reduce early running.	
			Marketing,	Wants to see improvements to		We agree that serving key activity centres is an important	We agree that serving key activity centres is an important	
			promotion,	target community programmes	No changes to RPTP -	service design principle, and this is included in the service	service design principle, and this is included in the service	
Kate Whitehall		RPTP-0117	engagement	and access to activities	noting	design principles of our plan	design principles of our plan	
							No change to the Draft Plan. Zonal fares are supported in	
						We agree with the point, and our plan gives importance	the Plan, with final details to be developed. The panel	
						to land-use considerations which would support focusing	notes an expectation that prices for multiple fare zones	
				Opposes higher fares for longer	No changes to RPTP -	PT investment on areas where PT performs well and	are based on small/moderate increments of the base fare,	
Kate Whitehall		RPTP-0117	Fares zones	trips as it is discriminatory	zone fare decision	drives growth/development.	and that there are a small number of zones.	
						We do already, and will continue to do so in the future.	We do already, and will continue to do so in the future.	
						We have many factors that influence our timetables and	We have many factors that influence our timetables and	
						we cannot meet all needs perfectly, but planned	we cannot meet all needs perfectly, but planned	
				City and described to the control of	No shanner to BBTB	improvements to frequencies under the Queenstown	improvements to frequencies under the Queenstown	
IZ - L - MATE TO A TO A TO		DDTD 0447	1	Give consideration to bus services	_	Business Case will improve services for many users,	Business Case will improve services for many users,	
Kate Whitehall		RPTP-0117	School services	around primary school times	noting	including primary school students	including primary school students	
				Draice for hus fleet electrification				
			Vehicles	Praise for bus fleet electrification				
Martin lunck		DDTD 0110		because it will improve air quality,	No changes to PDTD	Noted with thanks	Noted with thanks	
Martin Junek		RPTP-0118	electric	especially in Dunedin City Centre.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Opposes a base fare increase.				
				Believes public transport should				
				be cheaper than driving, and				
				ideally should be free. Supports				
				higher rates to subsidise more				
				public transport services. This				
				1	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Martin Junek		RPTP-0118	Fares base fare		base fare decision		\$2.50 across Otago.	
Janen		1 0220	1 3. 00 2000 1010	The second control of		ļ	1	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	J.					Environmental impact NZTA's Zero emission bus	Environmental impact NZTA's Zero emission bus	•
						economics study (economics study (
						https://www.nzta.govt.nz/resources/research/reports/71		
							8/) indicates that intensively used battery-electric buses	
						perform best on a whole-of-life emissions basis, including	perform best on a whole-of-life emissions basis, including	
						embedded carbon.	embedded carbon.	
						Although there remain some open questions, the best	Although there remain some open questions, the best	
				Opposes electric buses due to		information currently available points to battery-electric	information currently available points to battery-electric	
			Vehicles	labour conditions, shelf life and	No changes to RPTP -	buses as the best way to serve our current needs in most	buses as the best way to serve our current needs in most	
Becky Ladbrook	(RPTP-0119	electric	disposal of batteries	noting	cases.	cases.	
			Regional		No changes to RPTP -	Request is unclear. Possibly relates to the scope of On-	Request is unclear. Possibly relates to the scope of On-	
Becky Ladbrook	(RPTP-0119	services	Wants buses going to Wingatui	noting	Demand services for Mosgiel.	Demand services for Mosgiel.	
				Supports increases to all fares,				
				including for children and gold	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Becky Ladbrook		RPTP-0119	Fares base fare	card holders	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Opposes zones because a single	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Becky Ladbrook	,	RPTP-0119	Fares zones	flat fare works very well	zone fare decision		and that there are a small number of zones.	
Becky Laubiook		KFIF-0119	l ares zones	liat fare works very well	Zone rare decision		and that there are a small number of zones.	
						A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
						_	service in the plan and would serve the airport, but is not	
						currently funded. A more frequent (e.g. hourly) Airport	currently funded. A more frequent (e.g. hourly) Airport	
						service would not be a priority as there are a significant	service would not be a priority as there are a significant	
			Dunedin		No changes to RPTP -		number of other service improvements that would deliver	
Jenny Chandler		RPTP-0120		Requests bus to Dunedin Airport	noting	better value for money.	better value for money.	
,				Would like to see bike racks	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Jenny Chandler		RPTP-0120	Bikes on buses	restored to usage	operational	available again.	available again.	
				Supports the Bee Card and transit				
				app, it could be more widely				
			Public	advertised with teaching sessions	No changes to RPTP -	Focus area 1 of the plan gives increased emphasis to	Focus area 1 of the plan gives increased emphasis to	
Jenny Chandler		RPTP-0120	information	for people	noting	outreach activities	outreach activities	
				Would like to see an option for a		ORC will be implementing the National Ticketing System	ORC will be implementing the National Ticketing System	
			Ticketing	flat automatic payment, rather	No changes to RPTP -	(Motu Move) within the next 2 years, which will include	(Motu Move) within the next 2 years, which will include	
Jenny Chandler		RPTP-0120	system	than at a fare threshold	noting	bank-card payment options.	bank-card payment options.	
				Would like more accurate				
				timetables, notes they often see	No changes to RPTP -	Our plan includes updated service design principles that	Our plan includes updated service design principles that	
Jenny Chandler		RPTP-0120	Timetables	bus bunching	noting	will support improvements to timetables.	will support improvements to timetables.	Charge Objective 2 to 11
						Thank you for your year walled naint Wassess and a second	I	Change Objective 3 to 'Invest in a public
							1	transport system that reduces reliance on
						we build it into Objective 3 to read: Invest in a public	1	private vehicles, promotes positive
				More feets on making it assets		transport system that reduces reliance on private		environmental outcomes and supports
Jonny Chandlas		PDTD 0130	Focus areas	More focus on making it easy to	Chango to PDTD	vehicles, promotes positive environmental outcomes and supports sustainable urban planning and development.		sustainable urban planning and
Jenny Chandler		RPTP-0120	Focus areas	live without a car	Change to RPTP	supports sustainable urban planning and development.	supports sustainable urban planning and development.	development'
							We acknowledge community interest in rail solutions. We	
						We do not currently have the evidence base to support	do not currently have an evidence base to include rail in	
						regional rail, but we acknowledge that there is community		
				Would like to see rail reinstated to	No changes to RPTP -	support to look for alternative ways to connect the wider	changes to language from the Draft Plan to reflect	
Jenny Chandler		RPTP-0120	Rail and ferries	connect the wider region	noting	region.		Various small wording changes
Jenny Chandler		11 0120	una iciries	Solution the Wider Teglon		10	serial dire support study in this died	Tanda Sinan Wording Changes

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Thinks that the higher usage and				
				keeping current fares will have a				
				better revenue impact than higher	_		No change from Draft Plan. The base adult fare will be	
Jenny Chandler		RPTP-0120	Fares base fare	fares	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				It seems fair to pay more for	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jenny Chandler		RPTP-0120		longer trips	zone fare decision		and that there are a small number of zones.	
				Request for ticketing system to		We will be rolling out the "Motu Move" national ticketing	We will be rolling out the "Motu Move" national ticketing	
anaka nielsen			Ticketing	enable payment by debit cards for	No changes to RPTP -	system, likely in 2026, which will allow bank-card	system, likely in 2026, which will allow bank-card	
vold		RPTP-0121	system	the same price as the Bee Card.	noting	payments.	payments.	
anaka nielsen				Request to improve bus	No changes to RPTP -	Lieu C II I .	Light 6 H L.	
vold		RPTP-0121	Operations	cleanliness.	operational	Will pass feedback to operators	Will pass feedback to operators	
						Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares	Requests increased fares for	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Irena Jackson		RPTP-0123	local/tourists	tourists	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
						Our plan includes new regional routes. However, these	Our plan includes new regional routes. However, these	
				Supports regional services thinks		are not currently funded. We note that in urban areas,	are not currently funded. We note that in urban areas,	
				it's crazy NZ doesn't have such		more routes does not always mean more service it	more routes does not always mean more service it	
				services e.g.	No changes to RPTP -	could just mean lower frequencies. See section 5.1 of the	could just mean lower frequencies. See section 5.1 of the	
Irena Jackson		RPTP-0123	service	Wanaka/Queenstown	noting	full p	full p	
						Our plan includes new regional routes. However, these	Our plan includes new regional routes. However, these	
				Supports regional services thinks		are not currently funded. We note that in urban areas,	are not currently funded. We note that in urban areas,	
				it's crazy NZ doesn't have such	No shares to DDTD	more routes does not always mean more service it	more routes does not always mean more service it	
Irena Jackson		RPTP-0123	_	services e.g. Cromwell/Queenstown	No changes to RPTP -	could just mean lower frequencies. See section 5.1 of the	could just mean lower frequencies. See section 5.1 of the	
II ella Jacksoli		KP1P-0123		Request for more EV charging	noting	full p	full p	
				infrastructure along State Highway	No changes to RPTP -			
Corwin Newall		RPTP-0124		1 in the Clutha District.	noting	Out of scope for this plan	Out of scope for this plan	
					<u> </u>			
							We acknowledge community interest in rail solutions. We	
				Request to incorporate trains into			do not currently have an evidence base to include rail in	
				the public transport network. They		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
				· · · · · · · · · · · · · · · · · · ·	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Corwin Newall		RPTP-0124	Rail and ferries	maintenance.	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
				Request to improve regional active		Ine Multi-modal access section in Focus area 4 of the plan supports increasing connectivity between active modes	The Multi-modal access section in Focus area 4 of the plan supports increasing connectivity between active modes	
				transport connections, such as		and public transport, and we will be working further on	and public transport, and we will be working further on	
				introducing protected or off-road		this. We will work with our TAs on infrastructure needs,	this. We will work with our TAs on infrastructure needs,	
					No changes to RPTP -	however there is currently no co-funding with active	however there is currently no co-funding with active	
Corwin Newall		RPTP-0124		Balclutha (via Milton) and Gore.	noting	mode investment	mode investment	
			-					
				Request to improve regional			We acknowledge community interest in rail solutions. We	
				connectivity with public trains or		We do not currently have the evidence base to support	do not currently have an evidence base to include rail in	
				buses between Dunedin and		regional rail, but we acknowledge that there is community		
Comula Na all		DDTD 0434			No changes to RPTP -	support to look for alternative ways to connect the wider	changes to language from the Draft Plan to reflect	Vorious small rug alian about
Corwin Newall		RPTP-0124		adequate service.	noting	region.	sentiment and support study in this area	Various small wording changes
				Support for base fare increase to \$2.50 and even \$3.50 to ensure				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Corwin Newall		RPTP-0124	Fares base fare		base fare decision		\$2.50 across Otago.	
Jo Newall		٧=೬٦	. s. co base fare				1,	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Eleanor Seabrook		RPTP-0125	Routes	Arrowtown bus should stop in Lake Hayes Estate/Shotover	No changes to RPTP - noting	We are not able to do this at present due to timetable constraints, but we acknowledge that as routes change with improved services under the Queenstown PT Business Case improvements, there will be opportunities to review routes and options for changing their connections.	We are not able to do this at present due to timetable constraints, but we acknowledge that as routes change with improved services under the Queenstown PT Business Case improvements, there will be opportunities to review routes and options for changing their connections.	
Eleanor Seabrook		RPTP-0125	Fares zones	Opposes zone fare structure in Queenstown because they say the distances are not far enough to warrant zones	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Towns Cons		DDTD 0436	Vehicles	Would like to see smaller, electric	Change to DDTD	We will be transitioning to an electric fleet as we implement service improvements under the Queenstown PT Business Case. Small buses: While it is important to ensure buses are not too large, it is also important that there is sufficient	is also important that there is sufficient capacity for peak	Add explainer on small buses in Focus area 4.
Terry Gaze		RPTP-0126	smaller	vehicles in Whakatipu Supports a fare increase, even \$3	Change to RPTP No changes to RPTP -	capacity for peak trips. See our explainer on small buses.	No change from Draft Plan. The base adult fare will be	Add explainer on small buses in Focus area 4.
Terry Gaze		RPTP-0126	Fares base fare	would be fine	base fare decision		\$2.50 across Otago.	
John Richards		RPTP-0127	Clutha service	Request for a Dunedin to Balclutha service to improve access for people living in small communities between them, especially for those who do not own a car. Supports a Mosgiel Park and Ride		A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	
Gary Bedford		RPTP-0128	Routes	with buses leaving directly to the bus hub	No changes to RPTP	Noted with thanks	Noted with thanks	
marge D		RPTP-0129	Routes	Requests a stop near Barnes Dr/Rockyside Terrace in Caversham (e.g. South Rd/SH1)	No changes to RPTP - operational	Thank you; The request has been noted for further consideration outside of this Plan	Thank you; The request has been noted for further consideration outside of this Plan	
marge D		RPTP-0129	Timetables	Earlier start times for services would help shift workers	No changes to RPTP - noting	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
marge D		RPTP-0129	Fares base fare	Sees a modest fare improvement as reasonable if it supports service improvements and driver wages	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
marge D		RPTP-0129	Fares zones	Higher fares for longer trips seems fair	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sarah Langley		RPTP-0130	Oamaru service	Request for a Dunedin to Oamaru service. This would to provide better access to Dunedin Hospital appointments, improve Waitaki's attractiveness to visitors, and reduce congestion from locals making daily trips.	No changes to RPTP - noting	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Supports an increase in the base				
				fare to \$2.50 because it is still				
Carab Landa		DDTD 0430		exceptionally good value for	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sarah Langley		RPTP-0130	Fares base fare	Requests free fares for 13-18 year	base fare decision No changes to RPTP -		\$2.50 across Otago. Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
katey jenks		RPTP-0131	concessions	olds	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Rutey Jeriks		111 0131	COTTCCSSIOTIS		inoting .	Cilia and youth concession value decision	lor 5 15 year olds in an or orago.	in 13 changes from 130% to 40%
				Supports community transport as				
				it can help people coming into				
			Community		No changes to RPTP -		No change from Draft Plan. The development of a	
katey jenks		RPTP-0131	transport	for people who can't drive	noting	Community transport decision	Community Transport programme is supported.	
katey jenks		RPTP-0131	Routes	They enjoy Route 8.	No changes to RPTP	Noted with thanks	Noted with thanks	
1.1. 2.1.		DDTD 0434	F	Frequency and reliability is	No. de constante DOTO	Thank you we agree and this is represented in our	Thank you we agree and this is represented in our	
katey jenks		RPTP-0131	Focus areas	important for this person	No changes to RPTP	Service Design Principles in the full plan	Service Design Principles in the full plan	
				Opposes raises to adult bee card				
				1 ''	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
katey jenks		RPTP-0131	Fares base fare	public transport is important	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fare structure due			the Plan, with final details to be developed. The panel	
				to potential fairness issues around			notes an expectation that prices for multiple fare zones	
			_		No changes to RPTP -		are based on small/moderate increments of the base fare,	
katey jenks		RPTP-0131	Fares zones	more	zone fare decision		and that there are a small number of zones.	
				Public transport should be free up				
			Fares	to age 18, as people gain the habit	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Sean Lennon		RPTP-0132	concessions	of taking public transport	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Opposes fare increases due to the				3.1.1
				economic viability of public	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sean Lennon		RPTP-0132	Fares base fare	transport being undermined	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel	
				Opposes zonal fares on the basis			notes an expectation that prices for multiple fare zones	
				of legibility thinks it's one of the	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sean Lennon		RPTP-0132	Fares zones	worst things we could do	zone fare decision		and that there are a small number of zones.	
				Support for ORC having a role in				
				supporting community transport				
				services. Specifically recognises				
Georgie			Community	the benefit these services would	No changes to RPTP -		No change from Draft Plan. The development of a	
Hadfield		RPTP-0133	transport	have in Wanaka.	noting	Community transport decision	Community Transport programme is supported.	
				Opposes a base fare increases. Bus				
				fares should remain low so public				
				transport can compete with				
				private vehicles, be well-utilised, and be affordable essential				
				service. Currently the \$2 fare				
				makes carpooling with one other				
Georgie				person cheaper than busing for	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Hadfield		RPTP-0133	Fares base fare	their commute.	base fare decision		\$2.50 across Otago.	
				Submitter says the Palmerston bus		Our plan includes an action to set timetables that are	Our plan includes an action to set timetables that are	
				is not always reliable and doesn't		based on realistic and achievable running times; we are	based on realistic and achievable running times; we are	
				turn up when it should at the bus	No changes to RPTP -	aware that the Palmerston route has some issues and will	aware that the Palmerston route has some issues and will	
Oak Roberts		RPTP-0134	Reliability	hub	noting	be seeking to update these running times.	be seeking to update these running times.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,					•	·
				Wants more frequency and				
				reliability for buses, particularly up	No changes to RPTP -			
Oak Roberts		RPTP-0134	Frequency	to date and reliable information	noting	Our plan supports these goals.	Our plan supports these goals.	
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Oak Roberts		RPTP-0134	Fares base fare	Wants to maintain \$2 fares	base fare decision		\$2.50 across Otago.	
				Would like to see the extra peak	No de contra DOTO	_ ·	Our Queenstown Public Transport Business Case includes	
Danika Baylay		DDTD 0135	Francis	frequency in Arthurs Point	No changes to RPTP -	improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	improved frequency and capacity improvements to the	
Danika Boulay		RPTP-0135	Frequency	extended in the morning	noting	Queenstown network and this is represented in the plan.	Queenstown network and this is represented in the plan.	
				Increasing fares would be adding a				
				barrier we should be making PT	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Danika Boulay		RPTP-0135	Fares base fare	e easier not harder to use	base fare decision		\$2.50 across Otago.	
Darina Dodiay		1 11 0200	Tures buse fure	easier not nature to use	buse fure decision		\$2.55 dd. 655 Glago.	
				Request to change pets				
				regulations to give more				
				opportunities for adult passengers				
				to travel with approved dogs				
				outside peak times at a charge to		We acknowledge interest by some pet owners to alter our		
				be decided. This would increase		existing pet policy. The current policy however does		
				patronage and improve	No changes to RPTP -	provide for pets to be on buses in a manner that is safe	No change to Draft Plan. Proposed pet policy (consistent	
Janine Race		RPTP-0136	Pets on buses	-	noting	for all users.	with current policy since 2021) is maintained.	
					No changes to RPTP -	It is crucial that we attract and hold on to great drivers.	It is crucial that we attract and hold on to great drivers.	
Tania Macaulay		RPTP-0137	Bus drivers	friendly	operational	Feedback will be passed on to the operators.	Feedback will be passed on to the operators.	
				While most students can get				
				concession fares through				
				community services card,				
				international students can't. Requests a concession for				
Charlotte			Fares	students without access to	No changes to RPTP -		We would be willing to support such a scheme with	
Rattray		RPTP-0138	concessions	Community Connect	base fare decision		appropriate funding.	
nattray		111 0130	COTTCCSSTOTIS	Accepts a fare increase for adults	base fare decision		appropriate randing.	
				who can afford to pay, and is				
				happy to pay increased fares when				
Charlotte				they have a fulltime job and can	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rattray		RPTP-0138	Fares base fare	afford it	base fare decision		\$2.50 across Otago.	
				Request to prioritise the				
				sustainable future of our bus	No changes to RPTP -			
Jack Wynne		RPTP-0139	Focus areas	network.	noting	We agree with the sentiment	We agree with the sentiment	
						We are assessed in the second of the second	We are assessed by the second of the second	
							We are currently implementing an On-Demand service in	
						Mosgiel.	Mosgiel.	
						We will continue to consider appartunities for On	Wa will continue to consider appartunities for On	
						We will continue to consider opportunities for On- Demand services across our network, but we note that	We will continue to consider opportunities for On- Demand services across our network, but we note that	
						these services can come at a considerable cost. In some	these services can come at a considerable cost. In some	
						instances, a fixed-route solution will deliver better	instances, a fixed-route solution will deliver better	
				Request for services similar to		outcomes; in other cases where a full PT service is not	outcomes; in other cases where a full PT service is not	
			Regional	Timaru (on-demand) in smaller	No changes to RPTP -	viable, we will seek to support community vehicle trusts	viable, we will seek to support community vehicle trusts	
Jack Wynne		RPTP-0139	services	centres.	noting		to support basic access for small communities.	
Jack Wynnic		// 0133	30.1.003	100.761 601	150118	To support busine decess for strictly confill diffices.	To support basic access for sitial confillations.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
· · · · · · · · · · · · · · · · · · ·	- Barnoation	(0.5)		Cammany or recassating request		I I I I I I I I I I I I I I I I I I I	Timus respense unter uniberutions	The commence with the plant
							No change to the Draft Plan. Zonal fares are supported in	
				Supports a zone fare structure, but			the Plan, with final details to be developed. The panel	
				would like fares to remain low for			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jack Wynne		RPTP-0139	Fares zones	less than parking for all trips.	zone fare decision		and that there are a small number of zones.	
,				Impressed with bus drivers and				
				thinks they are courteous with less	No changes to RPTP -			
Lin Moir		RPTP-0140	Bus drivers	abled people	operational	Noted with thanks	Noted with thanks	
			Vehicles	Supports transition to electric				
Lin Moir		RPTP-0140	electric	buses	No changes to RPTP	Noted with thanks	Noted with thanks	
				Thinks drivers should have more				
				discretion, as they occasionally				
				leave young people on the side of	No changes to RPTP -	Thank you; in general our drivers are asked to exercise	Thank you; in general our drivers are asked to exercise	
Lin Moir		RPTP-0140	Bus drivers	the road at night	operational	reasonable discretion and such incidents are rare.	reasonable discretion and such incidents are rare.	
						Our shelters in Queenstown are generally of high quality,	Our shelters in Queenstown are generally of high quality,	
						and many instances where there are no shelters are due	and many instances where there are no shelters are due	
						to local context making it difficult, or very low boarding	to local context making it difficult, or very low boarding	
				Would like to see a focus on		numbers. However, we will continue to work with QLDC	numbers. However, we will continue to work with QLDC	
Jonathon			Bus stop	upgrading stops in Queenstown	No changes to RPTP -	to implement infrastructure improvements including	to implement infrastructure improvements including	
Holmes-Welsh		RPTP-0141	infrastructure	which have no shelter	noting	shelters	shelters	
						Public transport links between Wānaka and Queenstown		
						are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
						connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
Jonathon			Upper Clutha	Add a Wanaka - Queenstown	No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Holmes-Welsh		RPTP-0141	service	service	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
Jonathon					No changes to RPTP -	We have rolled out real time information for major stops	We have rolled out real time information for major stops	
Holmes-Welsh		RPTP-0141	Wayfinding	Add real-time information signage	noting	in Queenstown and Dunedin	in Queenstown and Dunedin	
				Opposes fare increases on the				
				basis of cost of living being high in				
Jonathon				·	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Holmes-Welsh		RPTP-0141	Fares base fare	infrastructure	base fare decision		\$2.50 across Otago.	
							No de contra de Profesione 7 de la francia de la contra della contra d	
				Increased fares with distance will			No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
lanathan				undermine performance and lead	No changes to DDTD		notes an expectation that prices for multiple fare zones	
Jonathon		DDTD 01.41			No changes to RPTP -		are based on small/moderate increments of the base fare,	
Holmes-Welsh		RPTP-0141	Fares zones	poor patronage	zone fare decision	Earn capping is included as a notential element of our fare	and that there are a small number of zones.	
						structure in Fare policy F P2 pg. 84. The current low fares	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares	
						mean multiple trips are affordable. Additionally fare	mean multiple trips are affordable. Additionally fare	
			Fares	Request to consider fare capping	No changes to RPTP -	capping does not currently align with NZTA directive to	capping does not currently align with NZTA directive to	
Jack Gray		RPTP-0142	concessions	alongside the base fare increase.	noting	increase private share.	increase private share.	
Juck Gray		117-0142	CONCESSIONS	מוסווקטוער נווב שמטר ומור ווונורפמטר.	nothing .	Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
				Request to continue prioritising		key priority in Focus Area 1: Passenger Experience and 2.2		
					No changes to RPTP -	Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
Jack Gray		RPTP-0142	Safety	behaviour on buses.	noting	RPTP.	RPTP.	
330 5. 37		1 42.12	1		0	İ	1	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
- Turne	o i garii o a a a a	(0.5)		January or recursion, request		I I I I I I I I I I I I I I I I I I I	This response area demonstrations	necommended determ to plan
				Request for community transport		We are currently implementing an On-Demand service in	We are currently implementing an On-Demand service in	
				services to work like Timaru's		Mosgiel.	Mosgiel.	
				MyWay on-demand service, which				
				works well. Request to implement		We will continue to consider opportunities for On-	We will continue to consider opportunities for On-	
				this type of service both in places		Demand services across our network, but we note that	Demand services across our network, but we note that	
			Community	with and without an urban bus	No changes to RPTP -	these services can come at a considerable cost. In some	these services can come at a considerable cost. In some	
Jack Gray		RPTP-0142	transport	network.	noting	instances, a fixed-route solution.	instances, a fixed-route solution.	
				Support for a base fare increase to				
				\$2.50, but would like us to				
				monitor the fare increase and				
				undo it if it results in falling	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jack Gray		RPTP-0142	Fares base fare	patronage.	base fare decision		\$2.50 across Otago.	
				Requests a Dunedin-Balclutha				
				service, as it will mean less				
				reliance on private cars. There is				
				also a need for people to get to				
				Dunedin for hospital reasons, particularly with a rising		A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
				population of retired people. Most		service in the plan and would serve the airport, however	service in the plan and would serve the airport, however	
				people have to drive to Dunedin	No changes to RPTP -	we do not currently have funding to make these	we do not currently have funding to make these	
Hazel Agnew		RPTP-0143	Clutha sorvice	for appointments.	_			
Hazer Agriew		KF1F-0145	Ciutila service	тог арропитентя.	noting	improvements.	improvements.	
				Requests a Dunedin-Oamaru				
				service, as it will mean less				
				reliance on private cars. There is				
				also a need for people to get to				
				Dunedin for hospital reasons,		A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
				particularly with a rising		an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				population of retired people. Most		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
			Oamaru	people have to drive to Dunedin	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Hazel Agnew		RPTP-0143	service	for appointments.	noting	years.	years.	
				Free services for kids are				
			Fares	important would be happy to	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Rachel Clucas		RPTP-0144	concessions	pay more as an adult	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
			Fares		No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Rachel Clucas		RPTP-0144	concessions	Extend age for free fares to 16	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports an 100% discount for				
				child fares (5-12 years) and a 40%				
				discount for youth fares (13-18				
				years) because it makes public				
			Fares	transport more affordable for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Edwin Keable		RPTP-0145	concessions	families.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports ORC having a role in				
				supporting community transport				
				services as a means of developing				
				minibus services linking smaller				
				centres to each other and larger	No share to BREE		No shapes from Dorft Die o The de la	
Educia IZ - 1-1-1		DDTD 04.45	Community		No changes to RPTP -		No change from Draft Plan. The development of a	
Edwin Keable		RPTP-0145	transport	staying in smaller centres.	noting	Community transport decision	Community Transport programme is supported.	
				Supports an increase in the has				
				Supports an increase in the base fare to \$2.50 because adult fares	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Edwin Keable		RPTP-0145	Fares has fare		base fare decision		\$2.50 across Otago.	
Luwiii Keabie		NF 1P-0145	li ares nase iale	Should go up before child lares.	pase rare decision		72.30 aci 033 Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Edwin Keable		RPTP-0145	Fares zones	Opposes a zone fare structure because low fares for smaller centres promotes people remaining in these towns (e.g. Palmerston).	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
						We are currently implementing an On-Demand service in Mosgiel.	We are currently implementing an On-Demand service in Mosgiel.	
Warren Hurley			Community transport	Asks for On-Demand service for various communities in Dunedin, including South Dunedin, Brockville, NEV, Mosgiel, Outram	No changes to RPTP - noting	We will continue to consider opportunities for On- Demand services across our network, but we note that these services can come at a considerable cost, with limited capacity to move large numbers of people.	We will continue to consider opportunities for On- Demand services across our network, but we note that these services can come at a considerable cost, with limited capacity to move large numbers of people.	
Warren Hurley		RPTP-0147	Fares concessions	Start evening concession for Super Gold at 6:00pm as the peak has generally ended by this time	No changes to RPTP - noting	We are unable to implement the Super Gold concession due to government funding. We are not in a position to offer free travel where the government is not in a position to provide such funding.	We are unable to implement the Super Gold concession due to government funding. We are not in a position to offer free travel where the government is not in a position to provide such funding.	
Warren Hurley		RPTP-0147	Fares base fare	\$2.50 is reasonable given the good quality of service in Dunedin	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
				Supports more fares for longer distance car travel costs more by distance, so it makes sense for bus	No changes to RPTP -		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Warren Hurley Michelle Watt		RPTP-0147	Fares zones Fares concessions	travel to as well Supports retaining free child fares as it enables families' access to school, extra-curricular and social activities	No changes to RPTP - noting	Child and youth concession value decision	and that there are a small number of zones. Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Michelle Watt		RPTP-0148	Fares base fare	Opposes a base fare increase as a parent without a car, relying on public transport. Affordable public transport improves the family's quality of life and access to services/activities. Request for the working class and frequent bus users to not bear the burden of public transport's rising costs.			No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Michelle Watt		RPTP-0148	Earns zonos	Opposes a zone fare structure because it will make longer trips unaffordable for people who rely on public transport and/or who do not live in the city centre.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Daryl Adam			Fares zones Fares concessions	Supports retaining free child fares because otherwise would be expensive for families	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Daryl Adam		RPTP-0149	Routes	Submitter thinks the current Mosgiel loop routes do not integrate well with Dunedin services, particularly for commuters	No changes to RPTP - noting	From July we will be trialling an On-Demand service for Mosgiel. We look forward to hearing feedback on this service.	From July we will be trialling an On-Demand service for Mosgiel. We look forward to hearing feedback on this service.	

		Submitter #			C+-tt			
					Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Daryl Adam		RPTP-0149	Fares zones	Supports zone fare structure	zone fare decision		and that there are a small number of zones.	
				Opposes fare increases because				
				the fares need to be competitive	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Daryl Adam		RPTP-0149	Fares base fare	with the price of driving	base fare decision		\$2.50 across Otago.	
						We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
						Balclutha - Airport - Dunedin service, although the routing	Balclutha - Airport - Dunedin service, although the routing	
		1				between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
			Regional		No changes to RPTP -	analysis. At present there is no funding available for such	analysis. At present there is no funding available for such	
Andrew Smith		RPTP-0150		Requests a bus service for Outram	_	a service.	a service.	
		111 111 0110						
				Opposes public transport having a				
				fare as they believe it should be a				
				free service. This would benefit				
					No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Ctova Jahnson		DDTD 0151			_			
Steve Johnson		RPTP-0151	Fares base fare	tourism.	base fare decision	don't support free public transport.	don't support free public transport.	
						Notice a literature of the forther a literature of the second of the sec	Notice of Property of States of the second o	
			_		l	Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
				Suggests that tourists pay a higher	_	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Laura Smith		RPTP-0152	local/tourists	price than locals	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
				Supports increase in adult bee				
				card fares as \$2 is quite cheap, but			No change from Draft Plan. The base adult fare will be	
Laura Smith		RPTP-0152	Fares base fare	suggests there could be a local fare	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares as it will be			notes an expectation that prices for multiple fare zones	
				costly for people living farther	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Laura Smith		RPTP-0152	Fares zones	away.	zone fare decision		and that there are a small number of zones.	
				Supports higher fares so that users	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Vicki Boon		RPTP-0153			base fare decision	Noting link of price with provision of service.	\$2.50 across Otago.	
		1			No changes to RPTP -	The funding model for PT is established through the LTP	The funding model for PT is established through the LTP	
Vicki Boon		RPTP-0153	Funding	= :	noting	and AP processes as well as NZTA policy	and AP processes as well as NZTA policy	
23011								
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Higher force for languages	No changes to DDTD			
Violei De		DDTD 0453			No changes to RPTP -		are based on small/moderate increments of the base fare,	
Vicki Boon		RPTP-0153	Fares zones	sense	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	ТОРІС	Juminary of reedback/request	recommendation	initial staff response	Tiliai response arter deliberations	necommended action to plan
						A Balclutha to Dunedin service is an integral service in our	A Balclutha to Dunedin service is an integral service in our	
						plan and would serve the airport. However, we are not in	plan and would serve the airport. However, we are not in	
						a position to commit to a higher level of service targeting	a position to commit to a higher level of service targeting	
						the airport. With regards to existing shuttle services, an	the airport. With regards to existing shuttle services, an	
						unsuccessful bus service could undermine the viability of	unsuccessful bus service could undermine the viability of	
						shuttle services and leave airport transport links worse-	shuttle services and leave airport transport links worse-	
				Request for an affordable service		off; we note that there are airports in other cities with no	off; we note that there are airports in other cities with no	
			Dunedin	to Dunedin Airport, breaking the	No changes to RPTP -	regular shuttle service at all, while Dunedin has two	regular shuttle service at all, while Dunedin has two	
Cherie BROWN		RPTP-0154	Airport service	monopoly of private shuttles	noting	operators.	operators.	
						A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
						service in the plan and would serve the airport, but is not	service in the plan and would serve the airport, but is not	
						currently funded. A more frequent (e.g. hourly) Airport	currently funded. A more frequent (e.g. hourly) Airport	
						service would not be a priority as there are a significant	service would not be a priority as there are a significant	
				Request for a public bus route to		number of other service improvements that would deliver		
					No changes to RPTP -	better value for money. Supergold is a national scheme	better value for money. Supergold is a national scheme	
Cherie BROWN		RPTP-0154	Airport service	free for Supergold cardholders.	noting	set by central government	set by central government	
							We also added as a second by interest in sail additions. We	
							We acknowledge community interest in rail solutions. We	
				Dogwood for a small placewic light		We are not in a position to commit to such a pation in this	do not currently have an evidence base to include rail in	
				Request for a small electric light	No shanges to DDTD	We are not in a position to commit to such a action in this	our plan in any great detail, but we have made minor	
Cherie BROWN		RPTP-0154			No changes to RPTP -	plan, but acknowledge the community's interest in rail	changes to language from the Draft Plan to reflect	Various small wording changes
CHELLE BROWN		KF1F-0154	hall allu lerries	such as Duneum Amport.	noting	solutions.	sentiment and support study in this area	various striair wording changes
						We do not currently have a basis to make such a decision	We do not currently have a basis to make such a decision	
						on reallocating responsibilities, but we note that there is	on reallocating responsibilities, but we note that there is	
						some community interest in such changes.	some community interest in such changes.	
						Division of responsibilities between regional and urban	Division of responsibilities between regional and urban	
						services would be problematic and would need to be	services would be problematic and would need to be	
						resolved.	resolved.	
				Request for DCC to manage				
				Dunedin's urban buses, while ORC		Our plan is focused on further enhancing the	Our plan is focused on further enhancing the	
				manages regional and rural	No changes to RPTP -	collaborative and constructive working relationship that	collaborative and constructive working relationship that	
Cherie BROWN		RPTP-0154	General	services.	noting	ORC has with territorial authorities.	ORC has with territorial authorities.	
						While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
				Request to run smaller buses on		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Cherie BROWN		RPTP-0154	smaller	under-utilised routes.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares as long as only			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Cherie BROWN		RPTP-0154		_	zone fare decision		and that there are a small number of zones.	
				Public transport should be free for	_	Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
Mike Matthews		RPTP-0155	Fares base fare	everyone	base fare decision	don't support free public transport.	don't support free public transport.	

Name Organisation	ses ding ric ost
Environmental impact NZTA's Zero emission bus economics study (https://www.nzta.govt.nz/resources/research/reports/71 8/ indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases. Justina King RPTP-0156 RPTP	s/71 ses ding ric ost
https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases. Justina King RPTP-0156 RPT	ses ding ric ost
https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases. Justina King RPTP-0156 RPT	ses ding ric ost
8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most buses as the best way to serve our current needs in most cases. Ticketing Justina King RPTP-0156 R	ses ding ric ost
perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases. Ticketing Justina King RPTP-0156	ric ost
Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our current needs in most cases. Sustina King RPTP-0156 System Sys	ric
Justina King RPTP-0156 RPTP-015	ric ost
Sometimed, but unsure, about the environmental sustainability of lithium in battery-electric buses No changes to RPTP - noting	ric ost
Sometimed, but unsure, about the environmental sustainability of lithium in battery-electric buses No changes to RPTP - noting	ric ost
Justina King	ost
Justina King RPTP-0156 electric lithium in battery-electric buses noting cases. Tag-offs provide valuable data about travel patterns to ORC. It also enables us to charge for distance based fares lif we move to a zonal fare structure. RPTP-0156 electric lithium in battery-electric buses noting cases. Tag-offs provide valuable data about travel patterns to ORC. It also enables us to charge for distance based fares if we move to a zonal fare structure.	
Ticketing Is unsure why tag-offs are Justina King RPTP-0156 System required for flat fares Tag-offs provide valuable data about travel patterns to ORC. It also enables us to charge for distance based fares if we move to a zonal fare structure. Tag-offs provide valuable data about travel patterns to ORC. It also enables us to charge for distance based fares if we move to a zonal fare structure.	The state of the s
Justina King Ticketing system Is unsure why tag-offs are required for flat fares No changes to RPTP - No changes t	
Justina King RPTP-0156 system required for flat fares noting if we move to a zonal fare structure. if we move to a zonal fare structure.	
No changes to RPTP - Thanks, we have forwarded the feedback to our Thanks, we have forwarded the feedback to our	
Justina King RPTP-0156 Operations Wi-fi never works operational operations team operations team	
Fares are expensive, especially No changes to RPTP - No change from Draft Plan. The base adult fare will be	
Justina King RPTP-0156 Fares base fare cash fares if card is forgotten base fare decision \$2.50 across Otago.	
Request to automate bus heating	
and air conditioning so drivers	
cannot manually control the No changes to RPTP - Thank you for your feedback. We will pass this on to our Thank you for your feedback. We will pass this on to our	ur
Monika Fry RPTP-0157 Operations temperature. operational operators operators	
Request for more Queenstown	
Route 2 (Arthurs Point-Arrowtown	
via Frankton) stops along State This request will be forwarded to our operations team. This request will be forwarded to our operations team.	
Highway 6, such as outside the Noting throughout the plan we emphasis working closely Noting throughout the plan we emphasis working closely	
Bus stop Queenstown Events Centre and No changes to RPTP - with our TAs to coordinate new infrastructure work with our TAs to coordinate new infrastructure work	
Monika Fry RPTP-0157 infrastructure Five Mile. operational programmemes. programmemes.	
Supports an increase in base fare	
to \$2.50 because it will not affect No changes to RPTP - No change from Draft Plan. The base adult fare will be	
Monika Fry RPTP-0157 Fares base fare patronage. base fare decision \$2.50 across Otago.	
No change to the Draft Plan. Zonal fares are supported	J in
the Plan, with final details to be developed. The panel	
Opposes zone fares because it is notes an expectation that prices for multiple fare zone	es
too messy for tourists and bus No changes to RPTP - are based on small/moderate increments of the base f	are,
Monika Fry RPTP-0157 Fares zones drivers. zone fare decision and that there are a small number of zones.	
Suggests we improve bus stop	
infrastructure, particularly address Stop infrastructure is guided by the One Network Stop infrastructure is guided by the One Network	
the lack of seating and shelter. Framework and outlined in section 5.4. Shelter is Framework and outlined in section 5.4. Shelter is	
Submitter mentions they are important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAs important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with our TAS important and we are committed to working with the table and the table and the table and	TAs
Angela Bus stop disabled so seating and shelter is No changes to RPTP - to provide bus shelters at well-used stops across the to provide bus shelters at well-used stops across the	
Gardiner RPTP-0158 infrastructure extremely important for them noting network, acknowledging the local context and restrictions. network, acknowledging the local context and restrictions.	ons.
Angela Opposes adult bee card fare No changes to RPTP - No change from Draft Plan. The base adult fare will be	
Gardiner RPTP-0158 Fares base fare increases base fare decision \$2.50 across Otago.	
No change to the Draft Plan. Zonal fares are supported	
the Plan, with final details to be developed. The panel	
notes an expectation that prices for multiple fare zone	
Angela No changes to RPTP - are based on small/moderate increments of the base f	are,
Gardiner RPTP-0158 Fares zones Supports zone fares zone fare decision and that there are a small number of zones.	
Considering lowering the ages for	
Fares child and/or youth fares as they No changes to RPTP - Change to Plan: There will be a uniform 40% concession	
Julia Wilson RPTP-0160 concessions currently seem arbitrary. noting Child and youth concession value decision for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Julia Wilson		RPTP-0160		Supports free child fares and 40% discounted youth fares as long as it doesn't lead compromises in the costs of other areas.	No changes to RPTP - noting	Child and youth concession value decision and link to not compromising service provision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Julia Wilson		RPTP-0160		Supports an increase in the base fare to \$2.50 if it prevents services being reduced.	-	Noting link of price with provision of service.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Julia Wilson		RPTP-0160	Vehicles	Request for more electric buses to be rolled out in Dunedin.	No changes to RPTP - noting	This is ongoing. We expect Dunedin to be served entirely by electric buses by 2028 (with possible minor exceptions such as lightly used buses on school-focused trips)	This is ongoing. We expect Dunedin to be served entirely by electric buses by 2028 (with possible minor exceptions such as lightly used buses on school-focused trips)	
Julia Wilson		RPTP-0160	Fares zones	Opposes a zone fare structure because flat fares for short trips encourages active travel (e.g. walking, cycling) and for long trips encourages less private vehicle. This supports the health and environmental benefits of public transport.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Antonius Limburg		RPTP-0161		Supports standardising concessions between Dunedin and Queenstown	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Antonius Limburg		RPTP-0161	Fares concessions	Supports free child fares because it is an incentive for more public transport and fewer cars	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Antonius Limburg		RPTP-0161		Supports ORC supporting community transport	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Antonius Limburg		RPTP-0161		Submitter says most drivers are good but some could have better	No changes to RPTP - operational	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. To achieve this, we need to attract and hold on to great drivers.	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. To achieve this, we need to attract and hold on to great drivers.	
Antonius		RPTP-0161	Vehicles	Cumposto algorida hugas	No changes to DDTD	Noted with the pla	Noted with thanks	
Limburg Antonius Limburg		RPTP-0161		Supports electric buses Submitter thinks increasing the frequency to 15 minutes is a good goal but not essential. What is most important is reliability of service, which has been a problem in Dunedin	No changes to RPTP No changes to RPTP - noting	We accept that there is a balance between improving frequency and other consideration. Service reliability is a key priority outlined in the plan.	We accept that there is a balance between improving frequency and other consideration. Service reliability is a key priority outlined in the plan.	
Antonius Limburg		RPTP-0161		Supports increasing the adult Bee	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Antonius Limburg		RPTP-0161		proposed as one zone	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sarah A		RPTP-0162	Fares concessions	Requests a concession for university students, especially if there is a base fare increase	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	<u> </u>	, ,	Fares	Supports a youth fare discount of	No changes to RPTP -	<u> </u>	Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Emma Vickers		RPTP-0163	concessions	40% (our proposal) or 50%.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
						avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
			Fares	Request for lower fares for local	No changes to RPTP -	considered a local is also difficult. A fare system that is	considered a local is also difficult. A fare system that is	
Emma Vickers		RPTP-0163	concessions	ratepayers.	base fare decision	simple and easy is an important principle of our plan.	simple and easy is an important principle of our plan.	
				Request to refurbish and donate				
			Active	second-hand bicycles to low-				
Emma Vickers		RPTP-0163	transport	income communities.	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	
						This plan signals intent to improve regional connectivity	This plan signals intent to improve regional connectivity	
						This plan signals intent to improve regional connectivity however based on a desk top study (Otago Community	This plan signals intent to improve regional connectivity however based on a desk top study (Otago Community	
						and Accessible Transport study) and a review of the	and Accessible Transport study) and a review of the	
						community shuttle trials in 22/23 viable public transport	community shuttle trials in 22/23 viable public transport	
						that is affordable to both the user and the community is	that is affordable to both the user and the community is	
				Request for a long-term bus		not feasible without central government co-funding.	not feasible without central government co-funding.	
				service (not a short-term trial)		Current government priorities do not align with funding	Current government priorities do not align with funding	
				connecting Wanaka, Luggate,		additional public transport services. Further the RPTP	additional public transport services. Further the RPTP	
				Hawea, Hawea Flats, Tarras,		reflects the principles for integrating land use to be able	reflects the principles for integrating land use to be able	
				Queensberry and surrounding		to achieve good affordable public transport. The	to achieve good affordable public transport. The	
			Upper Clutha	communities. Preference for this	No changes to RPTP -	development in this area does not meet those principles	development in this area does not meet those principles	
Emma Vickers		RPTP-0163	service	service to include weekends.	noting	and is a challenge to address.	and is a challenge to address.	
				Opposes a base fare increase to				
				\$2.50 and requests we generate more revenue by prioritising				
				patronage growth and increasing	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Emma Vickers		RPTP-0163	Fares base fare		base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Supports zone fares. Suggests			the Plan, with final details to be developed. The panel	
				fares be free in city centres and			notes an expectation that prices for multiple fare zones	
			_	incrementally cost more farther	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Emma Vickers		RPTP-0163	Fares zones	away.	zone fare decision		and that there are a small number of zones.	
			Fares	Thinks the youth discount in DUD	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Peter Dowden		RPTP-0164	concessions	and QT should be 50% not 40%	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Thank you for the point. As noted in the we are working	Thank you for the point. As noted in the we are working	
						towards improving regional connectivity and integrating	towards improving regional connectivity and integrating	
			Regional	Suggests ORC does a 'code share'	No changes to RPTP -	with InterCity services will be an important consideration. Code sharing with InterCity is something that will be	with InterCity services will be an important consideration. Code sharing with InterCity is something that will be	
Peter Dowden		RPTP-0164	services	to sell unused seats on Intercity	noting	something we explore further.	something we explore further.	
reter bowden			50. 11003	Supports adult bee card fare	inoung .	Something we explore further.	Something we explore further.	
				increases, but thinks the fare				
			1	doesn't need to be a round	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Peter Dowden		RPTP-0164	Fares base fare	number	base fare decision		\$2.50 across Otago.	
				Company Control of the Control of th			No observe to the Day C. St Zood C.	
				Supports zone fare structure but			No change to the Draft Plan. Zonal fares are supported in	
				thinks the fare between the zones is very important. Doubling the			the Plan, with final details to be developed. The panel	
				fare for double the distance is too	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Peter Dowden		RPTP-0164	Fares zones	high	zone fare decision		and that there are a small number of zones.	
, ctc, bowden		// 0104	0.05201105	Suggests adding COVID-19 and			The state of the s	
			1	driver shortage recovery		We acknowledge the points we are comfortable with	We acknowledge the points we are comfortable with	
Peter Dowden		RPTP-0164	General		No changes to RPTP	keeping the timeline simpler	keeping the timeline simpler	
L				· · · · · · · · · · · · · · · · · · ·	-	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Suggests mentioning walking and		·	·	·
Peter Dowden		RPTP-0164	General	cycling milestones on p15	No changes to RPTP	We feel this would reduce the focus of the text	We feel this would reduce the focus of the text	
				Suggests publishing regular		We agree with what is suggested and improving our data	We agree with what is suggested and improving our data	
				reporting on performance	No changes to RPTP -	reporting is a target. We do not see a need to say more in	reporting is a target. We do not see a need to say more in	
Peter Dowden		RPTP-0164	Operations	measures in section 7.1	noting	the plan	the plan	
				Suggests allowing dogs on buses			No change to Draft Plan. Proposed pet policy (consistent	
Peter Dowden		RPTP-0164	Pets on buses	with approved muzzles	No changes to RPTP	Recommend existing pet policy is maintained	with current policy since 2021) is maintained.	
				Supposts surfly and analysis for		An interesting suggestion and aligns with acommodating	An interesting suggestion and aligns with acommodating	
Peter Dowden		RPTP-0164	1	Suggests surfboard racks for	No changes to DDTD	skis etc in Queenstown, but we cannot prioritise this at	skis etc in Queenstown, but we cannot prioritise this at	
Peter Dowden		KP1P-0164	Bikes on buses	certain routes	No changes to RPTP	present	present	Add CS A6: Investigate developing existing
								security services towards an increased
			Customer	Suggests more training for security				customer service focus [Jack: weak
Peter Dowden		RPTP-0164		guards to have more PT knowledge	Change to RPTP	Recommend adding an action to represent this sentiment	Recommend adding an action to represent this sentiment.	suggestion, keen on feedback]
reter bowden		1 1. 0201		Requests a local-resident data flag	change to m m	necommend duding an action to represent this sentiment.	recommend adding an action to represent this sentiment.	Subposition, Reen on recubuck,
Peter Dowden		RPTP-0164		in Motu Move data	No changes to RPTP	We do not consider this viable.	We do not consider this viable.	
			,	Thinks that extra cruise ship	l l l l l l l l l l l l l l l l l l l			
				services should aim for 100% cost		We agree with the concerns but do not see a need to	We agree with the concerns but do not see a need to	
Peter Dowden		RPTP-0164	Operations	recovery	No changes to RPTP	represent this in the Plan.	represent this in the Plan.	
					-			
								Add further clause to SE A1 below bullet
								points: "Where possible, event services
				SE A2 Requests clearer phrasing				should be branded and run as extra trips on
				that extra services would be added				the existing network; in some cases, services
Peter Dowden		RPTP-0164	Operations	to existing routes for special events	Change to RPTP	Agree with the suggestion could be clearer	Agree with the suggestion could be clearer	may run on bespoke alignments".
						We agree wit the outcome sought, but SE A3 sufficiently	We agree wit the outcome sought, but SE A3 sufficiently	
				SE A3 emphasise bus priority		covers this and delivery of this outcome is an operational	covers this and delivery of this outcome is an operational	
Peter Dowden		RPTP-0164	Operations	measures at events	No changes to RPTP	consideration	consideration	
						The all years for the projects N/a feet the table and projects	The almost feather as into Market the subscitted	
						Thank you for the points. We feel that the submitter	Thank you for the points. We feel that the submitter slightly over-states the irrelevance of clockface scheduling	
						1	in the modern environment (memorability of timetables is	
							1	
						routes), but we agree (and our policy supports) balancing	routes), but we agree (and our policy supports) balancing	
						the clockface principle with other timetabling	the clockface principle with other timetabling	
						considerations, such as varying running times for	considerations, such as varying running times for	
				Opposes the over-emphasis on		congestion, and departing from clockface timetables	congestion, and departing from clockface timetables	
				clockface timetabling		when there are major efficiencies or other service design	when there are major efficiencies or other service design	
				particularly in light of real time		patterns (such as combined frequency on branching	patterns (such as combined frequency on branching	
				information making it easier on		services like St Kilda buses) that suggests deviations from	services like St Kilda buses) that suggests deviations from	
Peter Dowden		RPTP-0164	Timetables	customers	No changes to RPTP	the clockface principle.	the clockface principle.	
					in a company of the company			
				Recommends avoiding or reducing				
				intermediate timing points where				
				possible better to move spare		We agree that there is a balance to be had here and	We agree that there is a balance to be had here and	
Peter Dowden		RPTP-0164	Timetables		No changes to RPTP	excessive timing points should be avoided.	excessive timing points should be avoided.	
				Recommends expansion of SQ A4				
				to include quality standards and				
Peter Dowden		RPTP-0164	General	accessibility standards	No changes to RPTP	Equivalent action is already in place as VQ A3 on p.32	Equivalent action is already in place as VQ A3 on p.32	
				Requests change of phrasing in SQ				
				A4 to be "security and customer				Replace "Security staff" with "Security and
Peter Dowden		RPTP-0164			Change to RPTP	Support	Support	customer service staff" in SQ A4
			l	Suggests that there needs to be				
				emphasis on efficiency of special				
Peter Dowden		RPTP-0164	General	events service in SE A3	No changes to RPTP	We feel that the existing action represents this concern	We feel that the existing action represents this concern	

		Submitter #			Staff			
Namo	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Name	Organisation	(OID)	ТОРІС	Recommends identifying Anzac	recommendation	Illitial staff response	Final response after deliberations	Recommended action to plan
				Day / dawn service as a major		Acknowleding its community importance, we would be	Acknowleding its community importance, we would be	
				event as it inherently falls outside		concerned at the value for money of supporting dawn	concerned at the value for money of supporting dawn	
				of PT timetable, even though its		service without some supporting funding; so we would	service without some supporting funding; so we would	
				attendance would otherwise be			consider it to make more sense in the "special event" but	
Peter Dowden		RPTP-0164	General	below threshold	No changes to PDTD	not "major event" category	not "major event" category	
reter bowden		KP1P-0104	General	below till estiblu	No changes to RPTP	We support the outcome sought, but we're not	We support the outcome sought, but we're not	
						comfortable that another reporting requirement will be	comfortable that another reporting requirement will be	
						an effective mechanism. We would see this as part of a	an effective mechanism. We would see this as part of a	
				Recommends regular reports on		1	wider area of contract management that we seek to make	
Peter Dowden		RPTP-0164	Conoral	RUB compliance	No changes to RPTP	improvements in.	improvements in.	
Peter Dowden		KP1P-0104	General	Criticises territorial authorities for	INO CHAIRES TO KETE	improvements in:	improvements in.	
				the fact that ground-to-bus height		While we agree with some of the frustration at poor bus	While we agree with some of the frustration at poor bus	
				(not kerb-to-bus) height needs to		stops in places, in the context of this policy it's important	stops in places, in the context of this policy it's important	
			Bus ston	be the standard of service for				
Datas Davidos		DDTD 0164	Bus stop		No shanges to DDTD	to note there will always be issues such as temporary	to note there will always be issues such as temporary	
Peter Dowden		RPTP-0164	Infrastructure	Total Mobility	No changes to RPTP	stops and stops in new, less developed locations.	stops and stops in new, less developed locations.	
				Pacammands integration of Tatal				
				Recommends integration of Total Mobility with bus service,		Such an approach may be more suited to the longer	Such an approach may be more suited to the longer	
						1	I	
Datas Davidas		DDTD 04.64	A : In : I : I : I	particularly in the sense that TM	No shares to DDTD	distances characterstic of community transport, rather	distances characterstic of community transport, rather	
Peter Dowden		RPTP-0164	Accessibility	drivers could assist boarding buses	No changes to RPTP	than shorter Total Mobility trips.	than shorter Total Mobility trips.	
						Our plan includes some policies that enable a level of	Our plan includes some policies that enable a level of	
						integration with exempt services (e.g. the potential for	integration with exempt services (e.g. the potential for	
				Constants lies de abenell annues ab ta		fare-equalisation). The submitter's suggestion is a good	fare-equalisation). The submitter's suggestion is a good	
				Suggests "code share" approach to		exemplar of how such integration occurs in other	exemplar of how such integration occurs in other	
				developing regional network in a		transport contexts and, while we are not in a position to	transport contexts and, while we are not in a position to	
			Regional	way that works with InterCity		commit to such an exact approach, it is a good	commit to such an exact approach, it is a good	
Peter Dowden		RPTP-0164	services	services	No changes to RPTP	demonstration of what is possible	demonstration of what is possible	
				Suggests that integration of school				
				services could connect with the				
			Regional	development of regional network		ļ.,,	l	
Peter Dowden		RPTP-0164	services	as well	No changes to RPTP	We agree	We agree	
				Dunedin network suggestions: 1)				
				extension into new housing areas				
				like Wakari Road, Dalziel Road; 2)				
				Extension of Calton Hill /				
				Corstorphine / Concord services to				
				Green Island hub; 3) separate				
				Abbotsford and Brighton services;				
				4) improved service for outer				
				Mosgiel; 5)extension of Mosgiel				
				services back to town via Three				
				Mile / Halfway Bush; 6) Improve				
				implementation of Mosgiel		The suggestions are sound and would be considered in	The suggestions are sound and would be considered in	
				Express to be all-stops in central			future network reviews. It should be noted that improved	
				Dunedin and Mosgiel; stop		Green Island connectivity is included in the 10-30 year	Green Island connectivity is included in the 10-30 year	
Peter Dowden		RPTP-0164	Routes	sending via Caversham	No changes to RPTP	aspirational map for Dunedin.	aspirational map for Dunedin.	
				Recommends adding to NF P1 to				
				support the principle of identifying		We prefer to keep the policy short and strategic in	We prefer to keep the policy short and strategic in	
				e.g. worker buses, MoE school		nature. Such services could be identified as integral if they	nature. Such services could be identified as integral if they	
			Regional	buses as integral services in the		were shown to meet the requirements of the existing	were shown to meet the requirements of the existing	
Peter Dowden		RPTP-0164	services	future	No changes to RPTP	policy.	policy.	

Name	Organisation	Submitter # (UID)	Topic	Summary of feedback/request	Staff			
T C C C C C C C C C C C C C C C C C C C	Organisation	1(0.0)			recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
			Topic	F P3Thinks that school concession	recommendation	initial starr response	That response after deliberations	necommended detion to plan
				should be 50% not 60% in line with				
				many other councils and			No changes from draft Plan. The final plan will include a	
				consistency with Community			uniform 40% concession for 5-18 year olds in Queenstown	
Peter Dowden		RPTP-0164			No changes to RPTP	 See fares decision	and Dunedin	
reter bowden		10104	COTICESSIOTIS	Would like to see fare rises be	No changes to Ki Ti	See fares decision	and Duneum	
				gradualised without sharp jumps;				
				preferably small increase ahead of				
				March madness where capcity				
				issues will reduce immediate			No change from Draft Plan. The base adult fare will be	
Peter Dowden		RPTP-0164	Fares base fare		No changes to RPTP	See fares decision	\$2.50 across Otago.	
reter bowden		KF1F-0104		F P2 Would support reduced off-	No changes to KFTF	See lates decision	32.30 across otago.	
				peak fares for demand			No change from Draft Plan. The base adult fare will be	
Peter Dowden		RPTP-0164	Fares base fare		No changes to RPTP	See fares decision	\$2.50 across Otago.	
Peter Dowden		KP1P-0104	raies base laie	F P2 Supports a surcharge on non-	ino clialiges to KPTP	See lates decision	\$2.30 across Otago.	
			Fares	residents (through a registration				
Peter Dowden		RPTP-0164	Fares local/tourists		No changes to DDTD	We do not view this as viable.	We do not view this as viable.	
Peter Dowden		KP1P-0164	local/tourists	system)	No changes to RPTP	we do not view this as viable.	we do not view this as viable.	
				Increase cash fares to a more			No change from Draft Dien. The hase a dult fave will b	
Data a Danida a		DDTD 0464			No about to DDTD	Can favor de sistem	No change from Draft Plan. The base adult fare will be	
Peter Dowden		RPTP-0164	Fares base fare	extreme level, ahead of elimination	No changes to RPTP	See fares decision	\$2.50 across Otago.	
				If for a favor favor day 12 and				
				If free fares for under-12s are				
				maintained, it should always				
				require a card or an accompanying				
				adult for the sake of involving an		L		
Peter Dowden		RPTP-0164	concessions	interaction with an adult	operational	We do not believe the Plan needs to address this	We do not believe the Plan needs to address this	
						Our plan proposes annual review of base fare level, and	Our plan proposes annual review of base fare level, and	
						less regular review of fare structure, in line with NZTA	less regular review of fare structure, in line with NZTA	
				Recommends reviews of fare		guidance. Given the level of work and staff time in	guidance. Given the level of work and staff time in	
				structure be yearly instead of six-		reviewing fare structure in detail, we do not think that	reviewing fare structure in detail, we do not think that	
Peter Dowden		RPTP-0164	Fares base fare	yearly	No changes to RPTP	reviewing the full structure annually is viable.	reviewing the full structure annually is viable.	
						We support the outcome sought, but we're not	We support the outcome sought, but we're not	
						· - ·	comfortable that another reporting requirement will be	
						l ·	an effective mechanism. We would see this as part of a	
				Would like RUB compliance as a			wider area of contract management that we seek to make	
Peter Dowden		RPTP-0164	General	KPI	No changes to RPTP	improvements in.	improvements in.	
				Zone maps are too vague for				
Peter Dowden		RPTP-0164	General	readers to take information from	No changes to RPTP	See zones decision	See zones decision	
						We agree with the principle although "Units" must (by	We agree with the principle although "Units" must (by	
						legislation) be defined geographically, the geographies	legislation) be defined geographically, the geographies	
						can overlap and there is a somewhat reduced emphasis	can overlap and there is a somewhat reduced emphasis	
						on geographic exclusivity in the current framework. The	on geographic exclusivity in the current framework. The	
						_		
				Doesn't agree with emphasis of		supporting potential changes in through-routings that	supporting potential changes in through-routings that	
				geographic separation of contracts		could emerge from network planning processes and	could emerge from network planning processes and	
						I ''	support timeetable efficiencies; this is the reason for their	
				need to know who the contractor		geographic coherence in many (but not all) parts of	geographic coherence in many (but not all) parts of	
Peter Dowden		RPTP-0164	General	is	No changes to RPTP	Dunedin.	Dunedin.	
				geographic separation of contracts on the basis that passengers don't		proposed units are focused primarily on operational considerations such as termini that are close together and supporting potential changes in through-routings that could emerge from network planning processes and support timeetable efficiencies; this is the reason for their	proposed units are focused primarily on operational considerations such as termini that are close together and supporting potential changes in through-routings that could emerge from network planning processes and support timeetable efficiencies; this is the reason for their	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Peter Dowden		RPTP-0164		Supports improving inner-city connections in Dunedin but thinks that it is best to do this with existing routes and adding stops. A loop service would be duplicative and expensive, but some stop spacings in inner city are long relative to the rest of the network.		Broadly agree. DCC and ORC will continue to collaborate on improving inner city operations and getting stop spacings right.	Broadly agree. DCC and ORC will continue to collaborate on improving inner city operations and getting stop spacings right.	
Josh Kent		RPTP-0165	service	Queenstown-Wanaka route Accepts a fare raise if needed, is	No changes to RPTP - noting No changes to RPTP -	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative. No change from Draft Plan. The base adult fare will be	Small changes to network maps to indicate priority for Wānaka connection
Josh Kent Maggie Tupu		RPTP-0165			No changes to RPTP - noting	Our plan includes service design principles of designing timetables to have viable running times at different times of day, which would support an evaluation of timetables that have punctuality issues.	\$2.50 across Otago. Our plan includes service design principles of designing timetables to have viable running times at different times of day, which would support an evaluation of timetables that have punctuality issues.	
EJ Holland		RPTP-0168	Routes	Dunedin Praise for the politeness of bus	No changes to RPTP - noting No changes to RPTP -	Enhancements to these connections are in our long-term network map for Dunedin, but are currently constrained by our available funding and co-funding.	Enhancements to these connections are in our long-term network map for Dunedin, but are currently constrained by our available funding and co-funding.	
Mary Webb		RPTP-0169		Supports a base fare increase to \$2.50 as long as child fares remain	No changes to RPTP - base fare decision	Noting link to child concession	Noted with thanks No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Mary Webb		RPTP-0169	Regional services		No changes to RPTP - noting	Our plan includes an increased focus on medium-distance regional services, although funding to implement new services is not currently available. With regards to bus size, while it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. See our explainer on small buses.	Our plan includes an increased focus on medium-distance regional services, although funding to implement new services is not currently available. With regards to bus size, while it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. See our explainer on small buses.	
Mary Webb		RPTP-0169			No changes to RPTP - noting	Such a service has been long-requested, but a previous trial in 2008 was unsuccessful and a subsequent study showed it was not viable. Almost all trips that might be taken on a central city loop bus can be supported by existing services. This service would not be consistent with our Plan's service design principles nor legislation. We would consider that any funding offered to such a service would be better deployed in improving existing routes.	Such a service has been long-requested, but a previous trial in 2008 was unsuccessful and a subsequent study showed it was not viable. Almost all trips that might be taken on a central city loop bus can be supported by existing services. This service would not be consistent with our Plan's service design principles nor legislation. We would consider that any funding offered to such a service would be better deployed in improving existing routes.	
Mary Webb		RPTP-0169	Frequency	Request to increase Route 18's off- peak frequency to 30 minutes.	No changes to RPTP - noting	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours. Additionally the irregular Harington Point extension constrains our timetable on this route	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours. Additionally the irregular Harington Point extension constrains our timetable on this route	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Mary Webb		RPTP-0169		· ·	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Amanda Whiffen		RPTP-0170		Supports retaining free child fares, and if we need to raise fares do it first to those who can pay (adults)	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Amanda Whiffen		RPTP-0170	Frequency	heading into town mid morning	No changes to RPTP - noting	This is consistent with our service design principles; however we are constrained on what we can commit to delivering in current funding environment.	This is consistent with our service design principles; however we are constrained on what we can commit to delivering in current funding environment.	
Amanda Whiffen		RPTP-0170			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Amanda Whiffen		RPTP-0170			No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sonika Kumari		RPTP-0171			No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Pam Haworth		RPTP-0172			No changes to RPTP - noting	Under our Queenstown PT Business Case we will be progressively improving frequencies and service hours in Queenstown, with initial improvements in July. Park and ride was considered as part of the Queenstown Integrated Business case and not considered viable.	Under our Queenstown PT Business Case we will be progressively improving frequencies and service hours in Queenstown, with initial improvements in July. Park and dride was considered as part of the Queenstown Integrated Business case and not considered viable.	
Sue Knowles		RPTP-0173	Fares		No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Sue Knowles			Fares	Supports retaining free fares for	No changes to RPTP -	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Sue Knowles		RPTP-0173	Timetables	being regular and on time	No changes to RPTP - noting	The importance of reliable buses, is captured in the plan. Good timetable design is a core principle of the network design chapter of the Plan. However some level of early and late running is unavoidable.	The importance of reliable buses, is captured in the plan. Good timetable design is a core principle of the network design chapter of the Plan. However some level of early and late running is unavoidable.	
Sue Knowles		RPTP-0173			No changes to RPTP - noting	We are supportive of demand management approaches in Queenstown.	We are supportive of demand management approaches in Queenstown.	
Sue Knowles		RPTP-0173		1	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

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Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones	
Sue Knowles		RPTP-0173	Fares zones	Opposes zone fare structure	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
David Gillespie		RPTP-0174	General	You're doing a great job	No changes to RPTP	Noted with thanks	Noted with thanks	
David Gillespie		RPTP-0174	Fares zones	Opposes increased fares for longer trips	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sharon Parker		RPTP-0176	Upper Clutha service	Mentions that Upper Clutha (Wanaka, Hawea and Luggate) have no public transport options, meaning people have limited access to opportunities	No changes to RPTP -	This plan signals intent to improve regional connectivity however based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address.		Small changes to network maps to indicate priority for Wānaka connection
Sharon Parker			Upper Clutha service	Mentions that ORC rates increase, but they don't see any new public transport coming to Upper Clutha Extend services in Dunedin past	No changes to RPTP -	This plan signals intent to improve regional connectivity however based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address. This is supported by our Fares and Frequencies Business	This plan signals intent to improve regional connectivity however based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address. This is supported by our Fares and Frequencies Business	
Coreen Mangaoang		RPTP-0177	Timetables	midnight to meet the end of shift at hospital, which will impact central city parking	No changes to RPTP - noting	Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
Elena Nikitina			Fares zones	Opposes zone fares because they will disproportionately place the cost on people who can no longer afford living near city centres.	No changes to RPTP - zone fare decision	SCHOOL HOURS	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
- Turne	0.8454.61.	(0.2)	Горіс	January or recassion, request			a. response area democrations	neconniciaca action to pian
						This plan signals intent to improve regional connectivity	This plan signals intent to improve regional connectivity	
						however based on a desk top study (Otago Community	however based on a desk top study (Otago Community	
						and Accessible Transport study) and a review of the	and Accessible Transport study) and a review of the	
						community shuttle trials in 22/23 viable public transport	community shuttle trials in 22/23 viable public transport	
						that is affordable to both the user and the community is	that is affordable to both the user and the community is	
						not feasible without central government co-funding.	not feasible without central government co-funding.	
						Current government priorities do not align with funding	Current government priorities do not align with funding	
						additional public transport services. Further the RPTP	additional public transport services. Further the RPTP	
						reflects the principles for integrating land use to be able	reflects the principles for integrating land use to be able	
				Requests public transport in		to achieve good affordable public transport. The	to achieve good affordable public transport. The	
			Upper Clutha	Hawea, particularly during	No changes to RPTP -	development in this area does not meet those principles	development in this area does not meet those principles	
Sally Ford		RPTP-0179	service	commuter hours	noting	and is a challenge to address.	and is a challenge to address.	
						We are not in a position to make a decision on changing	We are not in a position to make a decision on changing	
						the alignment of the Frankton- Arrowtown route in this	the alignment of the Frankton- Arrowtown route in this	
					No changes to RPTP -	plan, but this can be considered when the route is	plan, but this can be considered when the route is	
Susan Bagley		RPTP-0180		-	noting	reviewed in the future	reviewed in the future	
				Proposed increase in fares sounds	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Susan Bagley		RPTP-0180	Fares base fare	reasonable	base fare decision		\$2.50 across Otago.	
				Opposes raising the base fare to				
				\$2.50 and requests increasing the				
				cost of driving private vehicles				
				(e.g. through parking fees) to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Ross Lewis		RPTP-0181	Fares base fare	incentivise public transport use.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Opposes zone fares because a flat	ı		are based on small/moderate increments of the base fare,	
Ross Lewis		RPTP-0181	Fares zones	-	zone fare decision		and that there are a small number of zones.	
				Supports retaining free fares for		Child discount decision, additionally noting that Pg 86 of	Child discount decision, additionally noting that Pg 86 of	
					No changes to RPTP -	the plan contains an explanation for why we don't	the plan contains an explanation for why we don't	
Amy T		RPTP-0182	concessions	expand free fares	noting	support free public transport.	support free public transport.	
						We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
			l	-	No changes to RPTP -	service levels given funding constraints, but we will be	service levels given funding constraints, but we will be	
Amy T		RPTP-0182	Frequency	Waitati	noting	reviewing the way that services in the area operate	reviewing the way that services in the area operate	
				Does not want increase in adult				
				bee card fares. The limited parking				
				in CBD means that cheap bus fares			No change from Draft Plan. The base adult fare will be	
Amy T		RPTP-0182	Fares base fare	are an attractive option	base fare decision		\$2.50 across Otago.	
							No de contratto Portirato Portirato de Contratto Portirato Portira	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure	No shanner to DDTD		notes an expectation that prices for multiple fare zones	
A T		DDTD 0400	.	because the old zones were	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Amy T		RPTP-0182		confusing	zone fare decision		and that there are a small number of zones.	
				Supports free fares for under 12s	No shance to DOTO		Change in Final Plan: There will be a 40% concession on	Child (F. 12 years)
llono Luma adam		DDTD 0403	Fares	to make sure kids can get home no	_	Child concession value desision	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Ilene Lumsden		RPTP-0183	concessions	matter what	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			Community	Docitive feedback on supporting	No changes to DDTD		No change from Draft Dlan. The devial arrest of -	
llono Lumadas		RPTP-0183	Community	Positive feedback on supporting	No changes to RPTP -	Community transport desision	No change from Draft Plan. The development of a	
Ilene Lumsden		NE 11-0193	transport	community transport services	noting	Community transport decision	Community Transport programme is supported.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Uncertain about need to				
				standardise concessions between				
			Fares	Dunedin and Queenstown due to	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Ilene Lumsden		RPTP-0183	concessions	different household incomes	0	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
				Is very satisfied with price of travel				
				as a beneficiary paying half-price				
				Community Connect fares. Thinks				
			Fares	an increase to \$1.25 would be	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Ilene Lumsden		RPTP-0183	concessions	affordable.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Would be happy to see flat fares			notes an expectation that prices for multiple fare zones	
				remain for travel between Wakari	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Ilene Lumsden		RPTP-0183	Fares zones	and South Dunedin	zone fare decision		and that there are a small number of zones.	
				Supports retaining free child fares,				
				and need to do everything we can				
				to encourage families to use the			Change in Final Plan: There will be a 40% concession on	
			Fares	bus. Potentially a day fare for	No changes to RPTP -			Child (5-12 years) concession discount listed
Hugo Crag		RPTP-0185	concessions	families	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Supports increasing adult bee card		Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares	fares, but not for locals, only	_	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Hugo Crag		RPTP-0185	local/tourists	tourists	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
						Our plan sets out a range of service design principles, and		
						operating on appropriate streets is one of them.	operating on appropriate streets is one of them.	
				Oppose buses going on narrow		However, these principles can sometimes conflict, and	However, these principles can sometimes conflict, and	
				residential streets, such as in		there are places where we must operate buses on less-	there are places where we must operate buses on less-	
				Hanleys farm due to potential	No changes to RPTP -	than-ideal streets. We will continue to review services and	than-ideal streets. We will continue to review services and	
Hugo Crag		RPTP-0185	Safety	danger	noting	aim to improve alignments where possible.	aim to improve alignments where possible.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because they			notes an expectation that prices for multiple fare zones	
				are afraid it could lead to more	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Hugo Crag		RPTP-0185	Fares zones	people driving	zone fare decision		and that there are a small number of zones.	
						This is supported by our Fares and Frequencies Business	This is supported by our Fares and Frequencies Business	
					L	Case and is included in our Plan's target service hours.	Case and is included in our Plan's target service hours.	
1.			_	Improve weekend frequencies in	No changes to RPTP -	_ ·	However we currently lack the funding to implement such	
Anne Moah		RPTP-0186	Frequency	Dunedin	noting	service hours.	service hours.	
				Daniel de la constant				
				Request to prioritise the reliability				
				and punctuality of services that				
				children rely on to get to and from				
				school. Currently buses are at				
				capacity and children get left	_	Route capacity will continue to be a consideration in our	Route capacity will continue to be a consideration in our	
Jessica Henere		RPTP-0187	Capacity	behind as a result.	noting	design of routes and timetables.	design of routes and timetables.	
1_					L	Noting Pg 86 of the plan contains an explanation for why		
Ryan					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
MANSBRIDGE		RPTP-0188	Fares base fare	e in done in Perth	base fare decision	free fares is contrary NZTA fare and private share policies	\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
			F	Free fares for under-12s make	No de contra DDTD		Change in Final Plan: There will be a 40% concession on	Cl:11/5 42
Shelley Gorman		RPTP-0189	Fares concessions	sense as it's expensive to travel with 3+ children	No changes to RPTP - noting	Child concession value decision	full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Silency Gorman		IN 11 -0103	011003310113	with 5° children	noung	Cilia concession value accision	Queenstown.	III 1 3 changed from 100% to 40%
				Accepts a modest fare increase if it	_		No change from Draft Plan. The base adult fare will be	
Shelley Gorman		RPTP-0189	Fares base fare	makes service more sustainable	noting	Noting link of price with provision of service.	\$2.50 across Otago. The Multi-modal access section in Focus area 4 of the plan	
						supports increasing connectivity between active modes	supports increasing connectivity between active modes	
						and public transport, and we will be working further on	and public transport, and we will be working further on	
			A -4:	Danisata kilo sasata fasi a asthasia	No shouses to DDTD	this. We will work with our TAs on infrastructure needs,	this. We will work with our TAs on infrastructure needs,	
Shelley Gorman		RPTP-0189	Active transport	Requests bike route for northern residents.	No changes to RPTP - noting	however there is currently no co-funding with active mode investment	however there is currently no co-funding with active mode investment	
						We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
Shelley Gorman		RPTP-0189	Frequency	Service levels on Palmerston route aren't high enough	No changes to RPTP - noting	service levels given funding constraints, but we will be reviewing the way that services in the area operate	service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Silelley Gorman		KF1F-0103	rrequericy	aren t nign enough	noting	reviewing the way that services in the area operate	reviewing the way that services in the area operate	
						We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
Shelley Gorman		RPTP-0189	Fraguanay	Palmerston route doesn't work for St Hildas due to bell-times	-	service levels given funding constraints, but we will be reviewing the way that services in the area operate	service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Silelley Gorman		KF1F-0103	Frequency	St filluas due to beli-tilles	noting	reviewing the way that services in the area operate	reviewing the way that services in the area operate	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Outlying areas have weaker services levels higher fares	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Shelley Gorman		RPTP-0189	Fares zones	further punish these areas	zone fare decision		and that there are a small number of zones.	
				Supports free child fares and				
				discounted (40%) youth fares to encourage public transport use for				
				people when they are young as an				
			Fares	environmentally conscious	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Jarrod Hodson		RPTP-0190	concessions	transport choice.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
							We acknowledge community interest in rail solutions. We	
							do not currently have an evidence base to include rail in	
				Opposes the plan's focus areas as		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
Jarrod Hodson		RPTP-0190	Rail and ferries	they do not make reference to passenger rail.	No changes to RPTP - noting	transport needs currently. We acknowledge the community's interest in rail solutions.	changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
331104 11043011		1 0230	and icinics	Passeri Per Tam		Samuelle, a medical minus and distributions.	Salar and Sapport Stady III tills died	Tanada and the tangent and the tangent and the tangent and tangent
				Request for passenger rail to have				
				greater mention in the plan because it is a more			We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in	
				environmentally friendly option. It		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
				should be considered as an option	_	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Jarrod Hodson		RPTP-0190	Rail and ferries	between Mosgiel and Dunedin.	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
				Opposes an base fare increase to				
				\$2.50 because it will disincentivise	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jarrod Hodson		RPTP-0190	Fares base fare	mode shift to public transport.	base fare decision		\$2.50 across Otago.	
						Our priority for the Waverley/Shiel Hill area is to attain	Our priority for the Waverley/Shiel Hill area is to attain	
				Submitter requests to reinstate		Frequent service standards. We acknowledge that school	Frequent service standards. We acknowledge that school	
				the Sandy Mount bus service,		travel is a significant part of the demand for travel in this	travel is a significant part of the demand for travel in this	
Cliff Hamilton		DDTD 0101			No changes to RPTP -	area and our planned shift onto Macandrew Road will get	area and our planned shift onto Macandrew Road will get	
Cliff Hamilton		RPTP-0191	School services	Waverley to Kings High School	noting	routes closer to South Dunedin schools.	routes closer to South Dunedin schools.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Tai Mccoll		RPTP-0192	Frequency	Requests more frequent service to Harwood on Route 18 extension	No changes to RPTP - noting	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Jordan Gamage		RPTP-0193	Frequency	Request to extend more Route 18	No changes to RPTP -	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Jordan Gamage		RPTP-0193	Fares zones	travel across the city.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Helen Laverick		RPTP-0194	Timetables	Submitter and her husband would use the bus more if they could take it to get to work for 7am and 730am	No changes to RPTP - noting	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
Helen Laverick		RPTP-0194	Fares zones	Opposes zone fare structure as it could disadvantage people in poor areas	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Monica Stone		RPTP-0195	Upper Clutha service	Would like to see development of PT services in Wanaka	No changes to RPTP - noting	be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
Andrew Henderson		RPTP-0196	Funding	Request to advocate to central government that they support the cost of public transport.	No changes to RPTP - noting	As noted in the plan, central government make a significant contribution to public transport, however the current GPS priorities are to reduce the reliance on public funding and look to increase private share of public transport operating costs.	As noted in the plan, central government make a significant contribution to public transport, however the current GPS priorities are to reduce the reliance on public funding and look to increase private share of public transport operating costs.	
Andrew				Request for DCC to manage public transport in Dunedin because ORC and DCC sharing responsibility is confusing to the public and seems	No changes to RPTP -	We do not currently have a basis to make such a decision on reallocating responsibilities, but we note that there is some community interest in such changes. Division of responsibilities between regional and urban services would be problematic and would need to be resolved. Our plan is focused on further enhancing the collaborative and efficient working relationship that ORC	We do not currently have a basis to make such a decision on reallocating responsibilities, but we note that there is some community interest in such changes. Division of responsibilities between regional and urban services would be problematic and would need to be resolved. Our plan is focused on further enhancing the collaborative and efficient working relationship that ORC	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		, , ,			·	·
				Request for Queenstown's youth				
				discount to remain 25% while				
				Dunedin's remains at 40% because				
Andrew				I -	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Henderson		RPTP-0196		afford to pay higher fares.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
				Opposes a base fare increase to \$2.50 in Dunedin because there				
				are more people there that are				
Andrew				economically deprived than in	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Henderson		RPTP-0196	Fares base fare		base fare decision		\$2.50 across Otago.	
		1 11 0200			2450 1410 400.01011		Change in Final Plan: There will be a 40% concession on	
			Fares	Supports maintaining free child	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Dawn Stanton		RPTP-0197	concessions	fares so it is affordable for families	_	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			Vehicles					
Dawn Stanton		RPTP-0197	electric	Supports electric buses	No changes to RPTP	Noted with thanks	Noted with thanks	
				Requests improvements to	No changes to RPTP -	Our plan supports these goals, but our funding position	Our plan supports these goals, but our funding position	
Dawn Stanton		RPTP-0197	Timetables	frequency and service hours	noting	limits how much improvement we can implement.	limits how much improvement we can implement.	
							SuperGold is a national scheme with travel periods set by	
						NZTA. We are not in a position to extend free travel	NZTA. We are not in a position to extend free travel	
				Wents Cold Cord woors to trovel	No shanges to DDTD	periods for SuperGold users as this would not attract co-	periods for SuperGold users as this would not attract co-	
Dawn Stanton		RPTP-0197	Supergold	Wants Gold Card users to travel free all day, not just 9-3	No changes to RPTP - noting	share.	funding or align with our requirements to increase private share.	
Dawii Staiitoii		KP1P-0197	Supergold	Supports adult bee card fare	lioting	Stidie.	Sildle.	
				increases, but only barely. Does				
				not want to see the fares go up				
				higher than \$2.50 per trip, as it				
				would make the bus a comparable	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Dawn Stanton		RPTP-0197	Fares base fare		base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fare structure as a			the Plan, with final details to be developed. The panel	
				person entering the edge of one	N		notes an expectation that prices for multiple fare zones	
Dawn Stanton		RPTP-0197	Faras zanas	zone could pay a higher fare to travel a short distance	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Dawii Stalitoli		KP1P-0197	Fares zones	Removal of bus racks, even	Zone rare decision		and that there are a small number of zones.	
Victoria				temporarily, adds to perceptions	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Manning		RPTP-0198	Bikes on buses	of unreliability	operational	available again.	available again.	
- C				·		Ţ.		
Victoria				Not clear what "integration with	No changes to RPTP -			
Manning		RPTP-0198	Focus areas	public transport design" means	noting	For further explanation, the full plan should be read.	For further explanation, the full plan should be read.	
			Collaboration					
Victoria				ORC should work very closely with	_	We agree - this is our target and we do collaborate on	We agree - this is our target and we do collaborate on	
Manning		RPTP-0198	institutions	DCC on public realm design	noting	public realm projects	public realm projects	
				Supports strong collaboration and				
				Supports strong collaboration and collective decision-making		We agree, and this is highlighted in our Focus area 2 of	We agree, and this is highlighted in our Focus area 2 of	
				between ORC and DCC to ensure				
				the councils complement each		with our territorial authorities to support and	with our territorial authorities to support and	
Victoria				other's functions and support each	No changes to RPTP -	complement each other's functions and coordinate work	complement each other's functions and coordinate work	
Manning		RPTP-0198		others strategies.	noting	programmemes.	programmemes.	
						We are committed to continually improving the Transit	We are committed to continually improving the Transit	
Victoria				Real time information through the	No changes to RPTP -	1	app's ease of use and accuracy to ensure the best possible	
Manning		RPTP-0198	Wayfinding	app is essential	noting	journey experience.	journey experience.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Victoria Manning		RPTP-0198	Bus drivers	Need to improve safety of bus drivers, especially around cyclists	No changes to RPTP - operational	We are unclear what the submitters point is here. We place a high priority on safety; our Safety policy is in section 2.2 of the Plan, with safety actions throughout the Plan. This includes collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	We are unclear what the submitters point is here. We place a high priority on safety; our Safety policy is in section 2.2 of the Plan, with safety actions throughout the Plan. This includes collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	
Victoria Manning		RPTP-0198	Focus areas	Doesn't see a definition of "transport-disadvantaged people" but thinks that the narrative around this group contradicts a wider goal of supporting public transport for everyone including those who live without a car by choice rather than due to affordability	No changes to RPTP - noting	We thank the submitter for the thoughtful point and agree with the sentiment that we need to ensure all needs are balanced. We do, however, have a legislative mandate to specifically consider the needs of transport-disadvantaged people and we aim to do so in a way that balances the needs of all users.	We thank the submitter for the thoughtful point and agree with the sentiment that we need to ensure all needs are balanced. We do, however, have a legislative mandate to specifically consider the needs of transport-disadvantaged people and we aim to do so in a way that balances the needs of all users.	
Victoria Manning		RPTP-0198	Fares base fare	Accepts an increase in fares but consider subsidies for those unable to afford	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Victoria Manning		RPTP-0198	Fares zones	Does not support distance-based fares reduces usage. Focus should be on working with DCC to restrict parking to encourage bus usage	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Pat Wala		RPTP-0199	Oamaru service	Request for an urban bus service in Oamaru. It would benefit people who cannot drive and tourists. Oamaru locals are already paying rates for public transport but there is nothing to show for it.	No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	Add a local Oamaru service to the integral services in the plan
Mark Benjamin		RPTP-0201	Regional services		No changes to RPTP - noting	Our plan includes a regional network layer, with goals for developing this network	Our plan includes a regional network layer, with goals for developing this network	
Mark Benjamin		RPTP-0201	Regional services	Would like to see more focus on regional towns beyond Dunedin and Queenstown	No changes to RPTP - noting	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding	
Mark Benjamin		RPTP-0201	Fares base fare	Accepts that increases in fares can support service improvements	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Mark Benjamin		RPTP-0201	Fares zones	to be clear and transparent	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Carole Stewart		RPTP-0202	Timetables	Request for greater frequency and longer service hours for buses connecting Mosgiel and Dunedin City Centre.	No changes to RPTP - noting	Our plan and the Fares and Frequencies Business case supports these goals, but our funding position limits how much improvement we can implement.	Our plan and the Fares and Frequencies Business case supports these goals, but our funding position limits how much improvement we can implement.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
	-					Our proposed Balclutha-Dunedin service would operate via the airport, but is not funded. We are not in a position	Our proposed Balclutha-Dunedin service would operate via the airport, but is not funded. We are not in a position	
				Danisat fara hisaan daa ta ka		to support a higher level of service.	to support a higher level of service.	
				Request for a bus service to be introduced to Outram and the	No changes to RPTP -	This service could be routed via Outram but this would	This service could be routed via Outram but this would	
Carole Stewart		RPTP-0202		Dunedin Airport.	noting	need further consideration.	need further consideration.	
				Support Routes 80/81 being				
				replaced with something different				
				because it is not well patronised			L	
Carole Stewart		RPTP-0202		and is likely not cost effective. Supports a base fare increase to	No changes to RPTP	Thank you our On-Demand trial begins in July	Thank you our On-Demand trial begins in July	
				\$2.50. Believes it is still an	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Carole Stewart		RPTP-0202	Fares base fare	affordable fare.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Does not support a zone fare			notes an expectation that prices for multiple fare zones	
Carole Stewart		RPTP-0202		structure because it would disincentivise public transport use.	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Carole Stewart		RP1P-0202		Wants to reinstate the bike racks	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Becca Ingram		RPTP-0203	Bikes on buses		operational	available again.	available again.	
							Our plan aims to achieve value for money across the	
						Our plan aims to achieve value for money across the system. There will always be some routes that are less	system. There will always be some routes that are less	
						cost effective but still serve and important network	cost effective but still serve and important network	
						function. Servicing rural areas with public transport is	function. Servicing rural areas with public transport is	
				Interprets "value for money" as	No changes to RPTP -	challenging however the plan includes working with our smaller communities to implement community transport	challenging however the plan includes working with our smaller communities to implement community transport	
Nancy Higgins		RPTP-0204		excluding rural areas from access	noting	to serve essential needs as a first step.	to serve essential needs as a first step.	
							No sharpe to the Dueft Dieg. Zonel force and according	
						We agree with the point, and our plan gives importance	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel	
				Opposes distance-variable fares		to land-use considerations which would support focusing	notes an expectation that prices for multiple fare zones	
				people shouldn't be punished for	No changes to RPTP -	PT investment on areas where PT performs well and	are based on small/moderate increments of the base fare,	
Nancy Higgins		RPTP-0204		where they live Would like to see all trips on	zone fare decision	drives growth/development.	and that there are a small number of zones.	
				Palmerston service operate via	No changes to RPTP -	We will be reviewing the operation of this route and will	We will be reviewing the operation of this route and will	
Nancy Higgins		RPTP-0204		Warrington	noting	be considering this as an option.	be considering this as an option.	
				Doguest to priorities valiability in		Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
				Request to prioritise reliability in our service delivery so people		emphasises our commitment to reliability and punctuality, although we can not prevent all early	emphasises our commitment to reliability and punctuality, although we can not prevent all early	
				know they can get to their		running. We try to design timetables with accurate	running. We try to design timetables with accurate	
Katherine				destination on time. This includes	No changes to RPTP -	running times and use enforcement of timing points to	running times and use enforcement of timing points to	
Flanagan		RPTP-0205	Reliability	improving timetables and routes.	noting	monitor and reduce early running.	monitor and reduce early running.	
						Unclear what the submitter means here. However any changes to routes and bus stops will include public	Unclear what the submitter means here. However any changes to routes and bus stops will include public	
Katherine			Public	Request to share proposed routes	No changes to RPTP -	engagement in line with ORCs Significance and	engagement in line with ORCs Significance and	
Flanagan		RPTP-0205	information	and bus stops with the public.	noting	Engagement policy	Engagement policy	

		Submitter #			Staff			1
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	Торіс	Assuming zone fares are	recommendation	illitial staff response	rillal response after deliberations	Recommended action to plan
				implemented in Queenstown,				
				requests improving the reliability				
				of Queenstown routes in Zone 2		We agree it is important to design timetables that deliver	We agree it is important to design timetables that deliver	
				(e.g. Route 2, Arthurs Point-		good punctuality, however some level of early and late	good punctuality, however some level of early and late	
				Arrowtown). This includes		running is unavoidable on a public transport network. We		
Katherine				improving timetables and	No changes to RPTP -	will continue to work to ensure our routes are planned	will continue to work to ensure our routes are planned	
Flanagan		RPTP-0205		addressing service delays.	noting	with realistic run times.	with realistic run times.	
			,	Request to give rebates to				
				businesses that incentivise more		While we support the intent to reduce single occupancy	While we support the intent to reduce single occupancy	
Katherine				efficient staff transport, such as	No changes to RPTP -	vehicles, any rebate would contravene Central	vehicles, any rebate would contravene Central	
Flanagan		RPTP-0205	General	carpooling.	noting	government directive for PTAs to increase private share.	government directive for PTAs to increase private share.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Katherine					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Flanagan		RPTP-0205		Support for zone fares.	zone fare decision		and that there are a small number of zones.	
Jennifer			1	Submitter wants the bike rack ban	_	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Cattermole		RPTP-0206	Bikes on buses		operational	available again.	available again.	
				Submitter thinks community		Community transport is run by the community. ORC	Community transport is run by the community. ORC	
				transport is best done by and for		involvement may include assistance with funding	involvement may include assistance with funding	
Jennifer				communities themselves, without	No changes to RPTP -	applications and advise on set up, as well as coordinating	applications and advise on set up, as well as coordinating	
Cattermole		RPTP-0206	transport	ORC involvement	noting	public information	public information	
				L				
				Submitter thinks running smaller		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
Jennifer		222	1	buses with low passenger	Character BBTB	is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	Add a state of the sector of t
Cattermole		RPTP-0206	smaller	numbers will be cheaper	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Opposes increase in adult bee card				
				fares. Doesn't care so much about				
Jennifer				quality and comfort, just wants to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Cattermole		RPTP-0206		get from A to B cheaply	base fare decision		\$2.50 across Otago.	
Cattermole		1111-0200	Tares base rare	get nom A to b encapity	base fare decision		72.30 across otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fare structure as it			the Plan, with final details to be developed. The panel	
1				would raise their fares, and they			notes an expectation that prices for multiple fare zones	
Jennifer				· ·	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Cattermole		RPTP-0206	1	from CBD are unable to pay more	zone fare decision		and that there are a small number of zones.	
				Thinks that free fares makes sense				
				for the younger end of the 5-12				
				group, but once children are able				
				to start travelling more				
				independently they should be	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Natasha Hagen		RPTP-0207	concessions	starting to pay fares	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Focus Area 2 Build trust is about engaging with our	Focus Area 2 Build trust is about engaging with our	
						communities and investment partners to make sure	communities and investment partners to make sure	
				Doesn't like the "Build trust" focus		public transport services meet the needs of the	public transport services meet the needs of the	
			_	-	No changes to RPTP -	community and provide a high quality service and	community and provide a high quality service and	
Natasha Hagen		RPTP-0207			noting	passenger experience.	passenger experience.	
				As a regular user, feels that				
				comfort, security, and access are				
Natasha Hagen		RPTP-0207	Focus areas	being catered for	No changes to RPTP	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		(0.2)	Торис	Does not understand why ORC		Indian committee		рин
				· · · · · · · · · · · · · · · · · · ·	No changes to RPTP -	ORC work together in partnership with Mana whenua on	ORC work together in partnership with Mana whenua on	
Natasha Hagen		RPTP-0207	Focus areas	a public transport plan	noting	all regional plans.	all regional plans.	
				Concerned that this may be a		We are legislatively required to engage with our	We are legislatively required to engage with our	
					No changes to RPTP -	community in the development of our RPTP to make sure	community in the development of our RPTP to make sure	
Natasha Hagen		RPTP-0207	General	participating in good faith.	noting	we have a clear understanding of our community's needs.	we have a clear understanding of our community's needs.	
				Consider decreasing fares because				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Natasha Hagen		RPTP-0207	Fares base fare	reduced revenue	base fare decision		\$2.50 across Otago.	
							No do control la Book Blood Total Commence and disc	
				A security that distance force make			No change to the Draft Plan. Zonal fares are supported in	
				Accepts that distance fares make sense for longer trips \$2 to			the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones	
				Palmerston is "peanuts". Fares	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Natasha Hagen		RPTP-0207		should be flat in core network area	_		and that there are a small number of zones.	
ivatasiia ilageii		KF1F-0207	Tares zones	Request to improve public	Zone fare decision		and that there are a small number of zones.	
				transport service so it is more				
				attractive than private vehicle				
				travel, especially to Dunedin City				
				Centre. Dunedin will experience				
				greater traffic congestion with				
				growth and this can be prevented				
				with public transport.				
				improvements should include bus		Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
				lanes in the short-term and		authority/TA. Throughout the plan we emphasis working	authority/TA. Throughout the plan we emphasis working	
				automated rapid services in the	No changes to RPTP -	closely with our TAs to prioritise PT with measures such as	closely with our TAs to prioritise PT with measures such as	
Hunter Hatfield		RPTP-0208	Bus priority	long-term.	noting	bus priority.	bus priority.	
				Support for free child fares and				
				discounted youth fares (40%).				
				Public transport provides children				
				and youth with freedom - this				
				should be promoted in our				
				marketing activities. It also	No shanges to DDTD		Change to Dian. There will be a uniform 400/ concession	Child (F 13 years) consession discount listed
Hunter Hatfield		RPTP-0208		'	No changes to RPTP -	Child and youth concession value desision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Hunter Hatfield		KP1P-0208	concessions	ciliaren ana their caregivers.	noting	Child and youth concession value decision	101 3-18 year olus III ali 01 Otago.	III F P3 Changed Iron 100% to 40%
				Opposes the focus areas because				
				they do not emphasise the goal of		Focus Area 4 of our plan (A connected and integrated	Focus Area 4 of our plan (A connected and integrated	
				improving public transport to		network) emphasises the importance of reliability and	network) emphasises the importance of reliability and	
				make it more attractive than		frequency, as well as service design to be as competitive	frequency, as well as service design to be as competitive	
				private vehicle travel. Request to		as possible with the car. This is not always possible as we	as possible with the car. This is not always possible as we	
				see frequency increases and route		need to balance coverage as well. We will also be working	need to balance coverage as well. We will also be working	
				expansion as priorities in the focus	No changes to RPTP -	with our territory authorities to improve reliability and	with our territory authorities to improve reliability and	
Hunter Hatfield		RPTP-0208	Focus areas	areas.	noting	priority for buses on the road networks.	priority for buses on the road networks.	
						Our plan increases the attention given to the regional-	Our plan increases the attention given to the regional-	
						level network and in improving long-term connectivity for	level network and in improving long-term connectivity for	
						Central Otago. A Central Otago - Dunedin service beyond	Central Otago. A Central Otago - Dunedin service beyond	
						the current InterCity service is not currently within	the current InterCity service is not currently within	
						financial reach, but it is included in the 30-year regional	financial reach, but it is included in the 30-year regional	
						map, and we will be aiming to support community	map, and we will be aiming to support community	
						transport services in order to provide a base level of	transport services in order to provide a base level of	
				Request for a regional service from		service, although we acknowledge this will not meet all	service, although we acknowledge this will not meet all	
Hunter Hatfield		RPTP-0208	service	Central Otago to Dunedin.	noting	needs.	needs.	

Name			Submitter #			Staff			
Paragonal service to the university. Conception delivers to the services on the services of the university are not constituted with other services on the university are not constituted with other services. Where the services of the university are not constituted with other services of the university are not constituted with other services, making personal to the part of the services of the university are not constituted with other services of the university are not constituted with other services. Where the services of the university are not constituted with other services of the	Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Internation								-	·
Linear Halfed PTP 0208 Process APTP 0209 Process					Request to improve public				
such that is a support to the control of the contro					transport service to the university.				
setup of the control					, , ,				
Part					staff to walk from the bus hub				
Figure 1 Market Mar					results in many choosing to travel				
where Natified RPP 2028 Series zone APP 2029 Intention APP 2029 Intention APP 2020					by private vehicle instead. It also				
with other concess, making transfer times legs, ache bilagest employer in Duredit, the university should be a care centre. No changes to RFTP- Voice No ch				1	l .				
transfer times song, As the largests employer in Duelen. The university should be a core centre. No changes to RPTP- would be reviewed sept constructed and some times about times the support times. The support time devices on the support time or whose service designs considerated across multiple routes. ROTE OZOS Routes SUPPLACES ROUTES SU					university are not coordinated				
tunter Halfield APTP-0208 Acutes of the businesses of the surprise of the s					with other services, making				
university should be a core centre. Note that the first field PFP-0208 Roses. Supports a base fare increase to \$2.50, and even to \$2.50, and ev							_	1	
Murrary Spece RPTP-0210					1		1-	1-	
## Hunter Hatfield ## ## ## ## ## ## ## ## ## ## ## ## ##					1	No changes to RPTP -	evaluation of how timetables are coordinated across	evaluation of how timetables are coordinated across	
Hunter Harfield RPTP-0208 rares base fare evenue and made generate mere evenue and manufactor for the fines and would accept multiple romes within accept multiple romes within accept multiple romes within accept multiple romes within accept multiple romes an expectation that prices for multiple fare zones are expectation that prices for multiple fare zones are expectation that prices for multiple fare zones are supported in the rifan, with find details to be developed. The panel notes are expectation that prices for multiple fare zones An acceptance of the prices of expectation that prices for multiple fare zones. An acceptance of the zerones are constraints and multiple in a zone of the delign of understance and confidence of interedies, the point in the design of understance and confidence of interedies, the point in the design of understance and confidence of interedies, the point in the design of understance and confidence of interedies, the point in the prices for multiple formation to be an acceptable on possible to exergine. **Approximate to price fare and sould and we aim to confidence of interedies, the point in the prices for multi	Hunter Hatfield		RPTP-0208			noting	multiple routes.	multiple routes.	
Between Harster Hatfield PTP-0208 Fares base fare service improvements. By province improvements. By									
Not contained the process of the periodic first supports one fares and would accept multiple zones within accept multiple zones and would accept multiple zones and would accept multiple zones and would be accept multiple zones and would be accept multiple zones and would accept multiple zones and would be accept multiple zone zones. Not amage to RPTP- Not am									
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Hunter Harfield RPTP-0208 Fares zones Submitter suggests that the Green sland to riginthon bus should wast 5-10 longer for the Kings and Cucens buses to come in Cucens buses to come in Morris y spence RPTP-0210 RPTP-0210 RPTP-0210 RPTP-0210 RPTP-0211 RPTP-0212 RPTP-0211 RPTP-0211 RPTP-0212 RPTP-0212 RPTP-0212 RPTP-0213 RPTP-0213 RPTP-0213 RPTP-0214 RPTP-0215 RPTP-0216 RPTP-0216 RPTP-0217 RPTP-0217 RPTP-0217 RPTP-0218 RPTP-0218 RPTP-0218 RPTP-0219 RPTP-0219 RPTP-0219 RPTP-0210 RPTP-									
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Katherine Milligan Fares concessions Fares concessions Fares basics Fares concessions Fares concession	
Milligan RPTP-0215 concessions basics noting Child concession value decision Queenstown. in F P3 c	
Supports community transport	ld (5-12 years) concession discount listed
Supports community transport	P3 changed from 100% to 40%
and cites successes of community	
and tites successes of confinitionity	
transport in Geraldine. Mentions	
that many people from Clyde	
Katherine Community moved to Alexandra due to limited No changes to RPTP - No change from Draft Plan. The development of a	
Milligan RPTP-0215 transport public transport noting Community transport decision Community Transport programme is supported.	
Katherine Dunedin Bus Submitter happy that the toilets at No changes to RPTP -	
Milligan RPTP-0215 Hub the bus hub are clean operational Noted with thanks Noted with thanks	
Submitter requests that taxi phone	
Katherine Public numbers or more information	
Milligan RPTP-0215 information could be displayed at the bus hub No changes to RPTP Outside the scope of this plan Outside the scope of this plan	
Submitter requests potentially	
using smaller buses and on- While it is important to ensure buses are not too large, it While it is important to ensure buses are not too large, it	
Katherine Vehicles demand services during off-peak is also important that there is sufficient capacity for peak is also important that there is sufficient capacity for peak	
Supports increase in adult bee	d explainer on small buses in Focus area 4.
Katherine card fare, says they wouldn't mind No changes to RPTP - No change from Draft Plan. The base adult fare will be	explainer on small buses in Focus area 4.
Milligan RPTP-0215 Fares base fare paying \$2 as a pensioner base fare decision \$2.50 across Otago.	d explainer on small buses in Focus area 4.

Name Organisation (UID) Topic Summary of feedback/request recommendation Initial staff response Final response after deliberations No change to the Draft Plan. Zonal fares are the Plan, with final details to be developed. Supports zone fare structure as it could encourage more people to No changes to RPTP -	Recommended action to plan
the Plan, with final details to be developed. Supports zone fare structure as it could encourage more people to No changes to RPTP - are based on small/moderate increments or the Plan, with final details to be developed. No changes to RPTP - are based on small/moderate increments or the Plan, with final details to be developed. No changes to RPTP - are based on small/moderate increments or the Plan, with final details to be developed.	
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Supports zone fare structure as it could encourage more people to No changes to RPTP - notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes an expectation that prices for multiple are based on small/moderate increments or notes are based on small/moderate increments.	
Katherine could encourage more people to No changes to RPTP - are based on small/moderate increments or	
Milligan RPTP-0215 Fares zones live in the CBD zone fare decision and that there are a small number of zones	
A service to Balclutha is included as an integral service, A service to Balclutha is included as an integral service, A service to Balclutha is included as an integral service,	
Requests a Dunedin airport service and include in the plan within the next ten years, subject and include in the plan within the next ten	
Dunedin it's the only city with no bus No changes to RPTP - to funding. This service would include a connection to the to funding. This service would include a connection to the	nnection to the
Eric Planas RPTP-0216 Airport service service to airport noting airport. airport.	
A service to Balclutha is included as an integral service, A service to Balclutha is included as an integral service, A service to Balclutha is included as an integral service, A service to Balclutha is included as an integral service,	
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Dunedin Request for Dunedin Airport No changes to RPTP - to funding. This service would include a connection to the to funding. This service would include a connection to the to funding. This service would include a connection to the to funding. This service would include a connection to the to funding. This service would include a connection to the to funding. This service would include a connection to the to funding.	nnection to the
Eric Planas RPTP-0216 Airport service service. noting airport. airport.	
Opposes plan's focus areas	
because they do not align with the	nament are of
reality of public transports Affordability and convenience of public transport are of Affordability and Convenience of Affordability and Conven	
becoming less convenient and No changes to RPTP - high importance to this plan, and captured in the focus high importance to this plan, and captured	In the focus
Liam Hicks RPTP-0217 Focus areas more expensive. noting areas. areas.	
Supports youth fare concession of 40% because youth are among the	
most frequent bus users and are	
	(hild (F. 12 years) consession discount listed
Liam Hicks Fares afforded freedom by discounted No changes to RPTP - Change to Plan: There will be a uniform 40% Change to Plan: There will be a unifo	% concession Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Supports public transport	III F P3 Changed from 100% to 40%
Liam Hicks Regional connecting nearby centres to No changes to RPTP Noted with thanks Noted with thanks	
Opposes base fare increase	
currently. Fares should only be	
raised once service improvements No changes to RPTP - No change from Draft Plan. The base adult	fare will be
Liam Hicks RPTP-0217 Fares base fare are made. base fare decision \$2.50 across Otago.	Tare will be
No change to the Draft Plan. Zonal fares are	e supported in
the Plan, with final details to be developed.	
notes an expectation that prices for multipl	
Support for zone fares on the No changes to RPTP - are based on small/moderate increments o	
Liam Hicks RPTP-0217 Fares zones regional scale. zone fare decision and that there are a small number of zones	
Supports retaining free fares for	
children as they are more likely to	oncession on
Fares use public transport and be No changes to RPTP - full adult fares for 5-18 year olds in Dunedin	n and Child (5-12 years) concession discount listed
Tara Strahan Cancer Society RPTP-0218 concessions independent noting Child concession value decision Queenstown.	in F P3 changed from 100% to 40%
Supports community transport but	
the details around it are	
important. Submitter thinks there	
should be a good pool of	
volunteer drivers who are vetted	
with training, someone to manage	
the drivers and ways to connect	
Community various volunteer driver services No changes to RPTP - Community transport decision. Agreed these are issues No change from Draft Plan. The developme	ent of a
Tara Strahan Cancer Society RPTP-0218 transport between towns noting we will be working on in implementation Community Transport programme is suppo	orted.
Supports focus areas but would	
like more emphasis on connecting Our plan gives increased emphasis to the regional Our plan gives increased emphasis to the regional	
Central Otago health and social services with No changes to RPTP - network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services being a key driver network, with access to health services network, with access network, with access network, with access network,	ng a key driver
Tara Strahan Cancer Society RPTP-0218 service Queenstown and Dunstan noting of this.	

Name Organisation (UID) Topic Summary of feedback/request recommendation Initial staff response Final response after deliberations Supports standardising the youth fare, but would also like to see it No changes to RPTP - There will be a 40% concession on full address to the co	
Supports standardising the youth Fares fare, but would also like to see it No changes to RPTP - There will be a 40% concession on full ad	Recommended action to plan
Fares fare, but would also like to see it No changes to RPTP - There will be a 40% concession on full ad	Recommended action to plan
	fult fares for 5-18
Tara Strahan Cancer Society RPTP-0218 concessions be free noting Youth concession value decision year olds in Dunedin and Queenstown.	141111111111111111111111111111111111111
Opposes raise in adult bee card No change from Draft Plan. The base adult	It fare will be
fares, but think it might be okay if No changes to RPTP - \$2.50 across Otago. Fare caps are included	
Tara Strahan Cancer Society RPTP-0218 Fares base fare there is a cap on fares base fare decision for future decisions.	as an option
We agree that community transport has a role in We agree that community transport has a	a role in
Supports community transport improving transport options in the Clutha District. Our improving transport options in the Clutha	
Community from Dunedin - Clutha and QT - No changes to RPTP - plan also has a focus to improve these regional plan also has a focus to improve these regional	
Deepak Rana RPTP-0219 transport Alex. noting connections as funding permits connections as funding permits	6
While it is important to ensure buses are not too large, it While it is important to ensure buses are	not too large, it
Vehicles Suggests looking into some smaller is also important that there is sufficient capacity for peak is also important that there is also important that there is also important that the peak is also important the peak	
Deepak Rana RPTP-0219 smaller buses for around Dunedin. Change to RPTP trips.	Add explainer on small buses in Focus area 4.
No change to the Draft Plan. Zonal fares a	are supported in
the Plan, with final details to be developed	
notes an expectation that prices for multi	
Likes the idea of zoning fares, No changes to RPTP - are based on small/moderate increments	
Deepak Rana RPTP-0219 Fares zones provided they are still affordable. zone fare decision and that there are a small number of zone	
Agrees with upping the base fare	
provided it is still an affordable No changes to RPTP - No change from Draft Plan. The base adul	It fare will be
Deepak Rana RPTP-0219 Fares base fare price. base fare decision \$2.50 across Otago.	
Request for a public transport	
service connecting Oamaru and A Dunedin to Oamaru service is included in this Plan as A Dunedin to Oamaru service is included	in this Plan as
Dunedin Hospital. This would an integral service for Otago, but availability of funding an integral service for Otago, but availabil	ility of funding
serve people cannot drive will dictate timing of such improvements. Currently this will dictate timing of such improvements.	
Oamaru themselves and do not have No changes to RPTP - service is planned to be introduced for in the next 10 service is planned to be introduced for in	
Heather Smith RPTP-0220 service people to drive them. noting years.	
Support for ORC having a role in	
supporting community transport	
services because it would improve	
transport choices for ORC	
ratepayers that do not live in	
Community places with fixed route bus No changes to RPTP - Agreed these are issues we will be working on in Agreed these are issues we will be working on in	king on in
Heather Smith RPTP-0220 transport services. noting implementation implementation	
Opposes free fares for children,	
but believes they should be	
Fares discounted greater than youth No changes to RPTP - Change to Plan: There will be a uniform 40	0% concession Child (5-12 years) concession discount listed
Heather Smith RPTP-0220 concessions fares. noting Child and youth concession value decision for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Request for a Oamaru service that	
connects the north and south ends This is supported and considered as a future integral This is supported and considered as a future integral	ure integral
Oamaru of Oamaru to the Oamaru Hospital No changes to RPTP - service with the plan, noting that funding is not currently service with the plan, noting that funding	
Heather Smith RPTP-0220 service at a 'few times per day' frequency. noting available for such a service. available for such a service.	services in the plan
Focus area 2 of the Plan outlines our equity focused Focus area 2 of the Plan outlines our equity	ity focused
Submitter thinks 'equitable access approach to delivering public transport. Access is also approach to delivering public transport. Access is also	Access is also
Sierra Alef- to transport' should be a focus No changes to RPTP - fundamental across the passenger experience and fundamental across the passenger experience	
Defoe RPTP-0221 Focus areas area of the plan noting integrated and connected network focus areas. integrated and connected and connected network focus areas.	areas.

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Sierra Alef- Defoe		RPTP-0221	Upper Clutha service	Requests public transport in Upper Clutha, particularly in and around Wanaka, due to growing population	No changes to RPTP - noting	This plan signals intent to improve transport options in our smaller centres. However based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this	Small changes to network maps to indicate priority for Wānaka connection
Alison Dench		RPTP-0222	Rail and ferries	Start really looking into public transport for Whakatipu, something that can run cheap and frequently and into the night. Look into all options such as bus, ferry, gondolas or rail.	No changes to RPTP - noting	At present buses are the most cost effective way to service our community with public transport. Alternative modes will be considered in the future as land use develops to support mass rapid transit like gondola.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Alison Dench		RPTP-0222	1	Agrees with increasing base fare to \$2.50 as long as we don't increase it again soon after.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Fares will be reviewed anually.	
Ilana Andrews		RPTP-0223	Oamaru service	Request for public transport to and within Oamaru, especially to improve Dunedin and Oamaru Hospital access. This would serve the ageing population who are transport disadvantaged. Suggests collaborating with existing private bus companies to provide affordable transport choices.	No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.		Add a local Oamaru service to the integral services in the plan
R Turner		RPTP-0224	Central Otago service	Suggests a form of commuter transport (peak times in morning and afternoon) connecting towns in central Otago.	No changes to RPTP - noting	An Alexandra-Queenstown service is included in the plan as an integral service, but is subject to funding uncertainty	An Alexandra-Queenstown service is included in the plan as an integral service, but is subject to funding uncertainty	
R Turner		RPTP-0224	Community transport	Submitter supports community transport, but is concerned it may not be a long term solution	No changes to RPTP - noting	We agree it may not be a long-term solution in some locations. It does however have a role in paving the way for further understanding the transport needs in our smaller centres and how public transport can best support those.	We agree it may not be a long-term solution in some locations. It does however have a role in paving the way for further understanding the transport needs in our smaller centres and how public transport can best support those.	
R Turner		RPTP-0224	Fares zones	Supports moving to a zone fare structure	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	, , , , , , , , , , , , , , , , , , ,	(-)						
						A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
						service in the plan and would serve the airport, but is not	service in the plan and would serve the airport, but is not	
						currently funded. A more frequent (e.g. hourly) Airport	currently funded. A more frequent (e.g. hourly) Airport	
						service would not be a priority as there are a significant	service would not be a priority as there are a significant	
			Dunedin	We should have more buses to	No changes to RPTP -	number of other service improvements that would deliver	number of other service improvements that would deliver	
Rose Lee		RPTP-0225	Airport service	Dunedin and the airport.	noting	better value for money.	better value for money.	
				Request looking into buses and			i i	
				community transport for		Agree, Cromwell will be considered within community	Agree, Cromwell will be considered within community	
			Community	Cromwell, Dunedin, Queenstown	No changes to RPTP -	transport. However Dunedin, Queenstown and the airport	transport. However Dunedin, Queenstown and the airport	
Rose Lee		RPTP-0225	transport		noting	are considered as part of improving our regional network.		
				We should have more buses from		Our plan gives increased emphasis to the regional	Our plan gives increased emphasis to the regional	
					No changes to RPTP -	network, with access to key services in Dunedin being a	network, with access to key services in Dunedin being a	
Rose Lee		RPTP-0225			noting	key driver of this.	key driver of this.	
				Agrees with an increase up to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Rose Lee		RPTP-0225	Fares base fare		base fare decision		\$2.50 across Otago.	
		0220		<u></u>			¥=150 doi:000 0 tage:	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Agrees with zoning fares provided	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Rose Lee		RPTP-0225			zone fare decision		and that there are a small number of zones.	
Nose Lee		KF1F-0223		Supports free child fares and 40%	Zone rare decision		and that there are a small number of zones.	
			l	discounted youth fares because it				
				-				
			F	helps low-income families and	N		Change to Disc. The second state of the second seco	Child (5.42)
Heather			l		No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Williams		RPTP-0226	concessions	school.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Heather		DDTD 0226	B. I I	December of the second section of	No changes to RPTP -		O tells of some	
Williams		RPTP-0226	Pets on buses	Request for a dog bus.	noting	Outside of scope Through the intervention of ORC, and with the	Outside of scope Through the intervention of ORC, and with the	
						support of operators and central government,	support of operators and central government,	
						Otago's bus contracts now include a base wage	Otago's bus contracts now include a base wage	
						_	1 -	
						requirement that is significantly above the living	requirement that is significantly above the living	
						wage. It also increases year-by-year in line with the	wage. It also increases year-by-year in line with the	
						labour market.	labour market.	
			1	Request to compensate bus		While fairly compensating our services' workforce,	While fairly compensating our services' workforce,	
				drivers more for keeping		there is still work to do. ORC will continue to work	there is still work to do. ORC will continue to work	
				passengers safe, working long days		with operators and our partner agencies to make	with operators and our partner agencies to make	
				and being important people in the		sure driving buses is attractive and safe. This	sure driving buses is attractive and safe. This	
Heather					No changes to RPTP -	includes designing reasonable shift lengths, break	includes designing reasonable shift lengths, break	
Williams		RPTP-0226	Bus drivers	driver appreciation day at least.	operational	facilities and driver safety strategies.	facilities and driver safety strategies.	
				Request for a Bee Card top-up		We will be rolling out the "Motu Move" national ticketing		
Heather			Ticketing	machine at the bus hub that	No changes to RPTP -	system, likely in 2026, which will allow bank-card	system, likely in 2026, which will allow bank-card	
Williams		RPTP-0226	system	accepts bank cards.	noting	payments. The top-up locations are yet to be determined	payments. The top-up locations are yet to be determined	
				Recommends that we could				
			Fares	introduce different concessions for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Marina Moss		RPTP-0227	l	school and tertiary students	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Found the electric bus to Mosgiel				
				to be challenging. The submitter is				
				retired and uses a walking stick.				
				They found the bus loud				
					No changes to RPTP -	Thank you for your feedback. We will pass this on to our	Thank you for your feedback. We will pass this on to our	
Marina Moss		RPTP-0227			operational	operators	operators	
			CICCUIC	anneant time minding a seat	Perational	operators -	operators -	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Marina Moss		RPTP-0227	Fares base fare	Opposes raises to adult bee card fares, as it could disadvantage people who are already struggling	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Gordon McKay		RPTP-0228	Routes	Request to look into extending the 77 service into South Dunedin/Anderson Bay Rd, and East Taieri area, with a park and ride option.	No changes to RPTP - noting	Enhancements to these connections are in our long-term network map for Dunedin, but are currently constrained by our available funding and co-funding. A Park and Ride for Mosgiel is in the planning stages with DCC	Enhancements to these connections are in our long-term network map for Dunedin, but are currently constrained by our available funding and co-funding. A Park and Ride for Mosgiel is in the planning stages with DCC	
Gordon McKay		RPTP-0228	Vehicles electric	Agrees with most of our objectives, however is not convinced electric buses are any better due to battery disposal and lithium mining.	No changes to RPTP - noting	8/) indicates that intensively used battery-electric buses	Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB). Further, NZTA's Zero emission bus economics study (https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our needs in most cases.	
Gordon McKay		RPTP-0228	Rail and ferries	An uplift in public transport and a decrease in private vehicles is needed, things like park and rides and train services could help with this. Especially between Dunedin and Mosgiel.	No changes to RPTP - noting	We agree with working to reduce private vehicle use and dependency, however there is not currently the evidence to support a viable rail service in the region.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Gordon McKay		RPTP-0228	Wayfinding	Can we look into a simple and easy app function that plans your trip for you, times, stops, buses etc.	No changes to RPTP - noting	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	
Gordon McKay		RPTP-0228	Fares zones	Is okay with the idea of having 2-3 zones like inner city, outer suburbs (green Island, Fairfield, Abbotsford), and Mosgiel, and charging \$2, \$2.50 and \$3 for the zones	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Hannah Chamberlain		RPTP-0229	Fares concessions	Supports free child fares because it is more affordable for families. It also teaches children how to use the bus for when they will be paying passengers.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Hannah Chamberlain		RPTP-0229	Focus areas	Supports value for money as a focus area because it is the greatest factor in the submitter's decision to commute using public transport.	No changes to RPTP	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Hannah Chamberlain		RPTP-0229	Marketing, promotion, engagement	1	No changes to RPTP - noting	This is included in our plan in the Branding and Marketing policies and actions on pg. 26.	This is included in our plan in the Branding and Marketing policies and actions on pg. 26.	
Hannah Chamberlain		RPTP-0229	Oamaru		No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	Add a local Oamaru service to the integral services in the plan
Hannah Chamberlain		RPTP-0229	Fares base fare		No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
lan Davison		RPTP-0231	Oamaru	Focus on connecting places like Oamaru, both internally and with Dunedin, Waimate and Timaru to reduce road usage. look into buses and trains for this.		A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Service provision north of Oamaru is outside the Otago Region.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Service provision north of Oamaru is outside the Otago Region.	
lan Davison		RPTP-0231	Fares concessions		No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
lan Davison		RPTP-0231		-	No changes to RPTP - noting	We agree with the aspiration and are working to do our best in the Otago region. Buses and ferries are still the most effective mode for public transport service delivery at present.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
lan Davison		RPTP-0231	Focus areas	["	No changes to RPTP - noting	We agree, and this is highlighted in our Focus area 3, but also more broadly throughout the plan	We agree, and this is highlighted in our Focus area 3, but also more broadly throughout the plan	
Jean Park MNZM		RPTP-0232	Marketing, promotion,	Request for more promotion from ORC and DCC on Dunedin as a "great place to be and visit." The south of the country needs more	No changes to RPTP - noting	This is outside the scope of the plan	This is outside the scope of the plan	
Jean Park MNZM		RPTP-0232	Rail and ferries		No changes to RPTP - noting	We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to connect the wider region.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Linda-Jean Young		RPTP-0233	Routes	Submitter likes the 77 bus route	No changes to RPTP	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
			1			·	·	
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
				Submitter thinks the fare price			supported.	
				(\$2) and structure (flat fares) are			The panel notes an expectation that prices for multiple	
Linda-Jean				good as is and we should not raise	No changes to RPTP -		fare zones are based on small/moderate increments of	
Young		RPTP-0233	Fares base fare	fares or move to zones	base fare decision		the base fare, and that there are a small number of zones.	
				Community transport is high value				
				for small communities. Especially if				
				we use local ideas, shared shuttles				
Alexander			Community	and volunteer support. (see places	No changes to RPTP -		No change from Draft Plan. The development of a	
Crawford		RPTP-0234	transport	like Australia)	noting	Community transport decision	Community Transport programme is supported.	
		111 11 0201				Fare capping is included as a potential element of our fare	1 1 2 1 1	
						structure in Fare policy F P2 pg. 84. The current low fares		
						mean multiple trips are affordable. Additionally fare		
Alexander				Having a maximum daily fare cap	No changes to RPTP -	capping does not currently align with NZTA directive to	No change from Draft Plan. The base adult fare will be	
Crawford		RPTP-0234	Earos baso faro	on this would add value	_	increase private share.	\$2.50 across Otago.	
Clawiolu		KF1F-0234	Tares base rare	on this would add value	noting	increase private snare.	\$2.30 aci oss otago.	
				Dut come thought into		OLDC is looking to podostrianics areas within control	OLDC is looking to podestrionics areas within central	
			Callabanatian	Put some thought into		QLDC is looking to pedestrianise areas within central	QLDC is looking to pedestrianise areas within central	
				pedestrianising Queenstown and		Queenstown as part of the Queenstown Town Centre	Queenstown as part of the Queenstown Town Centre	
Alexander			with		No changes to RPTP -	Masterplan. We will be working to Improve the Stanley	Masterplan. We will be working to Improve the Stanley	
Crawford		RPTP-0234	institutions	make it more convenient.	noting	Street hub as part of Project Manawa, led by QLDC	Street hub as part of Project Manawa, led by QLDC	
							We acknowledge community interest in rail solutions. We	
							do not currently have an evidence base to include rail in	
				Council should look to leverage rail		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
Alexander				infrastructure, especially for	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Crawford		RPTP-0234	Rail and ferries	Dunedin, like low cost corridors.	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
Alexander				Believes the proposed changes will				
Crawford		RPTP-0234	Focus areas	improve the experience.	No changes to RPTP	Submitter's request is unclear	Submitter's request is unclear	
				Value and connection are				
				important, and so is sustainability.				
				People will use public transport		We agree. Sustainability is our focus area 3 as outlined in	We agree. Sustainability is our focus area 3 as outlined in	
Alexander				more if its high value and	No changes to RPTP -	the plan. We also note the importance of getting the	the plan. We also note the importance of getting the	
Crawford		RPTP-0234	Focus areas	competitive.	noting	value proposition for PT right.	value proposition for PT right.	
				Reasonable zoning fares will help				
				keep our services more			No change to the Draft Plan. Zonal fares are supported in	
				sustainable. Distanced based fares			the Plan, with final details to be developed. The panel	
				are fair and amenable, people will			notes an expectation that prices for multiple fare zones	
Alexander				pay more to travel further if its still	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Crawford		RPTP-0234	Fares zones	high value.	zone fare decision		and that there are a small number of zones.	
			1					
				Submitter thinks there should be a				
				service between Oamaru and				
				Dunedin, though they		A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
				acknowledge they would only use		an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				it a few times a year. They are		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
				happy to pay higher fares (such as	N	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
			Oamaru		No changes to RPTP -	years. Thank you for the feedback regarding timing of	years. Thank you for the feedback regarding timing of	
David Wigley		RPTP-0236	service	Intercity times are inconvenient	noting	services.	services.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
David Wigley Rebekah	Parents of Vision	RPTP-0236	Oamaru service Fares	Interested in an Oamaru-Dunedin service that returns on the same day. They are happy to pay the Intercity fare, but the current Intercity bus is inconvenient, departing from Oamaru at 1215 and returning at 810pm Discounted and free fares for kids helps with congestion, cost and independence, especially for transport disadvantaged and	No changes to RPTP - noting No changes to RPTP -	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Thank you for the feedback regarding timings and fares.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Thank you for the feedback regarding timings and fares. Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Graham	Impaired NZ	RPTP-0237	concessions	disabled parents and teens.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
	Parents of Vision Impaired NZ	RPTP-0237	Community transport	More clarity on whether community transport would be accessible and how it would work	No changes to RPTP - noting	Detail of Community Transport is explained on pg. 37 of the full Plan document	Detail of Community Transport is explained on pg. 37 of the full Plan document	
Rebekah Graham	Parents of Vision Impaired NZ	RPTP-0237	Accessibility	We need to better capture disabled people's experiences. 'Transport disadvantaged' is not an adequate term. More specific commitment and understanding of accessibility, the needs and the barriers they face - from access to bus and ticketing information to bus usage and overall connectivity.	No changes to RPTP - noting	Section 2.8 of the Plan (pg. 33) outlines our approach to improving accessibility for transport disadvantaged people. Additionally focus area 2 include Action EQ A2 that the Council will conduct meaningful engagement with transport disadvantaged people to understand their needs better and co-create solutions	Section 2.8 of the Plan (pg. 33) outlines our approach to improving accessibility for transport disadvantaged people. Additionally focus area 2 include Action EQ A2 that the Council will conduct meaningful engagement with transport disadvantaged people to understand their needs better and co-create solutions	
Michel Herde		RPTP-0238	Community transport	Supports connecting smaller towns to larger centres with ORC-supported community transport.	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Michel Herde		RPTP-0238	Bus drivers	creating discomfort for passengers	No changes to RPTP - operational	We place a high priority on safety; our Safety policy is in section 2.2 of the Plan and safety actions throughout the Plan, including collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	We place a high priority on safety; our Safety policy is in section 2.2 of the Plan and safety actions throughout the Plan, including collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	
Michel Herde		RPTP-0238	Fares base fare	-	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Michel Herde		RPTP-0238	Fares zones	Supports zone fares but requests a simple system, such as a city and outlying area zone only.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff	1		
Name	Oussuisstien		Tania	Community of foodbook/warrant		luitial staff years and	Final vacuum often deliberations	December and adjoint to along
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
						Route 77: We will review the performance of the South	Route 77: We will review the performance of the South	
						Dunedin changes; the alternatives described are viable	Dunedin changes; the alternatives described are viable	
							alternatives.	
						alternatives.	laiterriatives.	
						Route 70 afternoon timetable: We note the concerns	Route 70 afternoon timetable: We note the concerns	
						about the afternoon peak. Resources are currently limited		
						The state of the s	and we cannot commit to such changes, but we accept	
						that there is a strong case for better service here.	that there is a strong case for better service here.	
						that there is a strong case for better service here.	that there is a strong case for better service here.	
						Route 70 / Concord: it should be noted that the Concord	Route 70 / Concord: it should be noted that the Concord	
				The Transverse Union requests				
				The Tramways Union requests			extension to route 70 will not operate from July. We note	
				multiple changes regarding the			the point about extending route 37 to Concord; while we	
				bus service covering		have no concrete plan to do this at this point, we do	have no concrete plan to do this at this point, we do	
				Mosgiel/Dunedin and			acknowledge the poor connectivity at Green Island. If the	
				Brighton/Abbotsford/Green			submitter views the maps in the full Plan, they will see	
				Island. See the attachment for		that the 30 year (speculative) map includes improved	that the 30 year (speculative) map includes improved	
	D 11 T			proposed changes. There are		connections at Green Island; we are keen to explore these	· ·	
	Dunedin Tramways			otherwise no comments on the		options in future network reviews in order to have a more		
Dave Broderick	Union	RPTP-0239	Routes	RPTP itself.	No changes to RPTP	concrete plan for connectivity in the area.	concrete plan for connectivity in the area.	
Í				We are lacking an integrated			.	
				network, this should be a key	No changes to RPTP -	An integrated and connected network is a key focus as	An integrated and connected network is a key focus as	
haze alexandre		RPTP-0240	Focus areas	focus.	noting	outlined in Focus area 4 of the Plan.	outlined in Focus area 4 of the Plan.	
				Better and more even services for				
				higher population suburbs and			Our plan and the Fares and Frequencies Business case	
				outskirts, better timing and	No changes to RPTP -		supports these goals, but our funding position limits how	
haze alexandre		RPTP-0240	Frequency	integration.	noting	much improvement we can implement.	much improvement we can implement.	
				Request for windows that open on		This is outside the scope of the plan. Noting all vehicles	This is outside the scope of the plan. Noting all vehicles	
				the bus, as well as rainbow	No changes to RPTP -		must comply with Requirements for Urban buses	
haze alexandre		RPTP-0240	Operations	coloured buses.	operational	standards	standards	
				Cheaper bus fares are incentive to				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
haze alexandre		RPTP-0240	Fares base fare	of \$1.00	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Sharring to the second			the Plan, with final details to be developed. The panel	
				Charging more for longer trips	No de la companya de		notes an expectation that prices for multiple fare zones	
hana str		DDTD 02.55	Famor	accounts for the cost it takes to	No changes to RPTP -		are based on small/moderate increments of the base fare,	
haze alexandre		RPTP-0240	Fares zones	run longer.	zone fare decision	Affectability and see the first transfer to the first transfer transfer to the first transfer transfe	and that there are a small number of zones.	
				Company to force and the latest to the lates	No shares to DDTD		Affordability and convenience of public transport are of	
Datain's A.C.		DDTD 02.11	E	Supports focus areas but requests	No changes to RPTP -		high importance to this plan, and captured in the focus	
Patricia McLear		RPTP-0241	Focus areas	they prioritise affordability.	noting		areas.	
				Request to shorten distance		1	Factors that need to be considered in stop spacing and	
				between the Dunedin Bus Hub and		F	placement are included on Pg 74 of the plan. Balancing	
				the first stop south of the hub	No chances to DDTD	1	street space allocation is challenging in the central city	
Datainia 84:1		DDTD 6344	Davitas	(currently on Princes St at	No changes to RPTP -	_	and we work with DCC to achieve good outcomes for	
Patricia McLear	1	RPTP-0241	Routes	Dowling).	noting	public transport.	public transport.	
				Praise for past service				
				improvements, which has enabled				
				significant mode shift for trips into				
				the Dunedin Centre City for this				
Patricia McLear	1	RPTP-0241	General	submitter.	No changes to RPTP	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
Ivanie	Organisation	(OID)	Торіс	Summary of reeubacky request	recommendation	initial staff response	I mai response arter democrations	Recommended action to plan
	i			Request to improve wayfinding				
	İ			and safety in the Dunedin Bus				
	İ			Hub. This includes improving				
	i			information/signage on where to		Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
	İ			catch which bus, and improving		key priority in Focus Area 1: Passenger Experience and 2.2	key priority in Focus Area 1: Passenger Experience and 2.2	
	İ			the ease of crossing the street.		Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
	İ		Dunedin Bus	Suggests building a proper bus	No changes to RPTP -	RPTP. We will continue to work to manage antisocial	RPTP. We will continue to work to manage antisocial	
Patricia McLean	İ	RPTP-0241	Hub	station like Christchurch's.	noting	behaviours and safety at the bus hub.	behaviours and safety at the bus hub.	
						The Multi-modal access section in Focus area 4 of the plan	The Multi-modal access section in Focus area 4 of the plan	
						supports increasing connectivity between active modes	supports increasing connectivity between active modes	
						and public transport, and we will be working further on	and public transport, and we will be working further on	
				Request to prioritise integrated		this. We will work with our TAs on infrastructure needs,	this. We will work with our TAs on infrastructure needs,	
			Active	public and active transport over	No changes to RPTP -	however there is currently no co-funding with active	however there is currently no co-funding with active	
Patricia McLean		RPTP-0241	transport	private vehicle travel.	noting	mode investment	mode investment	
1	i					1	We have a positive and constructive relationship with our	
	i					·	territorial authorities. All parties in these relationships are	
	İ			Request for greater collaboration		aiming to further improve integration of the pedestrian	aiming to further improve integration of the pedestrian	
	İ		Collaboration	with road controlling authorities		network with public transport. This is captured in our	network with public transport. This is captured in our	
	İ		with	for safer end-to-end journeys	No changes to RPTP -	Plan, however funding for these improvements is limited	Plan, however funding for these improvements is limited	
Patricia McLean		RPTP-0241	institutions	(walking to/from stops).	noting	under the current GPS	under the current GPS	
						We have a positive and constructive relationship with our		
							territorial authorities. All parties in these relationships are	
				B		1	aiming to further improve our coordination and efficiency	
			Callahanatian	Request to advocate to central		in delivering public transport, and this intent is	in delivering public transport, and this intent is	
			Collaboration	government and collaborate with	No shanges to DDTD	represented in Focus area 2 of our Plan. We will also	represented in Focus area 2 of our Plan. We will also	
Dotricio Malaca		DDTD 0244	with	other local authorities to prioritise	No changes to RPTP -	continue to work with and advocate for prioritising public transport with central government.	continue to work with and advocate for prioritising public	
Patricia McLean		RPTP-0241	institutions	improving public transport.	noting	transport with central government.	transport with central government.	
	İ			Request for a university student				
	İ			concession so students can afford				
	İ			to live farther away from the				
	İ			university. In turn, this would free				
	İ		Fares	up North Dunedin housing for	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Patricia McLean	İ	RPTP-0241	concessions	people working in the Central City.	1	Youth concession value decision	year olds in Dunedin and Queenstown.	
. atticia ivicecani		111 0241	2011003310113	Support for base fare increase as	, , , , , , , , , , , , , , , , , , ,	Total concession value accision	Jean olds in Bulletin and Queenstown.	
				long as it resulted in service	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Patricia McLean		RPTP-0241	Fares base fare	improvements.	base fare decision		\$2.50 across Otago.	
Jan 19 11 10 Ecum			223 2232 1410	Opposes zone fares because it				
	i			would disincentivise people with				
]	i			the longest trips to use public			No change to the Draft Plan. Zonal fares are supported in	
	i			transport, defeating the aim of			the Plan, with final details to be developed. The panel	
	i			reducing greenhouse gas			notes an expectation that prices for multiple fare zones	
	i			emissions. Supports flat fares	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Patricia McLean	i	RPTP-0241	Fares zones	throughout the whole region.	zone fare decision		and that there are a small number of zones.	
				Submitter does not like paying				
				targeted transport rates in				
				Wanaka when they don't have	No changes to RPTP -	The funding model for PT is established through the LTP	The funding model for PT is established through the LTP	
Roger Fleming		RPTP-0242	Funding	public transport in Wanaka	noting	and AP processes as well as NZTA policy	and AP processes as well as NZTA policy	
- 0 1								
	,			I .	I	Focus area 2 emphasicos our intent to engago with out	Focus area 2 emphasises our intent to engage with out	
0				Request to engage with Strath		Focus area 2 emphasises our intent to engage with out	i ocus arca z ciripitasises our intent to chigage with out	
5 5			Marketing,	Request to engage with Strath Taieri Connect Charitable Trust to		communities to understand their needs better and co-	communities to understand their needs better and co-	
Cynthia			Marketing, promotion,		No changes to RPTP -	1		

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
Cynthia Flanagan			Regional services	Request for public transport connecting Dunedin and Middlemarch. This would particularly benefit youth and other transport disadvantaged groups.	No changes to RPTP - noting	Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding	·
Dianne Rogers	Access Matters Aotearoa	RPTP-0245	Community transport	Support community transport in principle, but they need to be accessible. Submitter makes recommendations about national standards for accessibility and draws on international best practice from Australia and Canada	No changes to RPTP - noting	Accessibility is a key consideration across all our service provision, and community transport will be no exception. ORC may be able to assist community vehicle trusts to access funding for installing hoists in community vehicles to improve access.	Accessibility is a key consideration across all our service provision, and community transport will be no exception. ORC may be able to assist community vehicle trusts to access funding for installing hoists in community vehicles to improve access.	
Dianne Rogers	Access Matters Aotearoa	RPTP-0245	Fares concessions	Supports retaining free child fares as it supports families, reduces congestion and enables young people to use public transport independently	No changes to RPTP - noting	Child concession value decision	-	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Dianne Rogers	Access Matters Aotearoa	RPTP-0245	Accessibility	Submitter wants ORC to co- develop an Accessibility Action Plan for public transport in Otago with the disability community	No changes to RPTP - noting	This is outside the scope of the RPTP, but thank you for the suggestion, and it is something for further consideration.	This is outside the scope of the RPTP, but thank you for the suggestion, and it is something for further consideration.	
Dianne Rogers	Access Matters Aotearoa	RPTP-0245	Accessibility	Does not think the plan adequately addresses accessibility, particularly for disabled people	No changes to RPTP - noting	Unsure of the specifics of this request. Delivering an accessible public transport system is a foundational aim of the Plan. It is capture in policies such as the way we deliver public information, bus standards, integration of the network with walking and cycling networks and infrastructure and Total Mobility services.	Unsure of the specifics of this request. Delivering an accessible public transport system is a foundational aim of the Plan. It is capture in policies such as the way we deliver public information, bus standards, integration of the network with walking and cycling networks and infrastructure and Total Mobility services.	
Struan Robertson Struan Robertson		RPTP-0246	Funding	Opposes focus areas because implementing a user pays funding structure should be a priority.	No changes to RPTP - noting	Our plan outlines the funding model for public transport and how we all benefit from it, including non-users. A fully user pays model would not be able to provide the service levels of a public transport system, or be affordable for users. Public transport needs to be accessible and affordable to all.	Our plan outlines the funding model for public transport and how we all benefit from it, including non-users. A fully user pays model would not be able to provide the service levels of a public transport system, or be affordable for users. Public transport needs to be accessible and affordable to all.	
Paola Santacruz		RPTP-0247	Frequency	Request to improve weekend services in Fairfield.	No changes to RPTP - noting	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	
Paola Santacruz		RPTP-0247	Fares zones	Opposes zone fares as a Fairfield resident who would be outside the proposed Zone 1.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
linda mcquinn		RPTP-0248	Funding	Submitter does not like paying targeted transport rates when they don't get public transport in Oamaru	No changes to RPTP - noting	funds collected will be used to investigate an Oamaru to	A targeted rate was applied to Oamaru as an on-demand service was placed in our Regional Land Transport Plan. This service did not received government funding so those funds collected will be used to investigate an Oamaru to Dunedin service. There is no further rating for Oamaru.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		Opposes youth fares being			·	·
				discounted 40% because all				
				children up to age 18 should be				
				free. This would improve school				
				attendance and break down				
Stephanie			Fares	barriers to youth using public	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Trickey		RPTP-0249	concessions	transport.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
			NA . d . d'			land the second test of the settle News	land the second tendence of the plants	
Ctambania			Marketing,	Request for more information on	No changes to DDTD	Improving engagement is a key focus of this Plan as	Improving engagement is a key focus of this Plan as outlined in our Focus area 2. Further information on 'how'	
Stephanie		RPTP-0249	promotion,		No changes to RPTP -		is included in the ORC Engagement and Significance policy	
Trickey		KP1P-0249	engagement	communities on public transport.	noting	is included in the ORC Engagement and Significance policy	is included in the OKC Engagement and Significance policy	
						Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
				Request to work with school		key priority in Focus Area 1: Passenger Experience and 2.2	key priority in Focus Area 1: Passenger Experience and 2.2	
				administrations and the police to		Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
Stephanie			Dunedin Bus	keep the Dunedin Bus Hub safe,	No changes to RPTP -	RPTP. We will continue to work to manage antisocial	RPTP. We will continue to work to manage antisocial	
Trickey		RPTP-0249	Hub	and smoke/vape free.	noting	behaviours and safety at the bus hub.	behaviours and safety at the bus hub.	
				Opposes a base fare increase				
				because fares are already more				
				expensive than driving (i.e. petrol				
				and parking combined). Submitter				
Stephanie				used the buses much more when	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Trickey		RPTP-0249	Fares base fare	fares were free.	base fare decision		\$2.50 across Otago.	
				0			No should be the Dueft Dieu. Zonel ferre are surrounded in	
				Opposes zone fares because it will			No change to the Draft Plan. Zonal fares are supported in	
				create more barriers too public			the Plan, with final details to be developed. The panel	
Stephanie				transport use for people who have moved away from the city for	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Trickey		RPTP-0249	Fares zones	more affordable housing.	zone fare decision		and that there are a small number of zones.	
Danielle		111 0243	Tures zones	Request to reinstate bikes on	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Cooper		RPTP-0250	Bikes on buses	· ·	operational	available again.	available again.	
				Opposes focus areas because they		Our plan emphasises delivering a convenient and reliable	Our plan emphasises delivering a convenient and reliable	
				believe too much focus is placed		public transport system that improves personal freedom	public transport system that improves personal freedom	
Danielle				on supporting tourists' transport,	No changes to RPTP -	and access to opportunities. Public transport is for the	and access to opportunities. Public transport is for the	
Cooper		RPTP-0250	Focus areas	rather than locals'.	noting	public and we do not cater to any one user or trip type.	public and we do not cater to any one user or trip type.	
				Request for the importance of bike				
				capacity on Dunedin buses as a	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Rachael Nicoll		RPTP-0251	Bikes on buses	priority.	operational	available again.	available again.	
			1	Supports community transport as				
			Community	Supports community transport as a stepping stone for scheduled PT	No changes to RPTP -		No change from Draft Plan. The development of a	
Rachael Nicoll		RPTP-0251	transport	in areas such as Central Otago.	noting	Community transport decision	Community Transport programme is supported.	
Tueriaei Micon		11.11-0231	апарот	areas sacinas central Otago.	110 cm 6	Public transport links between Wānaka and Queenstown	community transport programme is supported.	
						are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
						connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
			Upper Clutha	Request for Queenstown-Wanaka	No changes to RPTP -	horizon due to lack of funding and alignment with central		Small changes to network maps to indicate
Rachael Nicoll		RPTP-0251	service	service.	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
			1	Support for increasing base fare to				
			1	\$2.50, but would like				
			1	advertisement and other revenue				
L			L	sources to be increased to keep PT	_		No change from Draft Plan. The base adult fare will be	
Rachael Nicoll		RPTP-0251	Fares base fare	as affordable as possible.	base fare decision		\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Request for a daily Balclutha-		·	·	•
				Dunedin service because Clutha		A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
				ratepayers pay transport rates and		service in the plan and would serve the airport, however	service in the plan and would serve the airport, however	
				many people would use the	No changes to RPTP -	we do not currently have funding to make these	we do not currently have funding to make these	
Andrea Craig		RPTP-0252	Clutha service	service regularly.	noting	improvements.	improvements.	
						A service to Balclutha is included as an integral service,	A service to Balclutha is included as an integral service,	
						and include in the plan within the next ten years, subject	and include in the plan within the next ten years, subject	
Adrien Auvray			Dunedin	Request for a bus service from	No changes to RPTP -	to funding. This service would include a connection to the	to funding. This service would include a connection to the	
Matyn		RPTP-0253	Airport service	Dunedin to the Dunedin Airport.	noting	airport.	airport.	
						Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
						authority/TA. Throughout the plan we emphasis working	authority/TA. Throughout the plan we emphasis working	
Adrien Auvray					No changes to RPTP -	closely with our TAs to prioritise PT with measures such as	closely with our TAs to prioritise PT with measures such as	
Matyn		RPTP-0253	Bus priority	Request for bus lanes in Dunedin.	noting	bus priority.	bus priority.	
				Supports free child fares to reduce			Change in Final Plan: There will be a 40% concession on	
Adrien Auvray			Fares	school pick-up and drop-off	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Matyn		RPTP-0253	concessions	related traffic congestion.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Request for faster timetables in		The importance of coordinating multiple timetables with	The importance of coordinating multiple timetables with	
Adrien Auvray				Dunedin, including shortening the	No changes to RPTP -	each other is included as a consideration in the design of	each other is included as a consideration in the design of	
Matyn		RPTP-0253	Timetables	waiting time at the hub.	noting	timetables in the Plan.	timetables in the Plan.	
Adrien Auvray				Opposes increasing base fares	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Matyn		RPTP-0253	Fares base fare	because it will discourage bus use.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fares because it			the Plan, with final details to be developed. The panel	
				does not provide equal			notes an expectation that prices for multiple fare zones	
Adrien Auvray				opportunity for those who live	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Matyn		RPTP-0253	Fares zones	further away.	zone fare decision		and that there are a small number of zones.	
							Change in Final Plan: There will be a 40% concession on	
Christine			Fares	Supports free child fares to keep	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Johnston		RPTP-0254	concessions	PT affordable for families.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Supports 40% discounted youth				
Christine			Fares	fares, but ideally would like them	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Johnston		RPTP-0254	concessions	to be a \$1 flat fare or even free.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	
				Support for increasing base fare				
				but would like us to reduce costs				
				by running fewer empty buses,				
Christine				such as by running smaller buses	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Johnston		RPTP-0254	Fares base fare	at off-peak times.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Christine				Supports zone fares because they	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Johnston		RPTP-0254	Fares zones	believe it is more fair.	zone fare decision		and that there are a small number of zones.	
				Request to implement fare				
				enforcement officers on buses so				
				ensure all passengers have paid.				
				Fare evaders who are caught		The tag-on/tag-off system helps keep fare evasion low.	The tag-on/tag-off system helps keep fare evasion low.	
				should be fined. This would		The staff cost of having enforcement officers on buses	The staff cost of having enforcement officers on buses	
1				encourage discipline and	No changes to RPTP -	would outweigh any lost revenue or enforcement	would outweigh any lost revenue or enforcement	
				, ·	_	· ·		

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		,	•	Opposes partially discounted		·		·
			Fares	youth fares thinks ages 0-18	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Anita Jansen		RPTP-0256	concessions	should be free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports ORC supporting				
				community transport, especially				
				connecting Cromwell/Alexandra				
			Community	and surrounding communities (e.g.			No change from Draft Plan. The development of a	
Anita Jansen		RPTP-0256		Pisa Moorings) to Queenstown.	noting	Community transport decision	Community Transport programme is supported.	
				Supports ORC supporting				
				community transport, especially	No changes to DDTD		No change from Droft Plan. The development of a	
Anita lancon		RPTP-0256		connecting Wanaka to	No changes to RPTP -	Community transport decision	No change from Draft Plan. The development of a	
Anita Jansen		KP1P-0256	transport	Queenstown.	noting	Reliability is of high importance, and captured in our	Community Transport programme is supported. Reliability is of high importance, and captured in our	
				Opposes focus areas because they		design principles in focus area 4 of the plan. The plan also	1	
				do not prioritise increasing public		emphasises achieving greater frequencies over time,	emphasises achieving greater frequencies over time,	
					No changes to RPTP -	however this is not possible due to current funding	however this is not possible due to current funding	
Anita Jansen		RPTP-0256	Focus areas	reliability.	noting	constraints.	constraints.	
Paul		111 -0250	l ocus arcas	Request for all buses to have	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Southworth		RPTP-0257	Bikes on buses	capacity for bikes and prams.	operational	available again.	available again.	
Southworth		1 11 0207		Supports a 40% discount for	operational		avanable again.	
Paul			Fares	youth, but would prefer they ride	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Southworth		RPTP-0257	concessions	for free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						We do not currently have a basis to make such a decision	We do not currently have a basis to make such a decision	
						on reallocating responsibilities, but we note that there is	on reallocating responsibilities, but we note that there is	
						some community interest in such changes.	some community interest in such changes.	
						Division of responsibilities between regional and urban	Division of responsibilities between regional and urban	
						services would be problematic and would need to be	services would be problematic and would need to be	
						resolved.	resolved.	
				Request to consider whether				
				urban buses should be managed		Our plan is focused on further enhancing the	Our plan is focused on further enhancing the	
Paul				by territorial authorities and	No changes to RPTP -	collaborative and efficient working relationship that ORC	collaborative and efficient working relationship that ORC	
Southworth		RPTP-0257	General	smaller towns' PT be run by ORC.	noting	has with territorial authorities.	has with territorial authorities.	
				Opposes increasing base fare				
David				because fares should be minimal	Na shance to BOTO		No should find Dark Div. The hard 1995	
Paul		DDTD 0357		1	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Southworth		RPTP-0257	Fares base fare	being run like a business.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because they			notes an expectation that prices for multiple fare zones	
Paul				would make PT less accessible and	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Southworth		RPTP-0257		decrease patronage.	zone fare decision		and that there are a small number of zones.	
3000.1110101			2. 25 201125				The state of the s	
				Request to continue prioritising				
				accommodating bikes and micro-	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
pam mckinlay		RPTP-0258	Bikes on buses	_	operational	available again.	available again.	
,				Support for free child fares				
				because it encourages school				
				attendance and improves safe				
			Fares	transport choices for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
pam mckinlay		RPTP-0258	concessions	children/families.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
pam mckinlay		RPTP-0258	Community transport	Supports ORC supporting community transport. Thinks the MyRide on-demand model in Timaru would be a good approach.	No changes to RPTP - noting	Community transport decision. An On-demand service will commence in Mosgiel in July. However On-demand is not planned for any other centres at this time due to its significant cost.	No change from Draft Plan. The development of a Community Transport programme is supported.	
pam mckinlay		RPTP-0258	Vehicles electric	Praise for electric buses.	No changes to RPTP	Noted with thanks	Noted with thanks	
pam mckinlay		RPTP-0258		Request for more stops in the Queenstown CBD to have shelters so users are out of the weather when waiting.	No changes to RPTP - noting	to provide bus shelters at well-used stops across the	Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with our TAs to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions.	
				Support for Supergold Card concession so seniors have independent transport choices, e.g. accessing appointments when	No changes to RPTP -			
pam mckinlay		RPTP-0258	Supergold	-		Supergold concessions	Supergold concessions	
pam mckinlay		RPTP-0258	with	Request for DCC to ban SUVs in car parks because they take up too much space when stationary and on the road.	No changes to RPTP	This is outside the scope of the plan	This is outside the scope of the plan	
pam mckinlay		RPTP-0258		_	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
pam mckinlay		RPTP-0258		Opposes zone fares because it will encourage people to drive into the CBD. This will increase parking demand and traffic congestion.	No changes to RPTP - zone fare decision	ORC will be implementing the National Ticketing System	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. ORC will be implementing the National Ticketing System	
Olivia Pointon		RPTP-0259	_		No changes to RPTP - noting	(Motu Move) within the next 2 years, which will include bank-card payment options.	(Motu Move) within the next 2 years, which will include bank-card payment options.	
Olivia Pointon				Request for increased frequency for Queenstown Route 4 and 5 (Lake Hayes Estate and Jacks Point).	No changes to RPTP - noting	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	
Olivia Pointon		RPTP-0259			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago, and a shift towards zonal fares is supported. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
			-				·	·
				Request for dogs that do not fit in				
				a carrier to be permitted on PT				
				with a lead and cage type muzzle,				
				as Auckland Transport permits.				
				The submitter cites that roughly				
				38% of Dunedin households have a dog, and the three most popular				
				dog breeds in NZ weigh more than				
				25kg. This makes bringing many				
				dogs on the bus in a carrier				
				unfeasible.				
				For dog owners who cannot drive,		We acknowledge interest by some pet owners to alter our		
				using the bus with their dog		existing pet policy. The current policy however does		
				enables greater access to open	No changes to RPTP -	provide for pets to be on buses in a manner that is safe	No change to Draft Plan. Proposed pet policy (consistent	
John Robertson		RPTP-0260	Pets on buses	space and off-leash dog areas.	noting	for all users.	with current policy since 2021) is maintained.	
				Supports zone fares as long as cost				
				and patronage are adequately			No change to the Draft Plan. Zonal fares are supported in	
				studied beforehand. Requests			the Plan, with final details to be developed. The panel	
				longer trip fares be on a sliding scale and not the same price per	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
John Robertson		RPTP-0260			zone fare decision		and that there are a small number of zones.	
JOHN ROBERTSON		KF 1F-0200	1 81 63 201163	20116.	Zone fare decision		and that there are a small number of zones.	
				Request for increased Dunedin				
				Route 1 service (Waikouaiti Coast),				
				such as more regular service				
				throughout the day and a late				
				Friday and Saturday services. This				
				would increase patronage and				
				enable these communities to	No de contra DOTO	We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
Eleanor Riley		DDTD 0261	_		No changes to RPTP -	service levels given funding constraints, but we will be reviewing the way that services in the area operate	service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Eleanor Kiley		RPTP-0261		Support for base fare increase	noting	reviewing the way that services in the area operate	reviewing the way that services in the area operate	
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Eleanor Riley		RPTP-0261			base fare decision		\$2.50 across Otago.	
				Request for regional services				
				Clutha to Dunedin. There are a				
				high number of commuters				
				travelling between Dunedin,				
				Milton, Balclutha and Gore.				
				Currently Clutha District Council supports its staff by providing a				
				commuter van travelling from		A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
				Dunedin to Balclutha via Milton.		service in the plan and would serve the airport, however	service in the plan and would serve the airport, however	
				l	No changes to RPTP -	we do not currently have funding to make these	we do not currently have funding to make these	
Murray Keast	Clutha District Council	RPTP-0262	Clutha service	_	noting	improvements.	improvements.	
						ORC will be implementing the National Ticketing System	ORC will be implementing the National Ticketing System	
			Ticketing	Request to enable debit/credit	No changes to RPTP -	(Motu Move) within the next 2 years, which will include	(Motu Move) within the next 2 years, which will include	
Murray Keast	Clutha District Council	RPTP-0262	system		noting	bank-card payment options.	bank-card payment options.	
				Request for a ticketing system to		ORC will be implementing the National Ticketing System	ORC will be implementing the National Ticketing System	
N.A., mm= 1/2 1	Clusha District Co		_	l	No changes to RPTP -	(Motu Move) within the next 2 years, which will include	(Motu Move) within the next 2 years, which will include	
Murray Keast	Clutha District Council	NP1P-0262	system	a mobile app.	noting	bank-card payment options.	bank-card payment options.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		,		Request that regional transport be		Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can	·
				prioritised to enable people to		improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
				access employment, health,		aim to build on this work in the future; subject to co-	aim to build on this work in the future; subject to co-	
				education and consumer services		funding. Access to services such as hospitals is a major	funding. Access to services such as hospitals is a major	
			Regional	across territorial authority	No changes to RPTP -	motivator for the plan's increased focus on a region-wide	motivator for the plan's increased focus on a region-wide	
Murray Keast	Clutha District Council	RPTP-0262	services	boundaries.	noting	network.	network.	
				Request to consider free fares in	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	No change from Draft Plan. The base adult fare will be	
Murray Keast	Clutha District Council	RPTP-0262	Fares base fare	highly populated areas.	base fare decision	don't support free public transport.	\$2.50 across Otago.	
						We will be rolling out the "Motu Move" national ticketing	We will be rolling out the "Motu Move" national ticketing	
			Ticketing	Request for smart-card top-up	No changes to RPTP -	system, likely in 2026, which will allow bank-card	system, likely in 2026, which will allow bank-card	
Murray Keast	Clutha District Council		system	machines at bus stops.	noting		payments. The top-up locations are yet to be determined	
Wallay Reast	Cidtha District Council	111 0202	System	Request to work with Clutha	noung	We work closely now with all our Territory Authorities.	We work closely now with all our Territory Authorities.	
			Collaboration	District Council in the promotion		Developing community transport services will be no	Developing community transport services will be no	
				of community transport services in	No changes to RPTP -	exception. This intent is outlined in Focus Area 2 of the	exception. This intent is outlined in Focus Area 2 of the	
Murray Keast	Clutha District Council	RPTP-0262		Balclutha.	noting	l '	plan.	
,					3			
							No change to the Draft Plan. Zonal fares are supported in	
				Supports zone fares, but believes			the Plan, with final details to be developed. The panel	
				longer trips should be			notes an expectation that prices for multiple fare zones	
				proportionately cheaper due to	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Murray Keast	Clutha District Council	RPTP-0262	Fares zones	economies of scale.	zone fare decision		and that there are a small number of zones.	
				Opposes a base fare increase but				
				understands fares are subject to				
			l		No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Murray Keast	Clutha District Council	RPTP-0262	Fares base fare		base fare decision		\$2.50 across Otago.	
				Opposes ORC supporting				
				community transport because it				
				would cost too much and take				
				funding away from PT areas of		Community transport is your by the community ODC	Community transport is your by the community ODC	
				need like Queenstown. Note: potentially this submitter		Community transport is run by the community. ORC	Community transport is run by the community. ORC involvement may include assistance with funding	
				understands community transport		involvement may include assistance with funding applications and advise on set up, as well as coordinating	applications and advise on set up, as well as coordinating	
				to be fixed-route or on-demand			public information. We will not be diverting funding from	
				Council-run services, which it is	No changes to RPTP -	existing services or planned service improvements in	existing services or planned service improvements in	
Ryan King			transport	not.	noting		Queenstown to fund it.	
riyari kirib		11 0200	transport		noting .	Queenstown to runa to	Queenstown to runa it.	
				Request for service improvements				
				in Queenstown to address				
				capacity and frequency needs.				
				Improving services is required for		Our Queenstown Public Transport Business Case includes	Our Queenstown Public Transport Business Case includes	
				fewer tourists to rent cars, which		improved frequency and capacity improvements to the	improved frequency and capacity improvements to the	
				would address traffic congestion.		Queenstown network and this is represented in the plan.	Queenstown network and this is represented in the plan.	
				Believes that offline options like		Offline solutions are also being considered, but we must	Offline solutions are also being considered, but we must	
				Whoosh gondolas may be the only	No changes to RPTP -	make sure these are well integrated with the bus network	make sure these are well integrated with the bus network	
Ryan King		RPTP-0263	Frequency	solution to Queenstown traffic.	noting	and land use.	and land use.	
						The Queenstown Public Transport Business Case	The Queenstown Public Transport Business Case	
							programmeme, is a suite of interventions to work towards	
						improved public transport in Queenstown. The first	improved public transport in Queenstown. The first	
				Opposes the focus areas because		improvements will be beginning in July. We agree there	improvements will be beginning in July. We agree there	
				they do not adequately address	No shant- DDTD	are a lot of challenges with delivering public transport in	are a lot of challenges with delivering public transport in	
Byan Kina		DDTD 03C3		the public transport issues in	No changes to RPTP -	Queenstown, and our intent is to progress with these	Queenstown, and our intent is to progress with these	
Ryan King		RPTP-0263	Focus areas	Queenstown.	noting	over time and as funding permits.	over time and as funding permits.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							·	·
				Supports a base fare increase to				
				cover increasing service costs so				
				rates do not have to further				
				increase. Believes that the				
				community is unlikely to be able to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Ryan King		RPTP-0263		absorb more rates increases.	base fare decision		\$2.50 across Otago.	
				Councils should continuously be				
Paulette				looking at improving transport for	No changes to RPTP -	We agree, and we believe we have articulated this in the	We agree, and we believe we have articulated this in the	
Quartermaine		RPTP-0264		the community.	noting	Plan.	Plan.	
				Not happy about what will happen				
				to bee card funds when Motu				
				Move takes over and thinks we				
				should be doing refunds or		We are waiting for confirmation, however at this stage it	We are waiting for confirmation, however at this stage it	
				transfers. Also wanting more		is anticipated that Bee card funds will be refunded not	is anticipated that Bee card funds will be refunded not	
Paulette			_	information provided about this	No changes to RPTP -	transferred. We will provide more information to the	transferred. We will provide more information to the	
Quartermaine		RPTP-0264	system	process.	operational	public about the process as soon as we can.	public about the process as soon as we can.	
				Dana not holis a succession of the				
				Does not believe reasonable for		W/h and the state of a	When we transfer to the New York	
				council to increase base fares		When we transfer to the National ticketing system Motu	When we transfer to the National ticketing system Motu	
D. L.U.				when we are planning on taking all	N	Move, all money on Bee cards will be refunded and not	Move, all money on Bee cards will be refunded and not	
Paulette		DDTD 0254	_		No changes to RPTP -	kept by Council. Further information on the process will	kept by Council. Further information on the process will	
Quartermaine		RPTP-0264	system	swapping over to Motu Move	operational	be shared as soon as we have it.	be shared as soon as we have it.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Paulette				Charging more for longer trips	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Quartermaine		RPTP-0264		works in other places (UK)	zone fare decision		and that there are a small number of zones.	
Quartermanic		111111111111111111111111111111111111111	rares zones	works in other places (ok)	Zone fare decision	A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				Opposes focus areas because they		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
					No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Janice Rimell		RPTP-0265		transport to Oamaru.	noting	years.	years.	
				•	3			
				Request for public bus service in		An Oamaru service is supported and considered as a	An Oamaru service is supported and considered as a	
				Oamaru and more widely in North		future integral service with the plan, noting that funding is	future integral service with the plan, noting that funding is	
			Oamaru	Otago. There is a large population	No changes to RPTP -	not currently available for such a service. Servicing wider	not currently available for such a service. Servicing wider	Add a local Oamaru service to the integral
Janice Rimell		RPTP-0265	service	there - it feels discriminatory.	noting	north Otago will be considered in community transport.	north Otago will be considered in community transport.	services in the plan
				Opposes a base fare increase				
				because everyone should be able	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Janice Rimell		RPTP-0265	Fares base fare	to afford to use PT frequently.	base fare decision		\$2.50 across Otago.	
				Opposes zone fares because				
				people should not be penalised for				
				taking longer trips. For North				
				Otago, ratepayers have already			No change to the Draft Plan. Zonal fares are supported in	
				been paying for public transport			the Plan, with final details to be developed. The panel	
				without any services, so it would			notes an expectation that prices for multiple fare zones	
			1		No changes to RPTP -		are based on small/moderate increments of the base fare,	
Janice Rimell		RPTP-0265	Fares zones	future services there.	zone fare decision		and that there are a small number of zones.	
				Support for free child fares but is	No shanges to DDTD		Change in Final Plan: There will be a 40% concession on	Child (F 13 years) conserving discount line
Loo Drahaut		DDTD 0355		concerned over enforcing the age	No changes to RPTP -	Child concession value desister	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Lee Brehaut		RPTP-0266	concessions	limit so it is not abused.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
rame	O I garniou tion	(0.5)	ТОРІС	Support for ORC supporting				incommended delicit to plan
				community transport services,				
				especially for volunteer				
				organisations providing transport				
			Community		No changes to RPTP -		No change from Draft Plan. The development of a	
Lee Brehaut		RPTP-0266	transport	Hospital.	noting	Community transport decision	Community Transport programme is supported.	
Lee Brenduc		1 1. 0200		Praise for the Total Mobility	rioting			
				programmeme's positive impact				
				on the disabled and elderly's				
Lee Brehaut		RPTP-0266		quality of life.	No changes to RPTP	Noted with thanks	Noted with thanks	
200 21 011 010		1 11 0200	7.00000	quanty or mer	into onungeo to m m			
						Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
						-	key priority in Focus Area 1: Passenger Experience and 2.2	
						Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
				Request to consider the safety of	No changes to RPTP -	RPTP. We will continue to work to ensure the safety of	RPTP. We will continue to work to ensure the safety of	
Lee Brehaut		RPTP-0266	Safety	bus drivers and passengers.	noting	our drivers and passengers	our drivers and passengers	
Lee Brenduc		111 11 0200	Juicty	bus unvers una passengers.	noung	our univers and passengers	our univers and passengers	
				Request for greater public				
				information on transport and	No changes to RPTP -			
Lee Brehaut		RPTP-0266		parking for the Dunedin Hospital.	noting	This is outside the scope of the plan	This is outside the scope of the plan	
Lee Brenade		111 11 0200	mormation	parking for the Baneau Hospital.	inoting .	This is outside the scope of the plan	This is outside the scope of the plan	
				Would like to see the Dunedin				
				Hospital coordinate appointment				
			Collaboration	times with transport options,		This is outside the scope of the RPTP. We will be working	This is outside the scope of the RPTP. We will be working	
				especially for those living outside	No changes to RPTP -	to improve our collaboration with the hospital and access	to improve our collaboration with the hospital and access	
Lee Brehaut		RPTP-0266	institutions	Dunedin.	noting	to hospital services.	to hospital services.	
Lee Brenaut		KF1F-0200	Institutions	Requests unemployed or sickness	lioting	to nospital services.	to nospital services.	
				benefit recipients do not get				
				concessions, because their public			The Community Connect concession is Crown- funded	
			Faros	transport should be subsidised by	No changes to RPTP -		from outside usual funding mechanisms and is therefore	
Lee Brehaut		RPTP-0266	Fares concessions	a third party.	base fare decision		consistent with the submitter's request.	
Lee Brenaut		KF1F-0200	COTICESSIOTIS	Make the fares user pays, rather	base fare decision		Consistent with the submitter's request.	
				than charging transport rates in		Our plan outlines the funding model for public transport	Our plan outlines the funding model for public transport	
					No changes to RPTP -	, , , , , ,	and how we all benefit from it, including non-users. There	
Glenis Frew		RPTP-0267	Funding	(central etc)	noting	is no targeted rate where there are no buses.	is no targeted rate where there are no buses.	
dienis i iew		KF1F-0207	Tunung	(central etc)	lioting	We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
							Balclutha - Airport - Dunedin service, although the routing	
						between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
			Regional	Request for service connecting	No changes to RPTP -	analysis. At present there is no funding available for such	analysis. At present there is no funding available for such	
Pip Hawker		RPTP-0268	_	Outram to Dunedin.	noting	a service.	a service.	
rip Hawker		NF 1F-0208	SEI VICES	Opposes a base fare increase	noung	a service.	a service.	
1				''	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Pip Hawker		RPTP-0268	Fares base fare	l	base fare decision		\$2.50 across Otago.	
Lih Lawkei		NF 1P-0208	i ares nase iare	iii idles.	וווים מברואומוו		172.30 du 055 Oldgo.	
							No change to the Draft Dlan. Zonal force are supported in	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Onneces and force have	No shannes to DOTO		notes an expectation that prices for multiple fare zones	
Dire III		DDTD 0250			No changes to RPTP -		are based on small/moderate increments of the base fare,	
Pip Hawker		RPTP-0268	Fares zones	already pay enough in rates.	zone fare decision		and that there are a small number of zones.	
				Praise for the frequency				
1				improvements planned for Jacks				
1				Point services (Route 4). The				
l.,				current frequency makes	<u>.</u> .		L	
Yin-An Chang		RPTP-0269	Frequency	commuting with PT unfeasible.	No changes to RPTP	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Request to implement debit/credit		The timing of our move to the National Ticketing System	The timing of our move to the National Ticketing System	·
				card payment on buses earlier		(Motu Move) is outside of our control. Roll out locations	(Motu Move) is outside of our control. Roll out locations	
			Ticketing	than proposed because it will	No changes to RPTP -	across the countries are being set as part of a national	across the countries are being set as part of a national	
Yin-An Chang		RPTP-0269	system	increase revenue.	noting	programmeme	programmeme	
				Request for multiple trips per day				
				connecting Queenstown to	No changes to RPTP -	There are no plans to extend Queenstown services south	There are no plans to extend Queenstown services south	
Yin-An Chang		RPTP-0269	services	Kingston	noting	of Homestead Bay at this stage.	of Homestead Bay at this stage.	
				Supports a base fare increase				
				greater than to \$2.50 if that meant				
				we would implement a monthly				
				pass so locals (youth and adults)	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Yin-An Chang		RPTP-0269	Fares base fare	can pay less per trip.	base fare decision		\$2.50 across Otago.	
							No should be the Dueft Dies. Zonel force on surrounded in	
							No change to the Draft Plan. Zonal fares are supported in	
				O			the Plan, with final details to be developed. The panel	
				Opposes zone fares if bus users in	N. d		notes an expectation that prices for multiple fare zones	
Vi - A - Ch		DDTD 0250	.	Arrowtown or Jacks Point have to	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Yin-An Chang		RPTP-0269	Fares zones	pay more.	zone fare decision		and that there are a small number of zones.	
				Free and discounted child/youth				
				fares help get kids to school and				
					No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Jane Eves		RPTP-0270		afford or have no other options.		Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Jane Eves		KP1P-0270	concessions	allord of flave no other options.	noting	Child and youth concession value decision	101 3-18 year olus III ali oi Otago.	III F P3 Changed Iron 100% to 40%
						Our plan outlines the funding model for public transport	Our plan outlines the funding model for public transport	
						and how we all benefit from it, including non-users. A	and how we all benefit from it, including non-users. A	
						fully user pays model would not be able to provide the	fully user pays model would not be able to provide the	
						service levels of a public transport system, or be	service levels of a public transport system, or be	
				make it more of a user pays	No changes to RPTP -	affordable for users. Public transport needs to be	affordable for users. Public transport needs to be	
Jane Eves		RPTP-0270		system, rather than rate payers.	noting	accessible and affordable to all.	accessible and affordable to all.	
			i amamig					
						Our plan outlines the funding model for public transport	Our plan outlines the funding model for public transport	
				Everyone paying rates should have	No changes to RPTP -		and how we all benefit from it, including non-users. There	
Jane Eves		RPTP-0270	Funding	transport options.	noting	is no targeted rate where there are no buses.	is no targeted rate where there are no buses.	
				Value for money is really				
				important, as long as using the bus				
				is cheaper than driving. Agrees		Thank you, we agree and this is outlined in the Value for	Thank you, we agree and this is outlined in the Value for	
				with integrated and connected	No changes to RPTP -	Money focus area of the plan. The comparable cost of	Money focus area of the plan. The comparable cost of	
Jane Eves		RPTP-0270	Focus areas	being priorities.	noting	driving and parking is considered during setting of fares.	driving and parking is considered during setting of fares.	
				Increase the bus fare so its user	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jane Eves		RPTP-0270	Fares base fare	pays, and keep kids free until 16.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Agrees with charging more for			the Plan, with final details to be developed. The panel	
				longer trips as this will still be			notes an expectation that prices for multiple fare zones	
				cheaper than driving, as long as its	I -		are based on small/moderate increments of the base fare,	
Jane Eves		RPTP-0270	Fares zones	user pays.	zone fare decision		and that there are a small number of zones.	
							Change in Final Plan: There will be a 40% concession on	
				Opposes free child fares thinks	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Jason Keane		RPTP-0272	concessions	ages 5-12 should pay \$1.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Jason Keane		RPTP-0272	Community	Opposes ORC providing support for community transport because these services because central government should be paying for them.	No changes to RPTP -	Community transport decision. Noting the current GPS does not support funding of additional PT services.	No change from Draft Plan. The development of a Community Transport programme is supported.	
Jason Keane			transport Reliability	Request to enforce trip timeliness by penalising bus operators. This includes introducing a means of easily reporting missed, late or early services to ORC.	No changes to RPTP - noting	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	
Jason Keane Jason Keane		RPTP-0272	Reliability Wayfinding	Request for buses to not run early, especially for low-frequency services. Request to improve real-time tracking's reliability.	No changes to RPTP - noting No changes to RPTP - operational	will continue to work to ensure our routes are planned with realistic run times. We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible	We agree it is important to design timetables that deliver good punctuality, however some level of early and late running is unavoidable on a public transport network. We will continue to work to ensure our routes are planned with realistic run times. We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	
Jason Keane		RPTP-0272	Ticketing system	Request for more Bee Card top-up locations in Dunedin. Sees drivers carrying cash as a safety issue.	No changes to RPTP - noting	system, likely in 2026, which will allow bank-card	We will be rolling out the "Motu Move" national ticketing system, likely in 2026, which will allow bank-card payments. The top-up locations are yet to be determined	
Jason Keane		RPTP-0272	Fares concessions	Opposes a 40% youth concession. Would like all high school and university students to have a 50% concession, and everyone else in the youth age bracket to pay \$2.	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jason Keane		RPTP-0272	Fares base fare	Support for increasing the base fare during peak times, but not offpeak, so people are incentivised to take trips when the buses rune empty.	1		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jason Keane		RPTP-0272	Fares base fare	Opposes fare increases for lower socioeconomic areas such as e South Dunedin.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jason Keane		RPTP-0272	Fares zones	Supports zone fares because it is not fair to subsidise the trips of people who choose to live outside the city, such as in Palmerston.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Melinda			Vehicles		No changes to RPTP -	Thank you for your feedback. This will be considered in	Thank you for your feedback. This will be considered in	
Tweedie		RPTP-0273	electric	More electric buses would be great		future planning.	future planning.	
Heather Dunckley		RPTP-0275	Fares concessions	Supports free fares for children so they build life-long bus riding habits and so school drop-off and pick-up time traffic congestion improves.	No changes to RPTP - noting	Child concession value decision	Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Heather Dunckley		RPTP-0275	Supergold	Request for Supergold cardholders to have free fares after 9am. They should be free after 3pm because many buses are not yet full at that time.	No changes to RPTP -	NZTA. We are not in a position to extend free travel periods for SuperGold users as this would not attract cofunding or align with our requirements to increase private	SuperGold is a national scheme with travel periods set by NZTA. We are not in a position to extend free travel periods for SuperGold users as this would not attract cofunding or align with our requirements to increase private share.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Opposes a base fare increase				
Heather		DDTD 4375		because it will disincentivise	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Dunckley		RPTP-0275	Fares base fare	patronage growth.	base fare decision	A salution has been used and bile usely and according	\$2.50 across Otago.	
Sue Novell		RPTP-0276	Bikes on buses	Work on integrating bikes on	No changes to RPTP - operational	A solution has been reached and bike racks are now available again.	A solution has been reached and bike racks are now available again.	
Sue Novell		RPTP-0276			No changes to RPTP	Noted with thanks	Noted with thanks	
Sue Novell		KF1F-0276	rocus areas	Work on timetabling so the buses	No changes to KPTP	Noted with thanks	Noted with thanks	
				are more spread out and easier to	No changes to RPTP -	Our plan includes updated service design principles that	Our plan includes updated service design principles that	
Sue Novell		RPTP-0276	Timetables	connect.	noting	will support improvements to timetables.	will support improvements to timetables.	
					-	Public transport links between Wānaka and Queenstown		
				We should invest in public		are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
				transport more widely, including		connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
			Upper Clutha	scheduled times between large	No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Sue Novell		RPTP-0276	service	cities (QT - Wanaka)	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
				Increasing base fares 25% would				
Suo Novell		DDTD 0276	Fares base fare	, ,	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sue Novell		RPTP-0276	Fares base rare	transport.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Higher fares for longer trips is fair			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sue Novell		RPTP-0276	Fares zones	expenses	zone fare decision		and that there are a small number of zones.	
							Change in Final Plan: There will be a 40% concession on	
Emilie			Fares		No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Vandapuye		RPTP-0278	concessions	requests 'child' extends to age 16.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Barrest to invalance to				
 Emilie				Request to implement a weekly/monthly pass to improve	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Vandapuye		RPTP-0278	1	1	base fare decision		\$2.50 across Otago.	
vandapaye		111111111111111111111111111111111111111	Tures buse fure	value for money for regular users.	base fare accision		72.50 across otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because they			notes an expectation that prices for multiple fare zones	
Emilie				penalise people for living farther	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Vandapuye		RPTP-0278	Fares zones	away.	zone fare decision		and that there are a small number of zones.	
				Although an increase is justified,				
karan radgar		RPTP-0279		some people already struggle to afford the bus.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be	
karen rodger		KP1P-0279	rares base rare	allord the bus.	base rare decision		\$2.50 across Otago.	
				Supports ORC supporting				
				community transport. Suggests a				
				twice-per-week large shuttle so				
				people, such as seniors, can access				
				essential services like shopping				
				and medical appointments. This				
				service should be in smaller towns				
				throughout the region and				
				Dunedin's hill suburbs. It should	No. do		No de conforme Burgaria	
Ponos Postas		DDTD 0390		be bookable by phone for	No changes to RPTP -	Community transport desigion	No change from Draft Plan. The development of a	
Renee Pearson		RPTP-0280	transport	accessibility.	noting	Community transport decision While it is important to ensure buses are not too large, it	Community Transport programme is supported. While it is important to ensure buses are not too large, it	
1			Vehicles	Request to run smaller buses more		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Renee Pearson		RPTP-0280	smaller	frequently.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
CHEE I Cal SUII	<u> </u>	INF 11-0200	311lallel	In equently.	Change to NETE	luips.	uips.	Add explainer off small buses in Focus area 4.

Renee Pearson Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Fares base fare Frequency Vehicles smaller	Summary of feedback/request Oppose a base fare increase because 10-trips per week is already more expensive than petrol for the submitter. Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - base fare decision No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP - noting	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision Noted with thanks, and this aligns with our Plan	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Renee Pearson Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0281 RPTP-0282	Fares base fare Frequency Vehicles smaller Fares base fare Community transport General	Oppose a base fare increase because 10-trips per week is already more expensive than petrol for the submitter. Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - base fare decision No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP - noting	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Frequency Vehicles smaller Fares base fare Community transport General	because 10-trips per week is already more expensive than petrol for the submitter. Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP -	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	\$2.50 across Otago. Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Frequency Vehicles smaller Fares base fare Community transport General	already more expensive than petrol for the submitter. Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP -	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	\$2.50 across Otago. Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Frequency Vehicles smaller Fares base fare Community transport General	Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP -	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	\$2.50 across Otago. Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Frequency Vehicles smaller Fares base fare Community transport General	Wants more services to Mosgiel Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Vehicles smaller Fares base fare Community transport General	Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Vehicles smaller Fares base fare Community transport General	Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
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Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Vehicles smaller Fares base fare Community transport General	Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	network, but these improvements are not currently funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	network, but these improvements are not currently funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Vehicles smaller Fares base fare Community transport General	Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	funded and any improvements would be minor at present While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	funded and any improvements would be minor at present. While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Karen Hughes Karen Hughes Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0281 RPTP-0282 RPTP-0282	Vehicles smaller Fares base fare Community transport General	Submitter thinks smaller buses would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	Change to RPTP No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. Community transport decision	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0282 RPTP-0282	smaller Fares base fare Community transport General	would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	is also important that there is sufficient capacity for peak trips. Community transport decision	is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0282 RPTP-0282	smaller Fares base fare Community transport General	would be better Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	Community transport decision	trips. No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Add explainer on small buses in Focus area 4.
Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0281 RPTP-0282 RPTP-0282	Fares base fare Community transport General	Wants to keep fares low so more people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - base fare decision No changes to RPTP - noting No changes to RPTP	Community transport decision	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	Action explainer on small bases in rocas area 4.
Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0282 RPTP-0282	Community transport General	people use the bus Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - noting No changes to RPTP		\$2.50 across Otago. No change from Draft Plan. The development of a Community Transport programme is supported.	
Judy Martin Judy Martin Judy Martin Judy Martin	RPTP-0282 RPTP-0282	Community transport General	Very much supports community transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP - noting No changes to RPTP		No change from Draft Plan. The development of a Community Transport programme is supported.	
Judy Martin Judy Martin Judy Martin	RPTP-0282	transport	transport, as this gives options to those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP		Community Transport programme is supported.	
Judy Martin Judy Martin Judy Martin	RPTP-0282	transport	those who live far away or cannot afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP		Community Transport programme is supported.	
Judy Martin Judy Martin Judy Martin	RPTP-0282	transport	afford taxis/Ubers. Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP		Community Transport programme is supported.	
Judy Martin Judy Martin Judy Martin	RPTP-0282	General	Supports inventing in transport that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public	No changes to RPTP			
Judy Martin Judy Martin			that environmentally friendly and sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public		Noted with thanks, and this aligns with our Plan	Noted with thanks, and this aligns with our Plan	
Judy Martin Judy Martin			sustainable. We should prioritize keeping fares competitive with fuel costs, to encourage people to use public		Noted with thanks, and this aligns with our Plan	Noted with thanks, and this aligns with our Plan	
Judy Martin Judy Martin			We should prioritize keeping fares competitive with fuel costs, to encourage people to use public		inoted with thanks, and this aligns with our Plan	INOTEG WITH THANKS, and THIS BIIGHS WITH OUR Plan	
Judy Martin	RPTP-0282	Fares base fare	competitive with fuel costs, to encourage people to use public	No changes to RDTD			
Judy Martin	RPTP-0282	Fares base fare	encourage people to use public	No changes to RDTD			
Judy Martin	RPTP-0282	Fares base fare		INO changes to RUID -			
Judy Martin	RPTP-0282	Fares base fare		_		No change from Draft Plan. The base adult fare will be	
			transport.	base fare decision	Noting link to cost to fuel price	\$2.50 across Otago.	
	1				Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can	
					improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
					aim to build on this work in the future; subject to co-	aim to build on this work in the future; subject to co-	
		L	Focus on providing transport		funding. Access to services such as hospitals is a major	funding. Access to services such as hospitals is a major	
		Regional	options for all of Otago, to lessen	No changes to RPTP -	motivator for the plan's increased focus on a region-wide	motivator for the plan's increased focus on a region-wide	
Judy Martin	RPTP-0282	services	pollution and private car use.	noting	network.	network.	
Judy Martin			Supports a minor increase in the				
Judy Martin			-	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
	RPTP-0282	Fares base fare	government subsidies.	base fare decision		\$2.50 across Otago.	
			Does not support charging more			No change to the Draft Plan. Zonal fares are supported in	
			for long trips, due to the old zones			the Plan, with final details to be developed. The panel	
			being too expensive and	L		notes an expectation that prices for multiple fare zones	
1		_	disincentivising people from using	1		are based on small/moderate increments of the base fare,	
Judy Martin	RPTP-0282	Fares zones	it.	zone fare decision		and that there are a small number of zones.	
			Wants to maintain low fares so				
			public transport will be people's				
			preferred option for travel. Raising				
			fares may push people to driving,	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Nereida Gomez	RPTP-0284	Fares base fare	raise emissions, etc.	base fare decision		\$2.50 across Otago.	
						L	
					Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
	1				key priority in Focus Area 1: Passenger Experience and 2.2	1	
] .	1		
1			1	1	·	1	
Sacha Rawstorn			preventing bullying	noting	our drivers and passengers	our drivers and passengers	
	RPTP-0285	Safety		No changes to RPTP -	Route capacity will continue to be a consideration in our	Route capacity will continue to be a consideration in our	
Ruby Anngow	RPTP-0285	Safety Capacity	Request to add capacity to the Mosgiel services (Route 77/78).	noting	design of routes and timetables.	design of routes and timetables.	
Sacha Rawstorn			1	_	Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to ensure the safety of our drivers and passengers	Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to ensure the safety of our drivers and passengers	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		Request for public information				
				improvements around leaving the				
				accessible seating on bus for				
				people who need it. The submitter		Thank you for your feedback. Focus area 1: Passenger	Thank you for your feedback. Focus area 1: Passenger	
				has a hidden disability and often		experience includes increased emphasis on promotion,	experience includes increased emphasis on promotion,	
			Public	cannot get a seat near the front of	No changes to RPTP -	publicity and education activities. Policy BM P2 pg26 and	publicity and education activities. Policy BM P2 pg26 and	
Ruby Anngow		RPTP-0286	information	the bus.	noting	actions 1-4.	actions 1-4.	
				Request to address the poor				
				passenger behaviour of teenagers				
Ruby Anngow		RPTP-0286	Operations	who push each other to get a seat.	No changes to RPTP	This is outside the scope of the plan	This is outside the scope of the plan	
				Opposes focus areas because they				
				do not think the plan adequately		We agree it is important to design timetables that deliver	We agree it is important to design timetables that deliver	
				prioritises the needs of users and		good punctuality, however some level of early and late	good punctuality, however some level of early and late	
				the community. For instance, bus		running is unavoidable on a public transport network.	running is unavoidable on a public transport network.	
				capacity, missed/late buses and		Focus area 4 of the plan sets out our service design	Focus area 4 of the plan sets out our service design	
				people not leaving the accessible		principles. We will continue to work to ensure our routes	principles. We will continue to work to ensure our routes	
L			<u>_</u>	seats for people who need them	No changes to RPTP -	· ·	are planned with realistic run times. Focus area 2 is about	
Ruby Anngow		RPTP-0286	Focus areas	should be priorities.	noting	further working with the community to understand needs.	-	
							We place a high priority on safety; our Safety policy is in	
							section 2.2 of the Plan and safety actions throughout the	
					No de contra DOTO		Plan, including collaborating with operators to deliver	
D la A		DDTD 0206	D duit	Democratification and a define and a	No changes to RPTP -	rigorous driver training. Will also pass your request on to	rigorous driver training. Will also pass your request on to	
Ruby Anngow		RPTP-0286	Bus drivers	-	operational	our operators.	our operators.	
			Fares	Opposes a 40% discount for youth	No shanges to DDTD		There will be a 40% concession on full adult force for F 10	Child (F 12 years) consession discount listed
Duby Appasi		DDTD 020C	Fares	because they believe fare should	No changes to RPTP -	Vouth sensession value desiries	There will be a 40% concession on full adult fares for 5-18	
Ruby Anngow		RPTP-0286	concessions	be free up to 18 years.	noting	Youth concession value decision		in F P3 changed from 100% to 40%
Ruby Anngow		RPTP-0286	Fares base fare	Supports a base fare increase for	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Ruby Alligow		KF1F-0280	l ares base lare	addits offiy.	base rare decision		32.30 aci oss Otago.	
				Opposes zone fares because			No change to the Draft Plan. Zonal fares are supported in	
				capacity and reliability issues need			the Plan, with final details to be developed. The panel	
				addressed on the longer trips (e.g.			notes an expectation that prices for multiple fare zones	
				Palmerston and Mosgiel) before	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Ruby Anngow		RPTP-0286	Fares zones	fares should increase	zone fare decision		and that there are a small number of zones.	
780		111111111111111111111111111111111111111						
						Our plan emphasises achieving greater frequency over	Our plan emphasises achieving greater frequency over	
						time. And our Fares and Frequencies Business Case	time. And our Fares and Frequencies Business Case	
						recommends improved peak frequencies across the	recommends improved peak frequencies across the	
				Wants increased frequency on the		network, but these improvements are not currently	network, but these improvements are not currently	
Andrea Jones		RPTP-0287	Frequency	Shiel Hill-Opoho route	No changes to RPTP		funded and any improvements would be minor at present.	
				Supports raising adult Bee card				
				fares, particularly if it means we				
				don't reduce bus frequencies or	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Andrea Jones		RPTP-0287	Fares base fare	increase charges for children	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Reluctantly supports zone fare	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Andrea Jones		RPTP-0287	Fares zones	structure	zone fare decision		and that there are a small number of zones.	
Andrea Jones		RPTP-0287	Fares zones	structure	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
A Homolar	J	RPTP-0288		Focus on greater security at the	No changes to RPTP - noting	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to ensure the safety of our drivers and passengers	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to ensure the safety of our drivers and passengers	
A Homolar		RPTP-0288		Charging more for long trips would disincentivize people living further away to use public transport, causing worse congestion, parking and pollution.	No changes to RPTP - zone fare decision	We agree with the point, and our plan gives importance to land-use considerations which would support focusing PT investment on areas where PT performs well and drives growth/development.	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Austin Smith		RPTP-0289	Collaboration with institutions	have trams.	No changes to RPTP - noting	This is outside the scope of the RPTP, but thank you for the suggestion.	This is outside the scope of the RPTP, but thank you for the suggestion.	
Austin Smith		RPTP-0289		_	No changes to RPTP - noting	We agree that it is important to consider non-radial travel patterns, but note that there are limitations to what can be achieved within budget constraints.	We agree that it is important to consider non-radial travel patterns, but note that there are limitations to what can be achieved within budget constraints.	
Austin Smith		RPTP-0289		Opposes a base fare increase because it will harm public transport demand. Fare increases should be delayed until there is more demand.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Elizabeth Angelo- Roxborough		RPTP-0290	Dunedin Airport service	Submitter wants a Dunedin Airport bus service	No changes to RPTP - noting	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	
Elizabeth Angelo- Roxborough		RPTP-0290		l .	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Elizabeth Angelo- Roxborough		RPTP-0290	Fares local/tourists		No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	
Elizabeth Angelo- Roxborough		RPTP-0290	General		No changes to RPTP - noting	Our special events policy SE A1 pg. 28 outlines how we will work with event organisers to coordinate public transport to support events. This includes considering distribution of costs that are consistent with our private share policies.	Our special events policy SE A1 pg. 28 outlines how we will work with event organisers to coordinate public transport to support events. This includes considering distribution of costs that are consistent with our private share policies.	
Elizabeth Angelo- Roxborough		RPTP-0290	Bus stop infrastructure		No changes to RPTP - operational	Thank you for your feedback. This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely with our TAs to coordinate new infrastructure work programmemes.	Thank you for your feedback. This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely with our TAs to coordinate new infrastructure work programmemes.	
Elizabeth Angelo- Roxborough		RPTP-0290		_	No changes to RPTP - operational	The Plan includes collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	The Plan includes collaborating with operators to deliver rigorous driver training. Will also pass your request on to our operators.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Elizabeth Angelo-					No changes to RPTP -	that the Plan specifically addresses, although it would be considered when routes in the area are reviewed. There is a policy on "Network design principles" which outlines the factors we will consider when undertaking reviews of	Stuart St) is certainly not viable. This would undermine service levels in the dense and direct High St corridor. The wider question of the City Rise area is not something that the Plan specifically addresses, although it would be considered when routes in the area are reviewed. There is a policy on "Network design principles" which outlines the factors we will consider when undertaking reviews of	
Roxborough Elizabeth Angelo-			Routes	Submitter thinks buses often come	I -	will continue to work to ensure our routes are planned	We agree it is important to design timetables that deliver good punctuality, however some level of early and late running is unavoidable on a public transport network. We will continue to work to ensure our routes are planned	
Roxborough Elizabeth Angelo- Roxborough			Reliability Regional services	demand services	No changes to RPTP - noting		with realistic run times. We agree that on-demand has a role to play in supporting the public transport network. However we caution that the operating cost can be quite significant and extensive on-demand services are not within current budget.	
Elizabeth Angelo-				1	1		No change from Draft Plan. The base adult fare will be	
Roxborough		RPTP-0290	Fares base fare	than driving	base fare decision		\$2.50 across Otago.	
Laura Paton		RPTP-0291	Fares base fare	Increasing the base fare is reasonable of we add a daily cap.	No changes to RPTP - base fare decision	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Laura Paton		RPTP-0291	Fares zones	Supports increased fares for longer trips, if we used zones and the increase was still affordable and not a deterrent.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sarah Wild		RPTP-0292	Timetables	Request for service hours to be extended for popular Queenstown suburbs like Lake Hayes Estate and Hanleys Farm (Route 4 and 5). Many hospitality workers work past the current hours and therefore cannot use PT to commute.			Service improvements recommended in the Queenstown Public Transport Business case including extending service hours are included in the plan and funded; we are seeking to implement these improvements.	
34.4114			Oamaru	Submitter wants the Palmerston	No changes to RPTP -	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10	
Sarah Newton Shantraj Bethel			service Routes	bus to be extended to Oamaru Request to make Brighton-City services more direct. Suggests removing the Abbotsford detour and linking the Brighton service to Concord.	No changes to RPTP - noting	we do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	we do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Ralph Adler		RPTP-0295	Funding	Request that approach generating more funding through increasing patronage while maintaining affordable fares.	No changes to RPTP - noting	Our plan supports working to increase patronage, while keeping our services affordable for users and the community The low flat fares have been instrumental in our recent patronage growth.	Our plan supports working to increase patronage, while keeping our services affordable for users and the community The low flat fares have been instrumental in our recent patronage growth.	
Ralph Adler		RPTP-0295		Supports focus areas, but believes Environmental Sustainability, a Connected and Integrated Network, and Value for Money should be elevated because getting these three areas right will result in a positive passenger experience and high levels of trust.	No changes to RPTP -		Thank you for the thoughtful comment. We have chosen to structure the plan with people first, then environment, system and financial.	
Ralph Adler		RPTP-0295	Focus areas	Agrees that 'a connected network' should be a focus area of the plan, but believes we should change the objective statement to prioritise a reliable, comprehensive and frequent service.	No changes to RPTP - noting	Thank you for the thoughtful feedback. We agree with comprehensive services, and have articulated this in the objective as being comprehensive to allow personal freedom and access to opportunities.	Thank you for the thoughtful feedback. We agree with comprehensive services, and have articulated this in the objective as being comprehensive to allow personal freedom and access to opportunities.	
Ralph Adler		RPTP-0295		Request to allow dogs with a muzzle and lead on buses, as Auckland Transport allows, and suggests introducing a \$2 pet fee.	_	We acknowledge interest by some pet owners to alter our existing pet policy. The current policy however does provide for pets to be on buses in a manner that is safe for all users.	No change to Draft Plan. Proposed pet policy (consistent with current policy since 2021) is maintained.	
Ralph Adler		RPTP-0295	Frequency	Request to improve frequency of Dunedin's Route 1 to reduce the number of cars on SH1.	No changes to RPTP	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Ralph Adler		RPTP-0295	Fares base fare	Reluctantly supports a base fare increase because fares have not increased in a few years.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Ralph Adler		RPTP-0295	Fares zones	Opposes zone fares because they will hurt patronage growth.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Georgia Berry		RPTP-0296		Submitter wants a separate Green Island and Mosgiel bus (no further details provided)	No changes to RPTP - operational	We have an existing Mosgiel-Green Island - Dunedin service.	We have an existing Mosgiel-Green Island - Dunedin service.	
Jessica de Heij			Dunedin	Request for an airport bus	No changes to RPTP - noting	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	
Jessica de Heij		RPTP-0297	Collaboration with	Supports better bike infrastructure, such as bike lanes and bike stops, in connection with buses and bus stops	No changes to RPTP -	Bike infrastructure falls with road controlling	Our plan emphasises improving multi-modal access to PT. Bike infrastructure falls with road controlling authority/TA. Throughout the plan we emphasis working closely with our TAs to prioritise PT with measures such as bus priority and walking and cycling facilities	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
	-							
				Would rather pay more rates than		Thank you for your feedback. The funding model for PT is	Thank you for your feedback. The funding model for PT is	
					No changes to RPTP -	established through the LTP and AP processes as well as	established through the LTP and AP processes as well as	
Jessica de Heij		RPTP-0297	Funding	that would not be able to afford it.	noting	NZTA policy	NZTA policy	
						We are not assessed to be a consistency in	Was and west account to the last a constitute on in account in	
				Mara fraguancy during waskand		We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
lossica do Haii		RPTP-0297	Fraguancy	More frequency during weekend for places like Portobello	No changes to RPTP	service levels given funding constraints, but we will be reviewing the way that services in the area operate	service levels given funding constraints, but we will be reviewing the way that services in the area operate	
Jessica de Heij		KP1P-0297	Frequency	Suggests switching to smaller vans	No changes to KPTP	reviewing the way that services in the area operate	leviewing the way that services in the area operate	
				instead of buses for community		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
			Vehicles	transport, but timetable them like		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Jessica de Heij		RPTP-0297	smaller	buses.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
					-			
				Request for all drivers to drive at				
				speeds that enable them to pull				
				into stops. The submitter				
				experiences a particular driver run				
				the service consistently early and				
				fail to pull into stops with people	No changes to RPTP -		We support safe and consistent driver behaviours and this	
Ann Wood		RPTP-0298	Bus drivers		operational	is represented in our plan	is represented in our plan	
				Opposes zone fares because they				
				do not think passengers on the			No change to the Draft Plan. Zonal fares are supported in	
				Otago Peninsula or Waikouaiti			the Plan, with final details to be developed. The panel	
				Coast should be penalised with	No shares to DDTD		notes an expectation that prices for multiple fare zones	
Ann Wood		RPTP-0298	Faras zanas	higher fares (Routes 1 and 18	No changes to RPTP -		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Allii wood		RP1P-0298	Fares zones	users). Opposes a base fare increase	zone fare decision		and that there are a small number of zones.	
				because it will penalise low-				
				-	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Ann Wood		RPTP-0298	 Fares base fare	other transport modes.	base fare decision		\$2.50 across Otago.	
						The funding model for PT is established through the LTP	The funding model for PT is established through the LTP	
				Submitter does not like targeted		and AP processes as well as NZTA policy. There are no	and AP processes as well as NZTA policy. There are no	
				transport rates in areas where	No changes to RPTP -	targeted rates where there is no immediate access to	targeted rates where there is no immediate access to	
Sandra Allan		RPTP-0299	Funding	there is no public transport	noting	public transport	public transport	
	Central Lakes			Concerned that public buses don't		All buses must comply with the Requirements of Urban	All buses must comply with the Requirements of Urban	
	Breastfeeding			have seatbelts and they are driving	_	Buses (RUB). This sets out the standards for buses.	Buses (RUB). This sets out the standards for buses.	
Catkin Bartlett	Charitable Trust	RPTP-0300	Safety	on fast roads	noting	Additionally seat belts are not required by law in NZ.	Additionally seat belts are not required by law in NZ.	
						Dublic transport links between Wanaka and Ouganstown		
						Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional		
						connectivity, however currently sit in the 10-30 year		
						horizon due to lack of funding and alignment with central		
						government priorities. Servicing Hawea is more		
						challenging and based on a desk top study (Otago	Based on feedback we are giving greater priority to	
	Central Lakes			Wants more regional connectivity		Community and Accessible Transport Study) and a review	Wanaka in our indicative maps; however we do not yet	
	Breastfeeding		Upper Clutha		No changes to RPTP -	of the 22/23 trial, viable public transport is not affordable	have funding or an evidence base to support this	Small changes to network maps to indicate
	Charitable Trust	RPTP-0300	service	Queenstown	noting	to the user or the community without co-funding.	investment so we caution that this is currently indicative.	priority for Wānaka connection
						We are not able to do this at present due to timetable	We are not able to do this at present due to timetable	
						constraints, but we acknowledge that as routes change	constraints, but we acknowledge that as routes change	
						with improved services under the Queenstown PT	with improved services under the Queenstown PT	
	Central Lakes			Wants a circular route in		Business Case improvements, there will be opportunities	Business Case improvements, there will be opportunities	
	Breastfeeding			Queenstown between Arthur's	No changes to RPTP -	to review routes and options for changing their	to review routes and options for changing their	
Catkin Bartlett	Charitable Trust	RPTP-0300	Routes	Point and Shotover	noting	connections.	connections.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Catkin Bartlett	Central Lakes Breastfeeding Charitable Trust	RPTP-0300	Fares zones	Thinks a zone fare structure would be okay, but it needs to not put people off using the bus and connecting them places	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Stacey Hitchcock		RPTP-0301	Dunedin Airport service	Would like to know if Dunedin Airport will be getting a service. Supports it having a higher fare.			A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	
Stacey Hitchcock		RPTP-0301	Fares concessions	Supports free child fares because it instils lifelong habits of public transport use and reduces greenhouse gas emissions and congestion.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Stacey Hitchcock		RPTP-0301	Community transport	Supports ORC supporting community transport, especially in Alexandra, Cromwell and Wanaka.	_	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Stacey Hitchcock		RPTP-0301	Central Otago service	Request for bus service between Alexandra and Queenstown to serve commuters. This will improve congestion, greenhouse gas emissions and road safety.	No changes to RPTP - noting	Public transport links between Alexandra and Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	Public transport links between Alexandra and Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	
Stacey Hitchcock		RPTP-0301	Routes	Request for the Mosgiel Express to stop at the Dunedin Exchange.	_	Route 78 does stop at the Exchange.	Route 78 does stop at the Exchange.	
Stacey Hitchcock		RPTP-0301	Focus areas	Supports focus areas but suggests adaptability be a priority as well under Passenger Experience or Build Trust. Specifically, the submitter would like us to be more responsive and engaging on changes to fares, routes, frequency and service hours.	No changes to RPTP - noting	Thank you for your thoughtful feedback. Adaptability is important and we try to do this where possible, particularly with operational issues. Fares and route changes must follow local government decision making and engagement processes and procedures. Regardless we try to be as adaptable as we can with the resources we have.	Thank you for your thoughtful feedback. Adaptability is important and we try to do this where possible, particularly with operational issues. Fares and route changes must follow local government decision making and engagement processes and procedures. Regardless we try to be as adaptable as we can with the resources we have.	
Stacey Hitchcock		RPTP-0301	Routes	Request to extend the Mosgiel service to the university.	No changes to RPTP - noting	We do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	We do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	
Stacey Hitchcock		RPTP-0301	Fares base fare	Supports a base fare increase for adults only. Believes concession fares should not increase.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Stacey Hitchcock		RPTP-0301	Fares zones	Supports zone fares for places like Mosgiel and Palmerston, but requests fares remain affordable (e.g. not \$6.50). Also requests we improve services for services with longer trips to add value and help with public buy-in.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff	1		
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivallie	Organisation	(OID)	•	Supports the focus areas but	recommendation	initial staff response	Tiliai response arter deliberations	Necommended action to plan
				thinks the plan should be a bit				
				more specific about transport		Noted, with thanks. Further detail about transport-	Noted, with thanks. Further detail about transport-	
Alexander				disadvantaged groups and priority	No changes to PDTD	disadvantaged people is provided in section 2.8 on page	disadvantaged people is provided in section 2.8 on page	
		RPTP-0302	l	demographics	noting	33 of the plan.	33 of the plan.	
Heyes		KP1P-0302		Does not support adult Bee card	lioting	33 of the plan.	53 of the plan.	
				fare increases as it would cost				
Alexander					No changes to DDTD		No change from Draft Dlan. The base adult fare will be	
		DDTD 0202		-	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Heyes		RPTP-0302	Fares base fare	Supports zone fare structure, but	base fare decision		\$2.50 across Otago.	
							No should be the Dueft Plan. Zonel force and supported in	
				thinks there needs to be a clear			No change to the Draft Plan. Zonal fares are supported in	
				indication digitally, on maps, or			the Plan, with final details to be developed. The panel	
				driver announcements of where			notes an expectation that prices for multiple fare zones	
Alexander			l	and when people are crossing	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Heyes		RPTP-0302	Fares zones	zones	zone fare decision		and that there are a small number of zones.	
				Increasing the fare means less	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Ash P		RPTP-0303	Fares base fare	-	base fare decision		\$2.50 across Otago.	
				Support for affordable child and				
				youth fares. Usage is a mindset,				
			Fares	capture this mindset while they	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
William Wark		RPTP-0306	concessions	are young.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
					_			
						Fleet electrification is mandated by NZTA through the	Fleet electrification is mandated by NZTA through the	
						Requirements for Urban Buses (RUB). Further,	Requirements for Urban Buses (RUB). Further,	
						NZTA's Zero emission bus economics study (NZTA's Zero emission bus economics study (
						https://www.nzta.govt.nz/resources/research/reports/71	https://www.nzta.govt.nz/resources/research/reports/71	
						8/) indicates that intensively used battery-electric buses	8/) indicates that intensively used battery-electric buses	
							perform best on a whole-of-life emissions basis, including	
						embedded carbon. Although there remain some open	embedded carbon. Although there remain some open	
				The high stall torque of electric		questions, the best information currently available points		
							questions, the best information currently available points	
				buses needs to be considered, and	NI. III DOTO	to battery-electric buses as the best way to serve our	to battery-electric buses as the best way to serve our	
				its affect on the roads and	No changes to RPTP -	needs in most cases.	needs in most cases.	
William Wark		RPTP-0306	electric	environment	noting			
				Invest some time into researching				
				where people travel by car, places				
					No changes to RPTP -			
William Wark		RPTP-0306		besides the peak times.	noting	Out of scope for this plan	Out of scope for this plan	
				A ride sharing app could be	No changes to RPTP -			
William Wark		RPTP-0306	services	beneficial for rural areas.	noting	This is outside the scope of the plan	This is outside the scope of the plan	
			Fares	Suggestion to have free fares until	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
William Wark		RPTP-0306	concessions	the ages of 20 - 25	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	
				Upping the base fare risks losing	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
William Wark		RPTP-0306	Fares base fare		base fare decision		\$2.50 across Otago.	
				Upping the base fare for longer				
				trips could work as long as its	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
William Wark		RPTP-0306	l	cheaper than gas.	base fare decision		\$2.50 across Otago.	
The state of the s		5555	co zase rare		2220 10.0 0000000		7-22-23-33-33-33-33-33-33-33-33-33-33-33-	
				Supports zone fares as long as			No change to the Draft Plan. Zonal fares are supported in	
				trips within urban centres are not			the Plan, with final details to be developed. The panel	
				-				
				charged more. Longer trips such as			notes an expectation that prices for multiple fare zones	
C		DDTD 0007		those to Mosgiel are acceptable to	_		are based on small/moderate increments of the base fare,	
Courtney Irwin		RPTP-0307	Fares zones	charge more for.	zone fare decision		and that there are a small number of zones.	
				l	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Courtney Irwin		RPTP-0307	Fares base fare	Opposes a base fare increase.	base fare decision		\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
					No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Aline Boer		RPTP-0308	Bikes on buses	Wants bike racks on buses again	operational	available again.	available again.	
Aline Boer		RPTP-0308	I	Submitter supports a train service for coastal communities, including Warrington	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Aline Boer		RPTP-0308		Does not support adult Bee fare card increases in principle, but acknowledges it may be necessary for the services to continue as is	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Aline Boer		RPTP-0308		Submitter thinks a zone fare structure will likely cause fewer people to take the bus. They say a \$5 fare from Warrington would be enough to cause them to drive	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Aleksandra Cygan		RPTP-0310	Dunedin Airport service	Request for a Dunedin Airport service.	No changes to RPTP - noting	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the airport.	
Aleksandra Cygan		RPTP-0310	Frequency	Request for Route 19 to increase to a 15-minute peak frequency.	No changes to RPTP	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	
Aleksandra Cygan		RPTP-0310		Supports a base fare increase only if it comes with service improvements, such as increased frequencies.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jaime Hodgson		RPTP-0311		Supports community transport, but does not want that to come at the expense of Dunedin bus services	No changes to RPTP - noting	Community transport is run by the community. ORC involvement may include assistance with funding applications and advise on set up, as well as coordinating public information. We will not be diverting funding from existing services to fund it.	Community transport is run by the community. ORC involvement may include assistance with funding applications and advise on set up, as well as coordinating public information. We will not be diverting funding from existing services to fund it.	
Jaime Hodgson		RPTP-0311	Fares	Submitter suggests charging cruise ship passengers more, mainly because they live in Port Chalmers and the 14 bus is often full when cruise ship is in town	No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	
Jaime Hodgson		RPTP-0311	Fares base fare	Opposes adult Bee card fare increases, as it would likely be cheaper to drive if fares were raised	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Sheryl Weir		RPTP-0312	Fares concessions	Other cities use youth or student discounts, we should too.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Sheryl Weir		RPTP-0312		Adults are more likely to take kids on buses for free fares.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	0	(-)		As a regular bus user from				
				Auckland, our service and app are				
Sheryl Weir		RPTP-0312	General	both fantastic.	No changes to RPTP	Noted with thanks	Noted with thanks	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Introduce bus zones that			notes an expectation that prices for multiple fare zones	
				accurately represent distance	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sheryl Weir		RPTP-0312	Fares zones	travelled.	zone fare decision		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Larger distances should be	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Sheryl Weir		RPTP-0312	Fares zones	charged more.	zone fare decision		and that there are a small number of zones.	
Sheryr Well		KF1F-0312	i ares zones	l larged more.	Zone rare decision		and that there are a small number of zones.	
				Request for an Oamaru-Dunedin				
				service at a frequency of 3 return				
				trips per day. This would enable		A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
				adequate access to hospital		an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				appointments. Since Oamaru		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
Lisa Howard-			Oamaru		No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Sullivan		RPTP-0313	service	they deserve service.	noting	years.	years.	
Lisa Howard- Sullivan		RPTP-0313	Oamaru service	Request for an within-Oamaru bus service, also servicing Weston. This would enable people to have less car reliance. The service should be affordable and regular. The large ageing population need this service. Since Oamaru ratepayers pay targeted PT rates, they deserve service.	No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	Add a local Oamaru service to the integral services in the plan
James and Table 1			00.1.00		1			Section in the plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Lisa Howard-				Supports zones fares pending the	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Sullivan		RPTP-0313	Fares zones	fare is reasonable.	zone fare decision		and that there are a small number of zones.	
						Although we could consider a range of variations to the	Although we could consider a range of variations to the	
				Submitter also wants an		Mosgiel Express services, this suggestion does not seem	Mosgiel Express services, this suggestion does not seem	
				'enhanced' Mosgiel Express		viable. The Mosgiel Express's speed comes from its use of	viable. The Mosgiel Express's speed comes from its use of	
A		DDTD 22:	B	Service that stops at Sunnyvale	No changes to RPTP -	the motorway; pulling it off the motorway at any point	the motorway; pulling it off the motorway at any point	
Andrew Whiley		RPTP-0314	Routes	'	noting	would undermine its speed.	would undermine its speed.	
				Submitter recommends having		Our plan classes select if the second services in the second selection in the second services in the second	Our plan classes select framed and translations to	
				school services to areas where		Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	
				students frequent after school, such as Edgar Centre and Logan	No changes to RPTP -	services and allows for such services in cases where they serve trips that cannot be reasonably made on regular	services and allows for such services in cases where they serve trips that cannot be reasonably made on regular	
Andrew Whiley		RPTP-0314	School services		noting	services.	services.	
Andrew willey		Nr 11-0314	School services	I uik	ling	JCI VICCO.	JCI VICCS.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Submitter thinks ORC should focus more closely on commuting workers and students as target patrons. To do so, ORC could work				
Andrew Whiley		RPTP-0314		with the university to have public transport built into student fees,	No changes to RPTP - noting	This supported, and thank you for the suggestion. As part of our work to increase private share we will be actively engaging with large corporations and businesses including the university to explore options for fare sharing.	This supported, and thank you for the suggestion. As part of our work to increase private share we will be actively engaging with large corporations and businesses including the university to explore options for fare sharing.	
			with	Submitter wants ORC to work more closely with DCC on public	No changes to RPTP -	We work closely now with all our TAs. We have a good working relationship with DCC staff and are working to further coordinate work programmemes as outlined in	We work closely now with all our TAs. We have a good working relationship with DCC staff and are working to further coordinate work programmemes as outlined in	
Andrew Whiley		RPTP-0314	institutions	transport	noting	Focus Area 2 of the plan.	Focus Area 2 of the plan.	
				Submitter supports raising adult bee card fares and moving to a zone fares structure, citing bus			No change from Draft Plan. The base adult fare will be \$2.50 across Otago, and a shift towards zonal fares is supported.	
Andrew Whiley		RPTP-0314	Fares base fare	frequency and technology is being critical for confidence in the bus service	No changes to RPTP - base fare decision		The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
,							No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel	
Andrew Whiley		RPTP-0314	Fares zones	Submitter wants a free bus zone area in the CBD where travelling within the zone is free	No changes to RPTP - zone fare decision		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Andrew Willey		KF1F-0314	Fares	Makes sense to keep the	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Janet Hewson		RPTP-0315	concessions	child/youth fares	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Janet Hewson		RPTP-0315	Fares base fare	standard	base fare decision	Noting link of price with provision of service. We agree with this and captured in the plan in the quality	\$2.50 across Otago. We agree with this and captured in the plan in the quality	
Janet Hewson		RPTP-0315	Focus areas	Priorities are and should be safe, reliable, courteous drivers and good for seniors.	No changes to RPTP - operational	service standards policies and actions. Specifically SQ A2 and A5 on pg. 30 to improve safety and customer experience through driver training.	service standards policies and actions. Specifically SQ A2 and A5 on pg. 30 to improve safety and customer experience through driver training.	
Janet Hewson		RPTP-0315	Fares concessions		No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
					No changes to RPTP -		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Janet Hewson		RPTP-0315	Fares zones	Zones were a hassle in the past.	zone fare decision		and that there are a small number of zones.	
Steph Read		RPTP-0316	Supergold	Request to consider removing Supergold Card concessions as a means of generating more funding. The submitter states child and youth poverty rates are higher than elderly poverty rates.	No changes to RPTP - noting	SuperGold is a national scheme, we are not in a position to remove.	SuperGold is a national scheme, we are not in a position to remove.	
Steph Read		RPTP-0316	Fares concessions	Supports a youth discount of 40% across both to encourage young people to use PT.	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Steph Read		RPTP-0316		Supports a base fare increase if it is affordable and enables service improvements.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Steph Read		RPTP-0316	Fares zones	Supports a base fare increase over the introduction of zone fares so higher prices are distributed across all users.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Natacha Murphy		RPTP-0317	Fares concessions	Supports maintaining free fares for children as it keeps costs for families low and improves equity of access for children	No changes to RPTP - noting	Child concession value decision We acknowledge interest by some pet owners to alter our	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Natacha Murphy		RPTP-0317	Pets on buses	Submitter wants to be able to bring dogs on buses Generally supports the focus	No changes to RPTP - noting	existing pet policy. The current policy however does provide for pets to be on buses in a manner that is safe for all users.	No change to Draft Plan. Proposed pet policy (consistent with current policy since 2021) is maintained.	
Natacha Murphy		RPTP-0317	Focus areas	areas, but thinks a connected and integrated network is important in the Whakatipu Submitter requests smaller and	No changes to RPTP - noting	We agree and this is also the focus of the Queenstown Public Transport business case. The first stage of service improvements will begin on 30 June 2025. While it is important to ensure buses are not too large, it	We agree and this is also the focus of the Queenstown Public Transport business case. The first stage of service improvements will begin on 30 June 2025. While it is important to ensure buses are not too large, it	
Natacha Murphy Natacha		RPTP-0317	Vehicles smaller	more frequent buses in the upper Whakatipu Supports adult Bee card fare	Change to RPTP No changes to RPTP -	is also important that there is sufficient capacity for peak trips.	is also important that there is sufficient capacity for peak trips. No change from Draft Plan. The base adult fare will be	Add explainer on small buses in Focus area 4.
Murphy Natacha Murphy		RPTP-0317	Fares zones	Opposes zone fare structure as it could disincentivise people living further away to take the bus	No changes to RPTP - zone fare decision		\$2.50 across Otago. No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Joshua Collins		RPTP-0319	Fares concessions	Supports free child fares because they reduce traffic congestion at pick-up and drop-off times, and enable parents to afford and have time to enrol children in extracurricular activities.	No changes to RPTP -	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Joshua Collins		RPTP-0319	Fares base fare	Opposes a base fare increase because it could result in patronage losses to the point of reducing farebox recovery. Fares should remain cheaper than city centre parking to mitigate patronage losses.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Joshua Collins		RPTP-0319	Fares zones	Opposes zone fares because it could result in patronage losses to the point of reducing farebox recovery.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Jack McKay		RPTP-0320	Frequency	Wants more frequent bus services in Queenstown and wants public transport to be the easiest way to get to and from work	No changes to RPTP	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Submitter opposes adult Bee fare				
				card raisesthey think because				
				people pay high rates (they are				
				"''	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jack McKay		RPTP-0320			base fare decision		\$2.50 across Otago.	
				Keep public transport affordable	No shanges to DDTD		Change to Plan: There will be a uniform 40% concession	Child (F 12 years) consession discount listed
Mark Hughes		RPTP-0321			No changes to RPTP - noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Iviaik Hugiles		KF1F-0321		Look into putting a set of stops	lioting	Cililia and youth concession value decision	101 3-18 year olds iii aii of Otago.	III F F3 Changed Holli 100% to 40%
				adjacent to the Albany St./Forth		This request will be forwarded to our operations team.	This request will be forwarded to our operations team.	
				St. intersection near Hocken		Noting throughout the plan we emphasis working closely	Noting throughout the plan we emphasis working closely	
					No changes to RPTP -	with our TAs to coordinate new infrastructure work	with our TAs to coordinate new infrastructure work	
Mark Hughes		RPTP-0321		l	operational	programmemes.	programmemes.	
				_				
							We acknowledge community interest in rail solutions. We	
				Look into bringing rail trains back,		We do not currently have the evidence base to support	do not currently have an evidence base to include rail in	
				a rail service for commuters		1		
					No changes to RPTP -	support to look for alternative ways to connect the wider	changes to language from the Draft Plan to reflect	
Mark Hughes		RPTP-0321			noting	region.	sentiment and support study in this area	Various small wording changes
				Using bus shelters from old routes				
				or disestablished stops, and		What was the same and a same a same and a same and a same and a same and a same and a same and a same and a sa	Note that the second se	
				moving them to current routes	No shanges to DDTD	Where possible we do try and repurpose bus stop	Where possible we do try and repurpose bus stop	
Mark Hughes		RPTP-0321	Bus stop infrastructure		No changes to RPTP - operational	infrastructure. We will pass this feedback on to our operations team	infrastructure. We will pass this feedback on to our operations team	
Wark Hughes		KF 1F -0321	iiiiasti ucture	as route of	Орегаціонаї	operations team	operations team	
				Queenstown should get the same				
				discounts, as there are families				
					No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Mark Hughes		RPTP-0321	concessions	young people to use the services.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
				The adult fare is due for an				
				increase, due to the costs of fuel				
				and wages going up and to keep				
				I	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Mark Hughes		RPTP-0321	Fares base fare	From \$2.00 to \$2.50.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Keep and market low fares for all,			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Mark Hughes		RPTP-0321			zone fare decision		and that there are a small number of zones.	
				Supports maintaining free fares for			Change in Final Plan: There will be a 40% concession on	
Mackenzie			Fares		No changes to RPTP -		-	Child (5-12 years) concession discount listed
Fallow		RPTP-0322	concessions	be inequitable	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Opposes increases to adult Bee				
Mackenzie					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Fallow		RPTP-0322	Fares base fare	patronage.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Onnessa san a farra atra at			the Plan, with final details to be developed. The panel	
Mackenzie				Opposes zone fare structure as	No changes to DDTD		notes an expectation that prices for multiple fare zones	
Mackenzie Fallow		RPTP-0322		l - ·	No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
i allow		NF 1 F-0322	Fares zones	Parionage and may be comusing	Louis iais necision	<u> </u>	and that there are a sinal number of Zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Thinks public transport should be				
				affordable for youth and children,				
			Fares .	but children should pay a little bit	_		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Wen Qian Yu		RPTP-0323	concessions	maybe \$1	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Submitter suggests introducing a				
				concession pass for some groups				
			Fares		No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Wen Qian Yu		RPTP-0323	concessions	fixed price each month	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
							Change in Final Plan: There will be a 40% concession on	
			Fares	Child discounts makes it more	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Kristjana Alter		RPTP-0324	concessions	affordable for the parents.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			C	Community transport would help	No shares to DDTD		No should find Dueft Dies. The development of a	
Kristjana Alter		RPTP-0324	Community	when people are caught without transport when buses don't run.	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Kristjana Aitei		RF1F-0324	transport	Unsure where more routes could	lioting	Community transport decision	Community Transport programme is supported.	
				go, with how many get cancelled	No changes to RPTP -			
Kristjana Alter		RPTP-0324	Routes	on public holidays	noting	No response needed,	No response needed,	
-					-			
				Does not use the bus as the				
				timetables don't suit her schedule,				
Kristjana Alter		RPTP-0324	Timetables		No changes to RPTP	Thanks for your feedback	Thanks for your feedback	
				Reluctantly agrees to increasing				
				fares as we need to improve the	No shanges to DDTD		No shange from Draft Dlan. The base adult fore will be	
Kristiana Altor		RPTP-0324	Fares base fare	services and pay the drivers	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Kristjana Alter		KF1F-0324	l ales base lale	enough.	base rare decision		\$2.30 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Charging more for longer			the Plan, with final details to be developed. The panel	
				distances would make the bus			notes an expectation that prices for multiple fare zones	
				unaffordable for those who live	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Kristjana Alter		RPTP-0324	Fares zones	further away.	zone fare decision		and that there are a small number of zones.	
						O . O		
				Wants more frequent buses earlier		Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the	Our Queenstown Public Transport Business Case includes	
Hisato Ibe		RPTP-0325	Frequency	and later into the evening at Shotover country and Five Mile	No changes to RPTP	Queenstown network and this is represented in the plan.	improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	
Tilsato ibe		KF1F-0323	requericy	Shotover country and rive wife	No changes to KFTF	Parking supply and charges are set and managed by our	Parking supply and charges are set and managed by our	
						TA. Our plan includes a section on parking management,	TA. Our plan includes a section on parking management,	
			Collaboration	Submitter wants council to reduce		and will continue to collaborate with DCC and QLDC to	and will continue to collaborate with DCC and QLDC to	
			with	parking availability so more buses	No changes to RPTP -	look for opportunities for parking revenue to support	look for opportunities for parking revenue to support	
Hisato Ibe		RPTP-0325	institutions	are used	noting	public transport operating costs	public transport operating costs	
							No change to the Draft Plan. Zonal fares are supported in	
				Generally supports increasing			the Plan, with final details to be developed. The panel	
				fares for everyone, including children, and moving to a zone	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Hisato Ibe		RPTP-0325	Fares zones	fare structure	zone fare decision		and that there are a small number of zones.	
- Houto Ibe		11.71.0323	Tures zones	in a structure	Lone fare accision	ORC will be implementing the National Ticketing System	ORC will be implementing the National Ticketing System	
			Ticketing	Wants ease of payment system,	No changes to RPTP -	(Motu Move) within the next 2 years, which will include	(Motu Move) within the next 2 years, which will include	
Nicola Bell		RPTP-0326	system	such as an app	noting	bank-card payment options.	bank-card payment options.	
						Public transport links between Wānaka and Queenstown	·	
						are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
						connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
			Upper Clutha		No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Nicola Bell		RPTP-0326	service	Suggests a bus to Wanaka	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	 Final response after deliberations	Recommended action to plan
Italiic	Organisation	(0.5)	Topic	Suggests bus routes more	recommendation	Time Starr response	i mai response area denserations	recommended detroit to plan
				effectively use Gorge Rd. to				
				Malaghans Rd. access to Lake	No changes to RPTP -			
Nicola Bell		RPTP-0326	Routes	Hayes and Shotover.	noting	We are implementing such a route in July this year.	We are implementing such a route in July this year.	
					_			
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fare structure on			notes an expectation that prices for multiple fare zones	
				the condition that fares for locals	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Nicola Bell		RPTP-0326	Fares zones	are fair and low	zone fare decision		and that there are a small number of zones.	
						-	While it is important to ensure buses are not too large, it	
			Vehicles	Focus on electric and smaller		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Kevin O'Kane		RPTP-0327	smaller	buses - less energy and lower costs.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Increased fares would discourage	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Kevin O'Kane		RPTP-0327	Fares base fare	bus use.	base fare decision		\$2.50 across Otago.	
						Our plan emphasises achieving greater frequency over	Our plan emphasises achieving greater frequency over	
						time. And our Fares and Frequencies Business Case	time. And our Fares and Frequencies Business Case	
						recommends improved peak frequencies across the	recommends improved peak frequencies across the	
				Wants increased bus frequencies		network, but these improvements are not currently	network, but these improvements are not currently	
Charlotte Bell		RPTP-0328	Frequency	in Dunedin	No changes to RPTP	funded and any improvements would be minor at present.	funded and any improvements would be minor at present.	
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
							supported. The panel notes an expectation that prices for	
							multiple fare zones are based on small/moderate	
					No changes to RPTP -		increments of the base fare, and that there are a small	
Charlotte Bell		RPTP-0328	Fares base fare	Wants to maintain low \$2 flat fares	base fare decision		number of zones.	
				C. haritata a carata a carata farana		We calmout a death a interest in DT caming for	We calmon lades the interest in DT coming for	
				Submitter wants a service from		We acknowledge the interest in PT service for	We acknowledge the interest in PT service for	
				Milton/Waihola to Dunedin,			Milton/Waihola. This could potentially be implemented as	
				mainly to access health		part of a Balclutha - Airport - Dunedin service, although	part of a Balclutha - Airport - Dunedin service, although	
			Danianal	appointments. That service should	No shouses to DDTD	the routing between the Airport and Dunedin would	the routing between the Airport and Dunedin would	
Dala Balahar		DDTD 0220	Regional	be affordable and cost less than	No changes to RPTP -	require further analysis. At present there is no funding	require further analysis. At present there is no funding	
Dale Belcher		RPTP-0329	services	the cost of petrol for driving	noting	available for such a service.	available for such a service.	
Lynotto			Fares	Keep free child fares as many kids rely on the bus to get to school	No changes to DDTD		Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and	Child (E. 12 years), consession discount listed
Lynette		RPTP-0330	Fares concessions	and back	No changes to RPTP -	Child concession value decision	Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Cameron		KP1P-0330	Concessions	and back	noting	We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	III F F3 Changed Holli 100% to 40%
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
		1					Balclutha - Airport - Dunedin service, although the routing	
				Wants a service from Outram to		between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
Lynette		1	Regional	Mosgiel and back, knows people	No changes to RPTP -	1	analysis. At present there is no funding available for such	
Lynette Cameron		RPTP-0330	I -	that would use it.	noting	a service.	a service.	
Lynette		NF 17-0330	3CI VICES	Increased fares may deter people	No changes to RPTP -	u sei vice.	No change from Draft Plan. The base adult fare will be	
Cameron		RPTP-0330	Fares hase fare	from using the bus.	base fare decision		\$2.50 across Otago.	
Cameron		M 11-0330	l area base rare	monit using the bus.	Subtract decision			
						We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
stephaney		1		Submitter wants more bus services		service levels given funding constraints, but we will be	service levels given funding constraints, but we will be	
allerston		RPTP-0331		to Warrington	No changes to RPTP	reviewing the way that services in the area operate	reviewing the way that services in the area operate	
unci stori		M 11 -0331		Submitter thinks children 5-12	THO CHAIRES TO IVE IT	Teviewing the way that services in the area operate	Change in Final Plan: There will be a 40% concession on	
				should pay a small fare, say 80	No changes to RPTP -		-	Child (5-12 years) concession discount listed
Gail Armstrong		RPTP-0332		cents	_	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Juli Allisti olig		III 11 -0332	2011003310113	Conto		Cinia concession value decision	Queenstown	13 changes nom 100/0 to 40/0

		Submitter #			Staff			
Nama	Organisation		Tonic			Initial staff response	Einal response after deliberations	Recommended action to plan
Name	Organisation	(OID)	Topic	Summary of feedback/request	recommendation	Community transport is run by the community. ORC	Final response after deliberations Community transport is run by the community. ORC	Recommended action to plan
				Supports community transport,		involvement may include assistance with funding	involvement may include assistance with funding	
			I	but thinks this might come at the		applications and advise on set up, as well as coordinating	applications and advise on set up, as well as coordinating	
				_	No changes to DDTD	public information. We will not be diverting funding from	1	
Cail Aumantus		DDTD 0222		1 ' '	No changes to RPTP -		public information. We will not be diverting funding from	
Gail Armstrong		RPTP-0332	transport	price of fixed urban bus services	noting	existing services to fund it.	existing services to fund it.	
				Cubacittar is honour to see that				
C-: A		DDTD 0222		Submitter is happy to see that	No shares to DDTD	Maka durikh khanda	Nieka d with the order	
Gail Armstrong		RPTP-0332	Frequency	Route 77 frequency has increased	No changes to RPTP	Noted with thanks	Noted with thanks	
							No change from Draft Plan. The base adult fare will be	
							1 -	
							\$2.50 across Otago, and a shift towards zonal fares is	
				Monte to maintain flat force and			supported.	
				Wants to maintain flat fares and			The new of makes are comparable as the structure for any district	
				keep them low, as raising fares or			The panel notes an expectation that prices for multiple	
				moving to zone fare structure	No changes to RPTP -		fare zones are based on small/moderate increments of	
Gail Armstrong		RPTP-0332	Fares base fare	could risk losing patronage	base fare decision		the base fare, and that there are a small number of zones.	
				landon est boundalete con incoin				
				Implement hourly late services in				
				Queenstown for places like				
				Hanley's farm, Jacks Point, lake				
				hayes and Arrowtown. Helps			Service improvements recommended in the Queenstown	
				people in these areas be able to go			Public Transport Business case including extending service	
				•	No changes to RPTP -		hours are included in the plan and funded; we are seeking	
Richard Kemp		RPTP-0333	Timetables	minimising the risk of drink driving.	noting	to implement these improvements.	to implement these improvements.	
				Put stops at the Remarkables ski				
				area on route 4 and Coronet peak				
				on route 2, to help locals and				
			I	visitors during ski season, should	No changes to RPTP -			
Richard Kemp		RPTP-0333		be a priority.	noting	This is under active discussion.	This is under active discussion.	
				Increased fares to \$2.50 is				
				reasonable and should not	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Richard Kemp		RPTP-0333		discourage people.	base fare decision		\$2.50 across Otago.	
				Do some research about how				
				many people take longer trips				
				before putting zone fares on as it				
				might discourage these people			No change to the Draft Plan. Zonal fares are supported in	
				from taking the bus. Busy rotes			the Plan, with final details to be developed. The panel	
				should subsidize the less busy			notes an expectation that prices for multiple fare zones	
				route rather than upping base	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Richard Kemp		RPTP-0333	Fares zones	fares.	zone fare decision		and that there are a small number of zones.	
				Queenstown airport should not be				
				a separate zone or have an				
				additional charge, people might				
				just get off at the stop before and				
				walk some of the way like the used	No changes to RPTP -	This "subzone" is for the purpose of a different cash fare	This "subzone" is for the purpose of a different cash fare	
Richard Kemp		RPTP-0333	Fares zones	to, rather than paying more.	zone fare decision	to encourage speedy purchase of Bee Cards by visitors	to encourage speedy purchase of Bee Cards by visitors.	
				Supports community transport,				
				and specifically wants there to be				
				a focus on rural Queenstown				
Annette			Community	where there is currently no bus	No changes to RPTP -		No change from Draft Plan. The development of a	
Seddon		RPTP-0334	transport	service	noting	Community transport decision	Community Transport programme is supported.	
				Wants being able to use the buses		Focus area 1: Passenger experience includes increased	Focus area 1: Passenger experience includes increased	
Annette			Public	to be less confusing and more user	No changes to RPTP -	emphasis on promotion, publicity and education	emphasis on promotion, publicity and education	
Seddon		RPTP-0334	information	friendly	noting	activities. Policy BM P2 pg26 and actions 1-4.	activities. Policy BM P2 pg26 and actions 1-4.	
		-				•		

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
rame	Organisation	(0.5)	Topic	Summary of recubacity request	recommendation		I mai response arter democrations	incommended action to plan
						Our plan places importance on running efficient public	Our plan places importance on running efficient public	
						transport services that represent good value for money	transport services that represent good value for money	
						for the community and funders. Our network design	for the community and funders. Our network design	
						principles outlined in the Plan also work to create the	principles outlined in the Plan also work to create the	
Annette					No changes to RPTP -	most efficient routes but obtaining a balance between	most efficient routes but obtaining a balance between	
Seddon		RPTP-0334	General	Thinks the bus system is inefficient	noting	coverage and directness is not easy in some locations.	coverage and directness is not easy in some locations.	
						Unclear what the submitter means here. However the	Unclear what the submitter means here. However the	
						plan does emphasis the need for good multi mode access	plan does emphasis the need for good multi mode access	
						and integration in particular with the footpath	and integration in particular with the footpath	
				Submitter says there are many bus		environment. We will continue to collaborate with our	environment. We will continue to collaborate with our	
Annette				stops where the only way to get	No changes to RPTP -	local road controlling authorities to improve access to	local road controlling authorities to improve access to	
Seddon		RPTP-0334			noting	public transport	public transport	
					_			
Annette				Also thinks buses in Queenstown	No changes to RPTP -			
Seddon		RPTP-0334	Routes	should take Gorge/Malaghans road	noting	We are implementing such a route in July this year.	We are implementing such a route in July this year.	
				Supports increasing adult Bee card				
				fare, but most importantly is to				
Annette				easily obtain and load money onto	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Seddon		RPTP-0334	Fares base fare		base fare decision		\$2.50 across Otago.	
				Supports the focus areas and				
				thinks public transport should be				
C D		RPTP-0335	Focus areas	affordable and accessible	No changes to RPTP	Noted with thanks	Noted with thanks	
				Submitter is concerned that her				
				child might be squished in a car or				
				van with a dangerous driver,				
				though does not specify if this is a		Unclear what the submitter's request is here. Safety of	Unclear what the submitter's request is here. Safety of	
C D		RPTP-0335	Safety	bus, community transport, etc.	No changes to RPTP	our passengers and drivers is a key focus of the plan.	our passengers and drivers is a key focus of the plan.	
				Thinks peak fares should be low				
				(\$2) and off peak should be higher	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
C D		RPTP-0335	Fares base fare	(\$5)	base fare decision		\$2.50 across Otago.	
							Change in Final Plan: There will be a 40% concession on	
Zephyr			Fares	Keep child fares free, people	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
paterson		RPTP-0336	concessions	already struggle to pay these.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
						Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
						emphasises our commitment to reliability and	emphasises our commitment to reliability and	
						punctuality, although we can not prevent all early	punctuality, although we can not prevent all early	
				We need to work on the reliability		running. We try to design timetables with accurate	running. We try to design timetables with accurate	
Zephyr				of the Dunedin buses as they	No changes to RPTP -	running times and use enforcement of timing points to	running times and use enforcement of timing points to	
paterson		RPTP-0336	Reliability	aren't currently reliable.	noting	monitor and reduce early running.	monitor and reduce early running.	
						Stop infrastructure is guided by the One Network	Stop infrastructure is guided by the One Network	
						Framework and outlined in section 5.4. Shelter is	Framework and outlined in section 5.4. Shelter is	
						important and we are committed to working with our TAs	important and we are committed to working with our TAs	
				Request to look into more shelters		to provide bus shelters at well-used stops across the	to provide bus shelters at well-used stops across the	
Zephyr			Bus stop	and security at the hub, because	No changes to RPTP -		network. Safety of our passengers and drivers is a priority	
paterson		RPTP-0336		of how rainy Dunedin is.	operational	throughout the Plan.	throughout the Plan.	
				Should not increase the base fare,				
Zephyr				we already charge more than its	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
paterson		RPTP-0336	Fares base fare	I .	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				We should charge more for longer			notes an expectation that prices for multiple fare zones	
Zephyr				trips if these included places like	No changes to RPTP -		are based on small/moderate increments of the base fare,	
paterson		RPTP-0336		Oamaru.	zone fare decision		and that there are a small number of zones.	
paterson		RPTP-0336	Fares zones	Oamaru.	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Jess Churcher		RPTP-0337	Timetables		No changes to RPTP - noting	This is supported by our Fares and Frequencies Business Case and Queenstown Public Transport service improvements business case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	This is supported by our Fares and Frequencies Business Case and Queenstown Public Transport service improvements business case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
Michael jago		RPTP-0338	Regional services	Wants a bus service from Milton to Dunedin	No changes to RPTP - noting	We acknowledge the interest in PT service for Milton/Waihola. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	We acknowledge the interest in PT service for Milton/Waihola. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	
Nicola Richmond Nicola Richmond		RPTP-0339	Routes Dunedin Bus Hub	Work on better connectivity between University and Bus Hub, walking is faster than waiting for a connection bus currently. Request to make the Dunedin bus hub bus only and no cars	No changes to RPTP - noting No changes to RPTP - noting	The point is noted. The Plan's network design principles are in accordance with this consideration This is outside the scope of the plan	The point is noted. The Plan's network design principles are in accordance with this consideration This is outside the scope of the plan	
Nicola Richmond		RPTP-0339	Wayfinding	Work on more accurate real time information	No changes to RPTP - operational	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	We are committed to continually improving the Transit app's ease of use and accuracy to ensure the best possible journey experience.	
Nicola Richmond		RPTP-0339	Vehicles smaller	Instead of increasing fares, run smaller buses more frequently at peak times. They are also easier to get around and turn.	Change to RPTP	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	Add explainer on small buses in Focus area 4.
Jay Cooper		RPTP-0340	Fares concessions	Thinks children should pay a small fare for buses	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jay Cooper		RPTP-0340	School services	elderly people	No changes to RPTP - noting	Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services.	Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services.	
Jay Cooper		RPTP-0340	Fares base fare	Supports \$2.50 fares, as it is a reasonable price	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Rachel Wallace		RPTP-0341	Frequency	Wants more frequencies on bus routes. Current operating issues (lateness, standing room only) means they don't take the bus as much now	No changes to RPTP - noting	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	Our plan emphasises achieving greater frequency over time. And our Fares and Frequencies Business Case recommends improved peak frequencies across the network, but these improvements are not currently funded and any improvements would be minor at present.	
Rachel Wallace		RPTP-0341	Collaboration with institutions	Submitter thinks ORC should collaborate with city councils to increase parking fees and subsidise better public transport	No changes to RPTP - noting	Parking supply and charges are set and managed by our TA. Our plan includes a section on parking management, and will continue to collaborate with DCC and QLDC to look for opportunities for parking revenue to support public transport operating costs	Parking supply and charges are set and managed by our TA. Our plan includes a section on parking management, and will continue to collaborate with DCC and QLDC to look for opportunities for parking revenue to support public transport operating costs	
Rachel Wallace		RPTP-0341	Fares base fare	Opposes increasing adult Bee card fare, as price is a top priority	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff		1	
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Rachel Wallace			Fares zones	Unsure how they feel about the zone fare structure, particularly because the old Dunedin zones were confusing	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Janet Fraser		RPTP-0342	Fares concessions	Keep the free child fares as this helps the parents afford the service.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Janet Fraser		RPTP-0342	Vehicles electric	Supports the idea of an electric fleet	No changes to RPTP	Noted with thanks	Noted with thanks	
Janet Fraser		RPTP-0342	Fares base fare	Putting the fares up a bit keeps the service sustainable, and enough revenue to run it properly.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Janet Fraser		RPTP-0342	Fares zones	Proposed zones seems reasonable, its a user pays system. Submitter thinks bus fares should	No changes to RPTP - zone fare decision No changes to RPTP -	Pg 86 of the plan contains an explanation for why we	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. No change from Draft Plan. The base adult fare will be	
Jess Cullen		RPTP-0343	Fares base fare		base fare decision	don't support free public transport.	\$2.50 across Otago.	
Jess Cullen		RPTP-0343	Routes	Wants the buses to go along Portsmouth drive	No changes to RPTP - noting	We do not have any current plans for buses to serve Portsmouth Drive, Wharf St, etc, but there may be opportunities in future reviews of services.	We do not have any current plans for buses to serve Portsmouth Drive, Wharf St, etc, but there may be opportunities in future reviews of services.	
Dave Macpherson	SaveOurTrains - Otepoti/Dunedin	RPTP-0344	Rail and ferries	Submitter wants stronger reference to passenger rail as a form of public transport, citing growing mention of it in the lower North Island and Canterbury	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Dave Macpherson	SaveOurTrains - Otepoti/Dunedin	RPTP-0344	Fares base fare	Does not support increase in adult bee card fares or zone fare structure, but understands this may have to happen due to central government	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago, and a shift towards zonal fares is supported. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Harry Andrew		RPTP-0345	Oamaru service	We need to look into options for places that don't have PT such as Oamaru, a bus or rail service to get people connected. Even if we start with one or two trips a day and build on it later.		A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. We note the interest in rail solutions.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. We note the interest in rail solutions. Change in Final Plan: There will be a 40% concession on	
Harry Andrew		RPTP-0345	Fares concessions	Free child fares are a good sales pitch	No changes to RPTP - noting	Child concession value decision	full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Harry Andrew				Agrees with increased fares if used to fund trips like Dunedin - Oamaru (option of bus or rail)	No changes to RPTP -	Link to fare increases improving coverage. A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Agrees we need to build trust, but				
		DDTD 0245	F	also should focus on simple and	No de contra DDTD	Marcal State of a	Marcal State of a	
Harry Andrew		RPTP-0345	Focus areas	honest.	No changes to RPTP	Noted with thanks Our plan includes an increased focus on how we can	Noted with thanks Our plan includes an increased focus on how we can	
						improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
				Its time to start looking into public		aim to build on this work in the future; subject to co-	aim to build on this work in the future; subject to co-	
				transport for the rest of Otago and		funding. Access to services such as hospitals is a major	funding. Access to services such as hospitals is a major	
			Regional	not just focus on Dunedin and	No changes to RPTP -	motivator for the plan's increased focus on a region-wide	motivator for the plan's increased focus on a region-wide	
Harry Andrew		RPTP-0345	services	Queenstown.	noting	network.	network.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Should make longer trips as close			notes an expectation that prices for multiple fare zones	
				to original cost as possible (i.e.	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Harry Andrew		RPTP-0345	Fares zones		zone fare decision		and that there are a small number of zones.	
						We do not consiste have the continue of	We acknowledge community interest in rail solutions. We	
				Submitter wants a daily train		We do not currently have the evidence base to support regional rail, but we acknowledge that there is community	do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor	
				service from Invercargill to	No changes to RPTP -	support to look for alternative ways to connect the wider	changes to language from the Draft Plan to reflect	
Liz Angel		RPTP-0346	Rail and ferries	_	noting	region.	sentiment and support study in this area	Various small wording changes
0 -					0			
				We need to encourage and				
				celebrate bus use within ORC, it is				
			Marketing,	missing on a lot of recruitment				
Abbey		DDTD 0240	promotion,	and advertising comms for ORC.	No changes to RPTP -	Agree We will possible on to our comme and UD tooms	Agree We will need this on to our comme and UD tooms	
Chamberlain		RPTP-0348	engagement	Also push staff to use it more.	follow up action	Agree. We will pass this on to our comms and HR teams	Agree. We will pass this on to our comms and HR teams	
						We agree and this is captured in Section 2.5 pg. 26 of the	We agree and this is captured in Section 2.5 pg. 26 of the	
			Marketing,	More focus on attracting and		Plan with actions to implement targeted promotion and	Plan with actions to implement targeted promotion and	
Abbey			promotion,	educating bus users, especially	No changes to RPTP -	outreach programmemes to educate, reduce barriers and	outreach programmemes to educate, reduce barriers and	
Chamberlain		RPTP-0348	engagement	tertiary students year round	noting	build confidence using public transport.	build confidence using public transport.	
				Agrees the current fares aren't				
Abbey				sustainable, but if increasing, we will need to put a cap on it to	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Chamberlain		RPTP-0348	Fares hase fare	retain the current usage.	base fare decision		\$2.50 across Otago.	
Chamberlan		1 1. 00.0	rures suse rure	retuin the current usage.	buse fure decision		\(\frac{1}{2} \)	
				Supports increased fares for long			No change to the Draft Plan. Zonal fares are supported in	
				trips, even up to \$5/\$10 from			the Plan, with final details to be developed. The panel	
				Palmerston is fair. Feels unfair to			notes an expectation that prices for multiple fare zones	
Abbey		DDTD 0240	Fares		No changes to RPTP -		are based on small/moderate increments of the base fare,	
Chamberlain		RPTP-0348	Fares zones	trip. Support for free child fares as a	zone fare decision		and that there are a small number of zones. Change in Final Plan: There will be a 40% concession on	
			Fares	way for children to learn that PT is	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Peter Tier		RPTP-0349	concessions	a viable transport choice.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
							We acknowledge community interest in rail solutions. We	
							do not currently have an evidence base to include rail in	
				Opposes focus areas because the	No changes to DDTD	Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
Peter Tier		RPTP-0349		plan makes no mention of rail as a form of transport in Otago.	noting	transport needs currently. We acknowledge the community's interest in rail solutions.	changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
, etci Tiei		N 11-0343	nan ana iciries	Torni or transport in Otago.	Inoung .	community 5 interest in rail solutions.	Sentiment and support study in this area	various sitiali wording changes
				Supports a base fare increase but				
				believes it should be paired with				
				improvements like introducing rail	_		No change from Draft Plan. The base adult fare will be	
Peter Tier		RPTP-0349	Fares base fare	as a new PT mode.	base fare decision		\$2.50 across Otago.	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Peter Tier		RPTP-0349		Multiple zones should not exist within an urban area. Zones should only be at a larger scale to not discourage urban bus use.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Timothy Read		RPTP-0351	Fares zones	are more fair. Request for Dunedin Airport bus	No changes to RPTP - zone fare decision No changes to RPTP -	A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. A service to Balclutha is included as an integral service, and include in the plan within the next ten years, subject to funding. This service would include a connection to the	
Malcom Garner		RPTP-0352	Airport service	and efficient transport choice.	noting	airport.	airport.	
Malcom Garner		RPTP-0352	Community transport	Support for ORC supporting community transport, but is concerned volunteers will be scarce unless remunerated.	No changes to RPTP - noting	Community transport decision. Noting remuneration of drivers under the community transport model is not possible. It is run by volunteers and on a koha basis. Public transport links between Alexandra and	No change from Draft Plan. The development of a Community Transport programme is supported. Noting remuneration of drivers under the community transport model is not possible. It is run by volunteers and on a koha basis. Public transport links between Alexandra and	
Malcom Garner		RPTP-0352	Central Otago	Request for reliable transport to Dunstan Hospital and Clyde (assuming from Alexandra).	No changes to RPTP - noting	Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	
Malcom Garner		RPTP-0352	1	Supports zone fares as a way of addressing deficits.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
	Age Concern Otago - Waitaki	RPTP-0353	Community	Supports community transport and increasing regional connectivity more generally, specifically between Oamaru and Dunedin for access to health appointments	No changes to RPTP - noting	Our plan also includes working to improve regional connectivity, with particular focus on connecting Oamaru to the Palmerston service.	Our plan also includes working to improve regional connectivity, with particular focus on connecting Oamaru to the Palmerston service.	
	Age Concern Otago - Waitaki	RPTP-0353	Fares zones	Supports zone fare structure, but wants to continue allowing a discounted senior rate	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Stephen McIvor		RPTP-0354	Fares	Supports free child fares and 40% discounted youth fares, but believes ideally only families on benefits or with disabilities would get free fares and all others would be charged a fare.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Stephen McIvor		RPTP-0354	Focus areas	Praise for focus areas.	No changes to RPTP	Noted with thanks	Noted with thanks	
Stephen McIvor		RPTP-0354		Supports a base fare increase but believes fares should be incomebased.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
- Turne	o i gamba di on	(0.5)	. op.e	- Cammary or recase any request	- Coommendation		I man response arter democrations	liceoninionaea action to plan
				Request for separate school buses				
				to remain in Queenstown. It is a				
				safer option than the public bus				
				and offers opportunity to foster				
				relationships. Requests ORC runs a		MOE services are not regulated by ORC or this plan. Our	MOE services are not regulated by ORC or this plan. Our	
				separate service for students if		plan classes school-focused services as targeted services	plan classes school-focused services as targeted services	
				Ministry of Education services end,	No changes to RPTP -	and allows for such services in cases where they serve	and allows for such services in cases where they serve	
Claire Pattinson		RPTP-0355	School services	s potentially charging a per-term fee	1	1	trips that cannot be reasonably made on regular services.	
				personally analysis a personal section	18	Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	
						services and allows for such services in cases where they	services and allows for such services in cases where they	
				Supports dedicated school bus	No changes to RPTP -	serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Anne Gatenby		RPTP-0356	School services		noting	services.	services.	
e Gateriby		111111111111111111111111111111111111111	Joshoon Service.	Wants to make Dunedin inner city	line till b			
			Collaboration	more pedestrian friendly,				
			with	including through reducing	No changes to RPTP -			
Anne Gatenby		RPTP-0356	institutions	minimum parking requirements	noting	This is outside the scope of the plan	This is outside the scope of the plan	
anic dateriby		III -0330	stitutions			Public transport links between Alexandra and	Public transport links between Alexandra and	
						Queenstown are outlined in the plan for improving	Queenstown are outlined in the plan for improving	
				Request for a bus service through		regional connectivity, and we hope to implement them in	regional connectivity, and we hope to implement them in	
			Control Otago	Central Otago (Clyde, Cromwell	No changes to RPTP -	the next 10 years subject to funding and alignment with	the next 10 years subject to funding and alignment with	
Alma Kulder			service	and Alexandra).	noting	central government priorities.	central government priorities.	
Allila Kuluei		KF1F-0556	Service	aliu Alexaliula).	nothing	central government priorities.	central government priorities.	
						Public transport links between Alexandra and	Public transport links between Alexandra and	
						Queenstown are outlined in the plan for improving	Queenstown are outlined in the plan for improving	
						regional connectivity, and we hope to implement them in	regional connectivity, and we hope to implement them in	
				Requests a small bus service		the next 10 years subject to funding and alignment with	the next 10 years subject to funding and alignment with	
			Central Otago	around Alex and transport to QT	No changes to RPTP -	central government priorities. Options for community	central government priorities. Options for community	
Cecil Hesson		RPTP-0359	service	airport	noting	transport around Alexandra are also part of our Plan.	transport around Alexandra are also part of our Plan.	
Lecii Hesson		KF1F-0339	Sel vice	Support for ORC supporting	nothig	transport around Alexandra are also part of our Flan.	transport around Alexandra are also part of our Fian.	
				community transport. In				
				Alexandra there, there are some				
				volunteers who provide transport,				
				but lots of other older people				
Raelene			Community	likely do not have ways of getting	No changes to RPTP -		No change from Draft Plan. The development of a	
Cavanaugh		RPTP-0361	transport	around.	noting	Community transport decision	Community Transport programme is supported.	
- ranaugn		11 0301	i ansport			Community statispore decision	Supported.	
				Submitter mentions that enabling			Change in Final Plan: There will be a 40% concession on	
			Fares	children to have free fares will	No changes to RPTP -		1	 Child (5-12 years) concession discount list
lenny Worth		RPTP-0362	concessions	help them with adulthood	noting	Child concession value decision	<u> </u>	in F P3 changed from 100% to 40%
,			355533.5113	The state of the s		We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
							Balclutha - Airport - Dunedin service, although the routing	
						between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
			Regional		No changes to RPTP -	analysis. At present there is no funding available for such	analysis. At present there is no funding available for such	
neather dore		RPTP-0363	services	Request for an Outram service.	noting	a service.	a service.	
icatrici dole		11 11 0303	Jei vices	nequest for all outrain service.		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
			Vehicles	Request for smaller buses to run		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
heather dore		RPTP-0363	smaller	at off-peak hours.	Change to RPTP		1	Add explainer on small buses in Focus area
neather dore		NF 1F-0303	Silialiel	at oil-peak flours.	Change to KFTF	trips.	trips.	And explainer on small buses in rocus area

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Joy Davis		RPTP-0364		Request to work more closely with Ministry of Education and schools because too many students needing public transport comes with problems.	No changes to RPTP - noting	Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services. We work closely with MOE to make sure students have public transport options to their nearest schools.	Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services. We work closely with MOE to make sure students have public transport options to their nearest schools.	
Joy Davis		RPTP-0364		Request to use rail as public transport to Dunedin.	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Joy Davis		RPTP-0364	Capacity	Recognises the success of Mosgiel- Dunedin buses have resulted in capacity issues. Request for greater capacity on Routes 77/78 (more frequency or bigger vehicles).	No changes to RPTP - noting	Route capacity will continue to be a consideration in our design of routes and timetables.	Route capacity will continue to be a consideration in our design of routes and timetables.	
Joy Davis		RPTP-0364		Support for ORC supporting community transport and suggests partnering with community groups in places like Outram, whose communities would like a linking bus.	No changes to RPTP - noting	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	
Joy Davis		RPTP-0364	Fares base fare	Supports a base fare increase to \$2.50 because it is still a small fee for the service.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Joy Davis		RPTP-0364	1	Opposes zone fares because people should not be penalised for where they live and work.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
kristin Aarts	Clutha Development	RPTP-0367		Request to prioritise implementing a Dunedin-Balclutha formal bus service 3-6 times per day. From the Community Connector perspective this would increase equity, opportunity and health/wellbeing for Clutha. While it is estimated to be 3-10 years away in the plan, sooner than 3 years would be preferrable.	No changes to RPTP - noting	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	
kristin Aarts	Clutha Development			Supports ORC supporting community transport, but expresses concern that the high reliance on volunteers and lack of Council funding and coordination puts services at risk of being unsustainable.	No changes to RPTP -	Thank you for raising a very valid point. Community transport is very successful in Canterbury and Waikato and we hope to build our community transport in a similarly sustainable way	Thank you for raising a very valid point. Community transport is very successful in Canterbury and Waikato and we hope to build our community transport in a similarly sustainable way	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
A Nonymous		RPTP-0368	Community transport	Supports community transport if paid for via targeted rates and is supported and demanded by the community	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
A Nonymous		RPTP-0368		Submitter thinks frequencies should be reduced on some routes outside peak hours	No changes to RPTP - noting	Offering full frequencies across long service hours is one of our key service design principles	Offering full frequencies across long service hours is one of our key service design principles	
Ingrid Piepereit		RPTP-0369	Bikes on buses	Praise for re-instating bike use.	No changes to RPTP	Noted with thanks	Noted with thanks	
Ingrid Piepereit		RPTP-0369	Frequency	Request for smaller buses at increased frequencies on Route 18 that go to Harington Point.	No changes to RPTP	We will be renewing the contract for services in this area and considering changes. We do not expect that smaller buses will be part of the solution see our explainer on small buses.	We will be renewing the contract for services in this area and considering changes. We do not expect that smaller buses will be part of the solution see our explainer on small buses.	
Ingrid Piepereit		RPTP-0369		Opposes zone fares because it will discourage bus use for longer trips. Suggests offsetting costs by running fewer off-peak trips, such as on weekends, on routes such as the No. 18.		We would like to avoid reducing trips, as full frequencies across long service hours is one of our key service design principles	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Ingrid Piepereit		RPTP-0369		Opposes a base fare increase because keeping fares low encourages patronage and moves us away from car dependency.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Tyler Wichman		RPTP-0370			No changes to RPTP	Engagement with Māori is a requirement of legislation. Council's engagement follows HE MAHI RAU RIKA: Otago Regional Council Significance, Engagement and Māori Participation Policy	Engagement with Māori is a requirement of legislation. Council's engagement follows HE MAHI RAU RIKA: Otago Regional Council Significance, Engagement and Māori Participation Policy	
Tyler Wichman		RPTP-0370	Routes	Praise for the convenience and efficiency of Route 1 in Queenstown.	No changes to RPTP - noting	Noted with thanks	Noted with thanks	
Tyler Wichman		RPTP-0370		Request to make services quicker, either by shortening timetables or introducing more express services. Route 8's timetable currently makes it much slower than driving.	No changes to RPTP - noting	Our plan emphasises the challenges of network design that enables good coverage as well as attractive run times. We are working to improve timetables to be more competitive with car journey times where possible.	Our plan emphasises the challenges of network design that enables good coverage as well as attractive run times. We are working to improve timetables to be more competitive with car journey times where possible.	
Tyler Wichman		RPTP-0370	service	benefit visitors.	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
Tyler Wichman		RPTP-0370		transport options.	No changes to RPTP - noting	Thank you for your helpful feedback. We agree that improving public information of exempt services particularly inter-regionally is need. We will be working on improving this as part of this Plan	Thank you for your helpful feedback. We agree that improving public information of exempt services particularly inter-regionally is need. We will be working on improving this as part of this Plan	
Tyler Wichman		RPTP-0370	Routes	Request for better connections to Arrowtown from the rest of Queenstown.	No changes to RPTP - noting	We are implementing a route via Malaghans Rd and Arthurs Point in July this year.	We are implementing a route via Malaghans Rd and Arthurs Point in July this year.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Tyler Wichman		RPTP-0370	Vehicles	Opposes focus areas because climate initiatives should be a current priority. Fleet electrification should only occur when the current diesel buses reach the end of their life.	No changes to RPTP - noting	We think Focus area 3 of our plan outlines our commitment to improving environmental outcomes with an emphasis on planning well functioning urban environments that support public transport and reduced car dependency, as well as a progressive roll out of fleet electrification as diesel buses reach end of life.	We think Focus area 3 of our plan outlines our commitment to improving environmental outcomes with an emphasis on planning well functioning urban environments that support public transport and reduced car dependency, as well as a progressive roll out of fleet electrification as diesel buses reach end of life.	
Tyler Wichman		RPTP-0370	Fares zones	the introduction of zones.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Jennifer Clements		RPTP-0371		Submitter thinks the council should prioritise road infrastructure that supports public transport	No changes to RPTP - noting	Bus priority infrastructure falls with road controlling authority/TA. Throughout the plan we emphasis working closely with our TAs to prioritise PT with measures such as bus priority.	Bus priority infrastructure falls with road controlling authority/TA. Throughout the plan we emphasis working closely with our TAs to prioritise PT with measures such as bus priority.	
Jennifer Clements		RPTP-0371		Thinks tourists should pay more for fares	No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult. Public transport links between Alexandra and	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult. Public transport links between Alexandra and	
Jennifer Clements		RPTP-0371	_	Submitter wants a bus to Cromwell every few hours	No changes to RPTP - noting	Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	
Jennifer Clements		RPTP-0371	services	Submitter wants a bus to Kingston, Glenorchy every few hours	No changes to RPTP - noting	There are no plans to extend Queenstown services south of Homestead Bay or Sunshine Bay at this stage.	There are no plans to extend Queenstown services south of Homestead Bay or Sunshine Bay at this stage.	
Jennifer Clements		RPTP-0371		Submitter supports increase in adult bee card fares, but also thinks we should consider monthly/annual bus passes	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jennifer Clements		RPTP-0371		Submitter thinks a zone fare could be introduced in the future when rural towns are more built up, but for the moment does not support them	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Delwyn Short		RPTP-0372	Community	Opposes community transport because focus should be on urban PT services.	No changes to RPTP - noting	Community transport decision	No change from Draft Plan. The development of a Community Transport programme is supported.	
Delwyn Short		RPTP-0372		Request for improved reliability on Route 10/11	No changes to RPTP - noting	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	
Delwyn Short		RPTP-0372			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	- · g	(012)	ТОРИС	Request that base fares go no				
				higher than \$2.50. Fares need to				
				be as low as possible for	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Fiona Blight		RPTP-0373	Fares base fare	commuters in Queenstown.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fares because it			the Plan, with final details to be developed. The panel	
				would likely make commuting			notes an expectation that prices for multiple fare zones	
				-	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Fiona Blight		RPTP-0373	Fares zones	expensive.	zone fare decision		and that there are a small number of zones.	
						Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	
	Fernhill Sunshine Bay					services and allows for such services in cases where they	services and allows for such services in cases where they	
	Community			_	No changes to RPTP -	serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Amy Wong	Association	RPTP-0374	School services	dedicated school bus is a problem	noting	services.	services.	
						Stop infrastructure is guided by the One Network	Stop infrastructure is guided by the One Network	
	ELill C					Framework and outlined in section 5.4. Shelter is	Framework and outlined in section 5.4. Shelter is	
	Fernhill Sunshine Bay			Submitter says there is a lack of		important and we are committed to working with our TAs	important and we are committed to working with our TAs	
	Community		-		No changes to RPTP -	to provide bus shelters at well-used stops across the	to provide bus shelters at well-used stops across the	
, ,		RPTP-0374	infrastructure	(high school and steamer wharf)	noting	network, acknowledging the local context and restrictions.	network, acknowledging the local context and restrictions.	
	Fernhill Sunshine Bay			C. h	No. de consta DOTO	We do not a small be a second and a self-great	We do not a small be a second to add a self-great	
	Community			Submitter thinks there should be a	_	We do not currently have any intent to add an additional	We do not currently have any intent to add an additional	
Amy Wong	Association	RPTP-0374	Routes	bus stop closer to the QT hospital	noting	stop in this area.	stop in this area.	
							No shows from Book Blog. The house of this continue	
				0			No change from Draft Plan. The base adult fare will be	
				Opposes raises to fares and			\$2.50 across Otago, and a shift towards zonal fares is	
				moving to zone fare structure.			supported.	
	Formhill Cumphing Day			Submitter likes \$2 fares			The panel notes an expectation that prices for multiple	
	Fernhill Sunshine Bay			particularly for high school students because there is no	No changes to RPTP -		fare zones are based on small/moderate increments of	
	Community Association	RPTP-0374			base fare decision		the base fare, and that there are a small number of zones.	
Alliy World	Association	KF1F-0374	i ares base lare	dedicated scribbi bus	base rare decision		Change in Final Plan: There will be a 40% concession on	
			Fares	Supports free child fares to build	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Karen Nairn		RPTP-0375		1	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Xaren Nami		M 11 -0373	011003310113	Truse nubits in children.	lioting	Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	In 1 3 changed from 100% to 40%
						services and allows for such services in cases where they	services and allows for such services in cases where they	
				Request for more PT services for	No changes to RPTP -	serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Karen Nairn		RPTP-0375			noting	services.	services.	
			22USI SEI VICES					
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because long			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Karen Nairn		RPTP-0375		most encouraged toward PT.	zone fare decision		and that there are a small number of zones.	
				Supports free child fare because it			Change in Final Plan: There will be a 40% concession on	
				will enable children to build habits	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Mac McDonald		RPTP-0376			noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Request to consider other modes		Rail is not considered a viable mode to meet public	We acknowledge community interest in rail solutions. We	
				of transport, such as ferries, trams		transport needs currently. We acknowledge the	do not currently have an evidence base to include rail in	
	,	I		and trains. This includes a Mosgiel-		community's interest in rail solutions. A ferry service on	our plan in any great detail, but we have made minor	
	'			Jana trains. This includes a mospici		1	, , , ,	
				_	No changes to RPTP -	Lake Wakatipu is part of our current offering and we are	changes to language from the Draft Plan to reflect	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Mac McDonald		RPTP-0376		Request to prioritise providing adequate transport for school children by running more frequent services on at-capacity routes. Currently children are late to school because buses are full. Suggests providing separate school services to relieve demand and getting funding from central government to do so.		We do already, and will continue to do so in the future. We have many factors that influence our timetables and we cannot meet all needs perfectly. School travel is a significant part of the demand for travel and we acknowledge that there are some issues with capacity and will work to improve this in the future.	We do already, and will continue to do so in the future. We have many factors that influence our timetables and we cannot meet all needs perfectly. School travel is a significant part of the demand for travel and we acknowledge that there are some issues with capacity and will work to improve this in the future.	
Mac McDonald		RPTP-0376	Fares zones	longer trips. Submitter thinks the Mosgiel express bus does not stop enough	No changes to RPTP - zone fare decision	The operations and performance of this service will be	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. The operations and performance of this service will be	
David Barrell David Barrell		RPTP-0377	General	Palmerston	No changes to RPTP -	reviewed. We acknowledge the support for Park and Ride to support increased use of public transport. The plan outlines the importance of good integration with other modes, and will work with DCC in considering this further in the future.	reviewed. We acknowledge the support for Park and Ride to support increased use of public transport. The plan outlines the importance of good integration with other modes, and will work with DCC in considering this further in the future.	
David Barrell		RPTP-0377		Supports increase in adult bee card fares, but not more than \$2.50	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
David Barrell		RPTP-0377		Opposes zone fare structure as they say it could lead to higher emissions from people travelling further distances driving instead of bussing	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sven Thelning Hannah Scoullar		RPTP-0378	Funding	Request for public transport to recover all costs so there is no rate burden. Believes passenger safety should be a focus.	No changes to RPTP - noting No changes to RPTP - noting	1	Our plan outlines the funding model for public transport and how we all benefit from it, including non-users. A fully user pays model would not be able to provide the service levels of a public transport system, or be affordable for users. Public transport needs to be accessible and affordable to all. Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We looked at having safety as a separate focus area, however there was too much duplication with other focus areas.	
Hannah Scoullar		RPTP-0379		Opposes a base fare increase because it will add up quick for frequent users. Believes people	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Micah Bradburn Micah Bradburn	Organisation	RPTP-0381	Fares zones	Would like more details on the proposed zone fare structure. Request for more school buses to improve traffic congestion and support parents. Request to improve service	No changes to RPTP - zone fare decision No changes to RPTP - noting	Fares for a zonal structure have not been investigated yet. This work will follow any decision to change our fare structure to a zonal system. Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services. Our service quality standards policy SQ P1 pg. 30	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. Our plan classes school-focused services as targeted services and allows for such services in cases where they serve trips that cannot be reasonably made on regular services. Our service quality standards policy SQ P1 pg. 30	Recommended action to plan
Micah Bradburn		RPTP-0381	Reliability	users missing buses. Submitter maintains the	No changes to RPTP - noting	emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	
Sharon Fowler		RPTP-0383	Public information	importance of being able to call ORC for inquiries and also printed timetables at bus stops, as they don't have a smart phone	No changes to RPTP - noting	We agree it is important have public information available in many forms for different users. This will continue. Printed timetables will not however be available at all stops.	We agree it is important have public information available in many forms for different users. This will continue. Printed timetables will not however be available at all stops.	
Sharon Fowler		RPTP-0383	Vehicles smaller	Submitter thinks \$2.50 is too much	Change to RPTP	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	Add explainer on small buses in Focus area 4.
Sharon Fowler		RPTP-0383	Fares base fare	of an increase, and if any cost increase was to occur then \$2.20 is better	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Sharon Fowler		RPTP-0383	Fares zones	away more money	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Jan Hall		RPTP-0384	Bus stop infrastructure	Request for a bus stop at 109 Balmacewen Road. For this submitter, the closest stops are too far to get to.	No changes to RPTP - operational	This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely with our TAs to coordinate new infrastructure work programmemes.	This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely with our TAs to coordinate new infrastructure work programmemes.	
Lesly Finn		RPTP-0385	Regional services	Request for public transport services for outlying communities such Outram to reduce transport disadvantage. Suggests the Mosgiel bus services Outram once or twice per week. Outram ratepayers receive fewer services than those in Mosgiel or Dunedin.	No changes to RPTP - noting	between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	
Veronica Rodriguez- Jurado		RPTP-0386	Reliability	Submitter finds that buses are often unreliable, which means they are less likely to use them	No changes to RPTP - noting	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	Our service quality standards policy SQ P1 pg. 30 emphasises our commitment to reliability and punctuality, although we can not prevent all early running. We try to design timetables with accurate running times and use enforcement of timing points to monitor and reduce early running.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
	- Gameria	(2.2)						
				Submitter thinks there should be		We place a high priority on safety; our Safety policy is in	We place a high priority on safety; our Safety policy is in	
				more training for bus drivers,		section 2.2 of the Plan and safety actions throughout the	section 2.2 of the Plan and safety actions throughout the	
Veronica				particularly with respect to driving		Plan, including collaborating with operators to deliver	Plan, including collaborating with operators to deliver	
Rodriguez-				near cyclists because cycling tends	No changes to RPTP -	rigorous driver training. Will also pass your request on to	rigorous driver training. Will also pass your request on to	
Jurado		RPTP-0386	Bus drivers	to be quite dangerous	operational	our operators.	our operators.	
							No change to the Draft Plan. Zonal fares are supported in	
				Supports zone fare structure, but			the Plan, with final details to be developed. The panel	
Veronica				also offers an alternative to charge			notes an expectation that prices for multiple fare zones	
Rodriguez-		DDTD 0206	F	according to time (e.g. flat cost for			are based on small/moderate increments of the base fare,	
Jurado		RPTP-0386	Fares zones	using buses over 1.5 hours)	zone fare decision		and that there are a small number of zones.	
				Supports community transport				
				and requests ORC works with				
				Taieri Network, who can advocate		Any community transport will involve extensive	Any community transport will involve extensive	
				for the community's needs, and		1 1	engagement with the community, and we look forward to	
				Strath Taieri Connect Charitable		1	working with the Taieri network and Strath Taieri Connect	
			Community	Trust, who is looking to piloting a	No changes to RPTP -	Charitable Trust to see how we can support and co-create	Charitable Trust to see how we can support and co-create	
Teresa Christie	Taieri Network	RPTP-0387	transport	community vehicle for residents.	noting	improved access in these areas.	improved access in these areas.	
				Support for on-demand trial				
Teresa Christie	Taieri Network	RPTP-0387	Routes	service in Mosgiel.	No changes to RPTP	Noted with thanks.	Noted with thanks.	
				Request for road damage from bus	1			
Teresa Christie	Taieri Network	RPTP-0387	General	use be addressed by ORC.	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	
				Opposes zone fares for many				
				reasons including the equity and			No change to the Draft Plan. Zonal fares are supported in	
				financial disadvantage it will further entrench and the			the Plan, with final details to be developed. The panel	
				disincentive for rural PT use it will	No changes to RPTP -		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Teresa Christie	Tajari Natwork	RPTP-0387	Fares zones	cause.	zone fare decision		and that there are a small number of zones.	
Teresa Cirristie	Taleffivetwork	KF 1F-0387	Tares zones	Request to address invasive	Zone fare decision		and that there are a small number of zones.	
				broom and wilding pines in the				
				'gorge' (assuming Kawarau Gorge)				
Sandra Allan		RPTP-0388	General	via 'spraying'.	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	
						The funding model for PT is established through the LTP	The funding model for PT is established through the LTP	
				Request for a user pays model of		and AP processes as well as NZTA policy. 20% of public	and AP processes as well as NZTA policy. 20% of public	
				PT funding. Requests for no		transport is funded by general rates, this recognises the	transport is funded by general rates, this recognises the	
				general PT rates, only targeted	No changes to RPTP -	wider economic and environmental value that public	wider economic and environmental value that public	
Sandra Allan		RPTP-0388	Funding	rates in locations with service.	noting	-	transport has for all of Otago.	
						We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
							Balclutha - Airport - Dunedin service, although the routing	
			Dania wal	Submitter requests a bus service	No shances to BDTD	between the Airport and Dunedin would require further	between the Airport and Dunedin would require further	
Ann Makima		DDTD 0300	Regional	to Outram 2-3x a week so	No changes to RPTP -		analysis. At present there is no funding available for such	
Ann McKinnon		RPTP-0389	services	residents can attend appointments Supports community transport	noting	a service.	a service.	
				and cites Canterbury services as				
				good examples that have small		Thank you. Yes, community transport is very successful in	Thank you. Yes, community transport is very successful in	
			Community	fees but that users are willing to	No changes to RPTP -	Canterbury and Waikato and we hope to build our	Canterbury and Waikato and we hope to build our	
Evelyn Webb		RPTP-0390	transport	pay.	noting	community transport in a similarly sustainable way	community transport in a similarly sustainable way	
		11 0330	Taransport	L~1.		Joseph Camport III a Similarly Sastaniable way	John Marie Campore in a similarly sastaniable way	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
						This is supported and considered as a future integral	This is supported and considered as a future integral	
				Opposes no PT services being introduced in Oamaru for 3-10		service with the plan, noting that funding is not currently	service with the plan, noting that funding is not currently	
				years - believes it should be		available for such a service. All rate payers pay general transport rates to recognise the wider benefits of public	available for such a service. All rate payers pay general transport rates to recognise the wider benefits of public	
				sooner as Oamaru ratepayers have		transport fates to recognise the wider benefits of public	transport for the region. The targeted rate in Ōamaru last	
				1	No changes to RPTP -	year will be used to investigate the best way to connect	year will be used to investigate the best way to connect	Add a local Oamaru service to the integral
Evelyn Webb		RPTP-0390	service	years.	noting	Ōamaru to the Dunedin network.	Ōamaru to the Dunedin network.	services in the plan
Everyii Webb		1111-0350		Opposes base fare increase	nothing .	Odinara to the Bancair network.	Odifiara to the Baneam network.	Services in the plan
				because it will make the service				
				less affordable, especially for	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Evelyn Webb		RPTP-0390	Fares base fare		base fare decision		\$2.50 across Otago.	
210.7 11000		1 11 0000						
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because it will			notes an expectation that prices for multiple fare zones	
				encourage car use for people	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Evelyn Webb		RPTP-0390	Fares zones	taking longer trips.	zone fare decision		and that there are a small number of zones.	
				Supports free child fares because				
				it improves affordability for				
				families and encourages children			Change in Final Plan: There will be a 40% concession on	
			Fares	to build long-term habits of using	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Gina Browne		RPTP-0391	concessions	PT.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			Ticketing	Praise for the service allowing 30	No changes to RPTP -	Thank you seamless transfers are important in	Thank you seamless transfers are important in	
Gina Browne		RPTP-0391	system	minutes of free transfers.	base fare decision	delivering a network that supports diverse trips	delivering a network that supports diverse trips	
				Request for 77 to detour through		We will soon be operating the service through South	We will soon be operating the service through South	
				Caversham or Cargill's Corner		Dunedin, although not Caversham. We will review the	Dunedin, although not Caversham. We will review the	
Gina Browne		RPTP-0391	Routes	(South Dunedin).	No changes to RPTP	performance of this solution once it is in place.	performance of this solution once it is in place.	
				Opposes a base fare increase				
				because it will discourage				
				patronage growth/mode shift and				
				be too expensive for low-income	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Gina Browne		RPTP-0391	Fares base fare	people.	base fare decision		\$2.50 across Otago.	
				Opposes a zone fare structure			No change to the Draft Plan. Zonal fares are supported in	
				because it will discourage			the Plan, with final details to be developed. The panel	
				patronage growth/mode shift and			notes an expectation that prices for multiple fare zones	
6:5		DDTD 6551		be too expensive for low-income	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Gina Browne		RPTP-0391	Fares zones	people.	zone fare decision	A semiles to Dalak the initials of the series of the series of	and that there are a small number of zones.	
						A service to Balclutha is included as an integral service,	A service to Balclutha is included as an integral service,	
			Dunodia	Submittor wents a bus for a the	No changes to DDTD	and include in the plan within the next ten years, subject	and include in the plan within the next ten years, subject	
Emma Darlar		DDTD 0202		Submitter wants a bus from the	No changes to RPTP -	to funding. This service would include a connection to the	to funding. This service would include a connection to the	
Emma Dorler		RPTP-0392	All port service	Dunedin bus hub to airport	noting	airport.	airport.	
				Submitter thinks some bus drivers				
					No changes to RPTP -	We support safe and consistent driver hebaviours and this	We support safe and consistent driver behaviours and this	
Emma Dorler		RPTP-0392		rating system for their driving	operational	is represented in our plan	is represented in our plan	
Emina Donei		N 11-0352	Das arrivers	Tuesday Stelli for their univing	operational	is represented in our plain	is represented in our plan	
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
							supported.	
				Submitter opposes raising adult				
				bee card fares or moving to zone			The panel notes an expectation that prices for multiple	
				_	No changes to RPTP -		fare zones are based on small/moderate increments of	
Emma Dorler		RPTP-0392	Fares base fare	people's access to opportunities	base fare decision		the base fare, and that there are a small number of zones.	
		1	1 22 2000 1010	In a part and so opportunites	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ļ.	The state of the s	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Jo-Anne Ireland	Alexandra Senior	RPTP-0393	Fares concessions	Opposes free child and discounted youth fares because submitter would rather regional services be subsidised.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jo-Anne Ireland	Alexandra Senior Citizens	RPTP-0393	Focus areas	Opposes focus areas because submitter wants more focus on the wider region, not just Dunedin and Queenstown.	-	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Access to services such as hospitals is a major motivator for the plan's increased focus on a region-wide network.	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Access to services such as hospitals is a major motivator for the plan's increased focus on a region-wide network.	
Jo-Anne Ireland	Alexandra Senior Citizens	RPTP-0393	Regional services	Submitter from Alexandra attached petition with 62 signatures to bring PT to communities outside Queenstown and Dunedin.	No changes to RPTP - noting	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Access to services such as hospitals is a major motivator for the plan's increased focus on a region-wide network.	Our plan includes an increased focus on how we can improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Access to services such as hospitals is a major motivator for the plan's increased focus on a region-wide network.	
Adrian John Sanders		RPTP-0394	1	Supports prams and bikes being able to be taken on buses.	No changes to RPTP	Our customer service policy in the Plan (23) outlines what can taken on the bus. Prams are able to be taken on the bus, and we acknowledge there is some interest in being able to bring bikes, on the bus, however bike racks are provided on the outside of the bus for carrying bikes.	Our customer service policy in the Plan (23) outlines what can taken on the bus. Prams are able to be taken on the bus, and we acknowledge there is some interest in being able to bring bikes, on the bus, however bike racks are provided on the outside of the bus for carrying bikes.	
Adrian John Sanders		RPTP-0394	Frequency	Request to improve service frequencies.	No changes to RPTP	Our Plan considers improvements to frequency a major target; however we are in a constrained funding environment and any improvements can be expected to be relatively targeted.	Our Plan considers improvements to frequency a major target; however we are in a constrained funding environment and any improvements can be expected to be relatively targeted.	
Adrian John Sanders		RPTP-0394	Upper Clutha service	Request for a regular Wanaka- Queenstown bus. This would enable visitors to not have to rent cars.	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities. Servicing Hawea is more challenging and based on a desk top study (Otago Community and Accessible Transport Study) and a review of the 22/23 trial, viable public transport is not affordable to the user or the community without co-funding.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
Adrian John Sanders		RPTP-0394	Timetables	Request for better connectivity and frequency of services.	No changes to RPTP -	This is supported by our Fares and Frequencies Business Case and Queenstown Public Transport service improvements business case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	This is supported by our Fares and Frequencies Business Case and Queenstown Public Transport service improvements business case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
Adrian John Sanders		RPTP-0394	Fares zones	Supports zone fares only for intercity trips but not within urban centres.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Steve Pearson		RPTP-0395	Fares base fare	Supports adult bee card fare increase, though thinks visitors and tourists should pay more	No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Steve Pearson		RPTP-0395	Pets on buses	Wants change to pet policy so dogs don't need to be in crates	No changes to RPTP - noting	We acknowledge interest by some pet owners to alter our existing pet policy. The current policy however does provide for pets to be on buses in a manner that is safe for all users.	No change to Draft Plan. Proposed pet policy (consistent with current policy since 2021) is maintained.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
Nancy Earth			·	Reluctantly supports a base fare increase. Asks we protest central government support the current fares and upgrade services.	No changes to RPTP - base fare decision	·	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Nancy Earth		RPTP-0396	Fares zones	Reluctantly supports zone fares, but believes it will reduce PT affordability for some. Request for Routes 44 and 55 to	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
				use Princes St and not the one	No changes to RPTP -			
Janine Dunn		RPTP-0397	Routes	ways.	noting	From July this year this change will be in place.	From July this year this change will be in place.	
Janine Dunn		RPTP-0397	I	Opposes base fare increases because the cost of living is high enough already.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Janine Dunn		RPTP-0397		Supports zone fares but not within the city.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Noemi Holzleg		RPTP-0399	Fares concessions	Supports free child fares because it will instil PT use habits.	No changes to RPTP - noting	Child concession value decision	Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Noemi Holzleg		RPTP-0399	Fares base fare	Request to introduce daily fare capping.	No changes to RPTP - base fare decision	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Noemi Holzleg		RPTP-0399	Vehicles electric	Supports fleet electrification.	No changes to RPTP	Noted with thanks	Noted with thanks	
Noemi Holzleg			Upper Clutha	Request for a Wanaka-Queenstown service.	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities. Servicing Hawea is more challenging and based on a desk top study (Otago	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this	Small changes to network maps to indicate priority for Wānaka connection
Noemi Holzleg			Upper Clutha service	Request for a Upper Clutha service.	No changes to RPTP - noting	review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further	This plan signals intent to improve transport options in our smaller centres. However based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Noemi Holzleg	0	RPTP-0399	Collaboration	Request for ORC to advocate for higher-density development so urban sprawl cannot continue	No changes to RPTP	We agree with the point, and our plan gives importance to land-use considerations which would support focusing PT investment on areas where PT performs well and drives growth/development.	We agree with the point, and our plan gives importance to land-use considerations which would support focusing PT investment on areas where PT performs well and drives growth/development.	
Noemi Holzleg		RPTP-0399		Opposes base fare increase because it will reduce patronage.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Noemi Holzleg		RPTP-0399	Fares zones	Request only 2 zones, an urban zone and a regional zone.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Stacey Moore		RPTP-0400	Fares concessions	Opposes 40% youth concession because ages 0-18 should be free.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Stacey Moore		RPTP-0400	Bus drivers	Drivers are unfriendly and 'creepy'.	No changes to RPTP - operational	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. The Plan includes collaborating with operators to deliver rigorous driver training.	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. The Plan includes collaborating with operators to deliver rigorous driver training.	
Stacey Moore		RPTP-0400	Supergold	Request for free fares of Supergold cardholders and students.	No changes to RPTP - noting	SuperGold is a national scheme with free travel between off-peak periods set by NZTA. We are not in a position to extend free travel periods for SuperGold users as this would not attract co-funding or align with our requirements to increase private share. Pg 86 of the plan outlines why 'free fares' is not supported. We aim to keep fares low for everyone.	SuperGold is a national scheme with free travel between off-peak periods set by NZTA. We are not in a position to extend free travel periods for SuperGold users as this would not attract co-funding or align with our requirements to increase private share. Pg 86 of the plan outlines why 'free fares' is not supported. We aim to keep fares low for everyone.	
Stacey Moore		RPTP-0400		Opposes a base fare increase because people are already.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Nicole Weyandt		RPTP-0401		Submitter wants regular public transport in Wanaka	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
Nicole Weyandt		RPTP-0401			No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Briar Alexander		RPTP-0402	Bikes on buses	Request for bike racks to be reliably available.	No changes to RPTP - operational	A solution has been reached and bike racks are now available again.	A solution has been reached and bike racks are now available again.	
Briar Alexander		RPTP-0402		Opposes a base fare increase because it will negatively impact minority groups and low-income families/individuals. Praise for clean bus stops and	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Emma Wilson		RPTP-0403	Operations	buses in Queenstown and Arrowtown.	No changes to RPTP - operational	Noted with thanks	Noted with thanks	
Emma Wilson		RPTP-0403	Reliability	Praise for the reliability of the morning Arrowtown to Queenstown buses.	No changes to RPTP	Noted with thanks.	Noted with thanks.	

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		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Request to improve reliability on		Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
				the frequently delayed afternoon		emphasises our commitment to reliability and	emphasises our commitment to reliability and	
				Queenstown to Arrowtown		punctuality, although we can not prevent all early	punctuality, although we can not prevent all early	
				services by adjusting timetables or		running. We try to design timetables with accurate	running. We try to design timetables with accurate	
				improving real-time tracking		running times and use enforcement of timing points to	running times and use enforcement of timing points to	
Emma Wilson		RPTP-0403	Reliability	accuracy.	No changes to RPTP	monitor and reduce early running.	monitor and reduce early running.	
			Marketing,					
			promotion,	Requests more engagement with	No changes to RPTP -	Thank you for your feedback. This will be considered	Thank you for your feedback. This will be considered	
Emma Wilson		RPTP-0403	engagement	bus users to inform decisions.	follow up action	when planning future public consultation.	when planning future public consultation.	
				Request for an Arrowtown-				
				Queenstown route via Arthurs				
Emma Wilson		RPTP-0403	Routes	Point	No changes to RPTP	We are implementing such a route in July this year.	We are implementing such a route in July this year.	
				Opposes a base fare increase and				
				instead would like us to focus on	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Emma Wilson		RPTP-0403	Fares base fare	patronage growth.	base fare decision		\$2.50 across Otago.	
				Wants to be able to use bike racks	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Barbara Blatt		RPTP-0404	Bikes on buses	on buses again	operational	available again.	available again.	
				Supports retaining free fares for				
				children as it helps families and			Change in Final Plan: There will be a 40% concession on	
			Fares	children will be more likely to use	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Barbara Blatt		RPTP-0404	concessions	public transport as adults	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
						Public transport links between Wānaka and Queenstown		
						are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
						connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
			Upper Clutha	Wants a regular bus service	No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Barbara Blatt		RPTP-0404		between Wanaka and Queenstown	1	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
24.24.4 2.40		1	00.1100	actives in training and Queenstern.	1	Public transport links between Wānaka and Queenstown		priority for transaction
				Supports community transport,		are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
				but would also like bus		connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
					No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Barbara Blatt		RPTP-0404	service	Queenstown	noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
Barbara Blatt		111 0404	SCI VICC	Queenstown	inoting .	We do currently advocate for improving land use	We do currently advocate for improving land use	priority for Wariaka conficetion
						development and this Plan strengthens this in focus area	development and this Plan strengthens this in focus area	
						3 with the introduction of policies that state public	3 with the introduction of policies that state public	
			Collaboration	Suggests ORC should be		transport will not be provided if urban development is	transport will not be provided if urban development is	
			with	I	No changes to RPTP -	inconsistent with good urban form factors as outlined in	inconsistent with good urban form factors as outlined in	
Barbara Blatt		RPTP-0404		development	noting	Appendix E.	Appendix E.	
barbara biatt		KF1F-0404	institutions	development	lioting	Аррения С.	Appendix L.	
				Opposes a zone fare structure,			No change to the Draft Plan. Zonal fares are supported in	
				unless the zones are much wider			the Plan, with final details to be developed. The panel	
				like Oamaru-Dunedin, Cromwell to			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Rarbara Platt		RPTP-0404			zone fare decision		and that there are a small number of zones.	
Barbara Blatt		KF1F-0404	Fares zones	Queenstown	Zone rare decision	Any community transport will involve extensive		
				Supports community transact			Any community transport will involve extensive	
				Supports community transport		engagement with the community, and we look forward	engagement with the community, and we look forward	
Francos				and request support for Hato	No changes to DDTD		engaging with Hato Hone Health Shuttles in Waitaki to see	
Frances		DDTD 0405	Community		No changes to RPTP -	how we can support and co-create improved access in	how we can support and co-create improved access in	
McMillan		RPTP-0405	transport	in Waitaki.	noting	Waitaki	Waitaki	
				6				
				Supports a base fare increase if it				
Frances		DDTD 0455		will fund regional services, such as	_	Note Political design	No change from Draft Plan. The base adult fare will be	
McMillan		RPTP-0405	rares base fare	an Oamaru-Dunedin PT service.	base fare decision	Note link to regional services	\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		, , ,		·		·
				Supports ORC supporting			No change from Draft Plan. The development of a	
				community transport but is			Community Transport programme is supported. Noting	
				concerned about the reliance on		Community transport decision. Noting remuneration of	remuneration of drivers under the community transport	
			Community	volunteers. Believes drivers should	No changes to RPTP -	drivers under the community transport model is not	model is not possible. It is run by volunteers and on a	
Amy Taylor		RPTP-0406	transport	be paid and compensated.	noting	possible. It is run by volunteers and on a koha basis.	koha basis.	
				Supports community transport			No change from Draft Plan. The development of a	
				and believes it is a great idea.			Community Transport programme is supported. Noting	
				However, believes drivers should		Community transport decision. Noting remuneration of	remuneration of drivers under the community transport	
			Community		No changes to RPTP -	drivers under the community transport model is not	model is not possible. It is run by volunteers and on a	
Amy Taylor		RPTP-0406	transport	their costs covered	noting	possible. It is run by volunteers and on a koha basis.	koha basis.	
						Focus area 2 of our Plan emphasises our intent to engage	Focus area 2 of our Plan emphasises our intent to engage	
			Marketing,	Request to consult the disabled		with community groups to understand their needs better	with community groups to understand their needs better	
			promotion,	-	No changes to RPTP -	and co-create solutions. We thank you for your	and co-create solutions. We thank you for your	
Amy Taylor		RPTP-0406	engagement	matters.	noting	suggestion	suggestion	
						Government transport priorities are set through the GPS	Government transport priorities are set through the GPS	
				Opposes the central government		and National Land Transport Fund. We agree it is	and National Land Transport Fund. We agree it is	
				reducing funding for public		disappointing that the GPS 2024/NLTP allocates less	disappointing that the GPS 2024/NLTP allocates less	
				transport due to the negative		funding for public transport and walking and cycling	funding for public transport and walking and cycling	
				economic, accessibility and		improvements, and the impact that has on the	improvements, and the impact that has on the	
					No changes to RPTP -	environment. ORC will continue to advocate for public	environment. ORC will continue to advocate for public	
Amy Taylor		RPTP-0406	Funding	result.	noting	transport to be a priority.	transport to be a priority.	
						It is crucial that we have a workforce with experience,	It is crucial that we have a workforce with experience,	
						skill, and the enthusiasm to deliver a service that is both	skill, and the enthusiasm to deliver a service that is both	
				Support for driver training to		safe and delivers a positive experience to users. The Plan	safe and delivers a positive experience to users. The Plan	
				ensure PT is accessible for disabled	=	includes collaborating with operators to deliver rigorous	includes collaborating with operators to deliver rigorous	
Amy Taylor		RPTP-0406	Operations	people.	operational	driver training.	driver training.	
				Requests visitors pay more than		Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
			Fares		No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Amy Taylor		RPTP-0406	local/tourists	concessions.	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
				De succesta una de matematida entra		ORC has an important role in providing public transport	ORC has an important role in providing public transport	
				Requests we do not provide extra	No shares to DDTD	services that meet the needs of the region, including	services that meet the needs of the region, including	
A Taudan		DDTD 0406	F		No changes to RPTP -	l'	l'	
Amy Taylor		RPTP-0406	Events	because they do not pay rates.	noting	disrupt services for locals. Cruise ship passenger pay fares.	disrupt services for locals. Cruise ship passenger pay fares.	
				Request to improve urban PT		Unclear of the submitters specific request, however our	Unclear of the submitters specific request, however our	
				network's accessibility and service levels to alleviate demand on Total		Plan does emphasis working towards increasing accessibility and service levels. Community transport may	Plan does emphasis working towards increasing accessibility and service levels. Community transport may	
					No changes to RPTP -			
Amy Taylor		RPTP-0406	Conoral		_	also assist with alleviating demand on some Total Mobility	also assist with alleviating demand on some Total Mobility	
Amy Taylor		NF1F-0400	General	funding pressures. Requests we consult the disabled	noting	services.	services.	
				community to ensure the				
				accessibility of vehicles, public		We agree this is important. Focus area 2 of the Plan	We agree this is important. Focus area 2 of the Plan	
			Markoting	information and end-to-end		emphasises our intent to engage with community groups	emphasises our intent to engage with community groups	
			Marketing,		No changes to DDTD	to understand their needs better and co-create solutions.	to understand their needs better and co-create solutions.	
Amy Taylor		RPTP-0406	promotion,		No changes to RPTP -	We thank you for your suggestion		
Amy Taylor		NF 1P-0400	engagement	bus stops). Support for base fare increase,	noting	vve mank you for your suggestion	We thank you for your suggestion	
					No changes to DDTD		No change from Draft Plan. The base adult fore will be	
Amy Taylor		RPTP-0406	Fares base fare		No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Ally Taylor		INF 1F-0400	i ares base rafe	inci casc.	base rare decision		72.30 aci 033 Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
,					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Amy Taylor		RPTP-0406	Fares zones	longer trips cost more.	zone fare decision		and that there are a small number of zones.	
				Supports an adult fare increase,				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Amy Taylor		RPTP-0406			base fare decision		\$2.50 across Otago.	
,,				Request for PT to be a greater		Bus priority infrastructure falls with road controlling	Bus priority infrastructure falls with road controlling	
			I	priority in Otago, through		authority/TA. Throughout the plan we emphasis working	authority/TA. Throughout the plan we emphasis working	
					No changes to RPTP -	closely with our TAs to prioritise PT with measures such as		
Ewan Mackie		RPTP-0408	Bus priority		noting	bus priority.	bus priority.	
			Vehicles	Support for fleet electrification				
Ewan Mackie		RPTP-0408	electric	being a priority.	No changes to RPTP	Noted with thanks	Noted with thanks	
						Public transport links between Wānaka and Queenstown		
						are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
						connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
					No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Ewan Mackie		RPTP-0408	service		noting	government priorities.	investment so we caution that this is currently indicative.	priority for Wānaka connection
				Request for sustained investment	No shares to DDTD	Thank you for your feedback. The funding model for PT is	Thank you for your feedback. The funding model for PT is	
Ewan Mackie		RPTP-0408			No changes to RPTP -	established through the LTP and AP processes as well as	established through the LTP and AP processes as well as	
Ewall Mackie		KP1P-0408	runuing	term mode smit.	noting	NZTA policy	NZTA policy	
				Request for research into				
				conventional public transport				
				routes, community support,				
			I	passenger predictions, population				
			I	growth impacts and emission				
			I	reductions (unsure if submitter		Unsure of the submitter's specific request. Our plan does	Unsure of the submitter's specific request. Our plan does	
				requests this in relation to	No changes to RPTP -	include most of these things. Any further specific research	include most of these things. Any further specific research	
NR Murray		RPTP-0409	General	community transport).	noting	would be part of a business case of specific project.	would be part of a business case of specific project.	
				Submitter wants to be able to use	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Eva Leunissen		RPTP-0410		_	operational	available again.	available again.	
				Opposes 40% youth discount				
<u> </u>				, ,	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Victor Yarker		RPTP-0411	concessions	age) should be free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						We acknowledge the interest in PT service for Outram.	We acknowledge the interest in PT service for Outram.	
						This could potentially be implemented as part of a	This could potentially be implemented as part of a	
						between the Airport and Dunedin would require further	Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further	
			Regional	Request for a bus service to	No changes to RPTP -	analysis. At present there is no funding available for such	analysis. At present there is no funding available for such	
Victor Yarker		RPTP-0411	_		noting	a service.	a service.	
VICTOR FURNE		111111111111111111111111111111111111111	Jei vides	Catram and Momona.	noun _b	30	4 30,700,	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares but on the			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Victor Yarker		RPTP-0411	Fares zones	raised.	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Zuzana Blazova		RPTP-0412	Timetables	Request for service hours extend to 23:15 or even 23:30 to enable hospital workers to commute via PT (Route 8 and more broadly). Submitter works at the hospital - this is their firsthand experience and the experience of many of their colleagues.	No changes to RPTP	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	This is supported by our Fares and Frequencies Business Case and is included in our Plan's target service hours. However we currently lack the funding to implement such service hours.	
Bridget	Otago Girls' High		1	Supports retaining free child fares as it encourages children to use	No changes to RPTP -		Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
_	School	RPTP-0413	concessions	public transport as adults	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
•	Otago Girls' High School	RPTP-0413	Dunedin Bus Hub	Submitter thinks the Dunedin bus hub is unsafe for young people	No changes to RPTP - noting	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to manage antisocial behaviours and safety at the bus hub.	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to manage antisocial behaviours and safety at the bus hub.	
1	Otago Girls' High School	RPTP-0413	Operations	Submitter is concerned about overcrowding at the Dowling St. stairs/ramp bus stop particularly with school children	No changes to RPTP - operational	Thank you for your feedback. We will pass this on to our operations team	Thank you for your feedback. We will pass this on to our operations team	
	Otago Girls' High School	RPTP-0413		Submitter wants a bus service that goes over to Kaikorai Valley and to Taieri after school	No changes to RPTP - noting	We note the interest in connections via Kaikorai Valley through Green Island and beyond. Although we have no specific plans at present, we see the case and can give this consideration in our future network planning.	We note the interest in connections via Kaikorai Valley through Green Island and beyond. Although we have no specific plans at present, we see the case and can give this consideration in our future network planning.	
alan starrett		RPTP-0415	Bus drivers	Request for driver training so they are more considerate of other road users and drive more appropriate speeds.	No changes to RPTP - operational	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. The Plan includes collaborating with operators to deliver rigorous driver training.	It is crucial that we have a workforce with experience, skill, and the enthusiasm to deliver a service that is both safe and delivers a positive experience to users. The Plan includes collaborating with operators to deliver rigorous driver training.	
alan starrett		RPTP-0415		Supports a fare that can be paid with a single coin for simplicity.	No changes to RPTP - base fare decision	PRC does not support this. The plan outlines our requirement to minimise the use of cash. The flat fare keeps the simplicity of the fare structure While it is important to ensure buses are not too large, it	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. While it is important to ensure buses are not too large, it	
			Vehicles			is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
alan starrett		RPTP-0415	smaller	Request for buses to be smaller.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
Lana Cruickshank		RPTP-0416		Supports maintaining free fares for children as it makes transport affordable for families and encourages children to use public transport in the future	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Lana Cruickshank Lana		RPTP-0416		Supports community transport and thinks there should be a digital platform that supports carpooling and ride shares Thinks ORC should support a bike	No changes to RPTP - noting	Community transport decision. Carpooling is outside the scope of this plan. There are already digital platforms that facilitate carpooling.	No change from Draft Plan. The development of a Community Transport programme is supported. Carpooling is outside the scope of this plan. There are already digital platforms that facilitate carpooling.	
Cruickshank		RPTP-0416			No changes to RPTP	Out of scope for this plan	Out of scope for this plan	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
		,	<u> </u>	, , ,		•	The Plan takes a mode-neutral approach and where bus is	
						the most cost effective way of meeting needs currently,	the most cost effective way of meeting needs currently,	
						we also acknowledge the importance of being adaptable	we also acknowledge the importance of being adaptable	
				Submitter stresses the importance		in the modes we support in response to changing	in the modes we support in response to changing	
Lana			Active	of using many modes to get	No changes to RPTP -	community	community	
Cruickshank		RPTP-0416	transport	around, not just buses	noting	needs and technological advancements.	needs and technological advancements.	
				Supports adult bee card fare				
				increase, but maintains there				
Lana					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Cruickshank		RPTP-0416	Fares base far	e for many	base fare decision		\$2.50 across Otago.	
				Request to improve the				
				coordination of the Mosgiel/Green				
				Island routes (70, 77, 78) by				
				adding 2 additional peak-time				
				Route 70 services. See attached				
				letter for more detail on the	No changes to RPTP -	Noted with thanks. These changes will be considered by	Noted with thanks. These changes will be considered by	
Gary Bedford		RPTP-0417	Frequency	request.	noting	our operations team.	our operations team.	
				Request to improve the Saturday				
				evening Route 70 timetable. See				
				attached letter for more detail on	No changes to RPTP -	Noted with thanks. These changes will be considered by	Noted with thanks. These changes will be considered by	
Gary Bedford		RPTP-0417	Timetables	the request.	noting	our operations team.	our operations team.	
,				1		Through the intervention of ORC, and with the	Through the intervention of ORC, and with the	
						support of operators and central government,	support of operators and central government,	
						Otago's bus contracts now include a base wage	Otago's bus contracts now include a base wage	
						requirement that is significantly above the living	requirement that is significantly above the living	
						wage. It also increases year-by-year in line with the	wage. It also increases year-by-year in line with the	
						labour market.	labour market.	
				Request to prioritise driver wage		While fairly compensating our services' workforce,	While fairly compensating our services' workforce,	
				and working conditions in the unit		there is still work to do. ORC will continue to work	there is still work to do. ORC will continue to work	
				contract tendering process.		with operators and our partner agencies to make	with operators and our partner agencies to make	
				Suggests awarding contracts based		sure driving buses is attractive and safe. This	sure driving buses is attractive and safe. This	
				on the coset of a collective		includes designing reasonable shift lengths, break	includes designing reasonable shift lengths, break	
Gary Bedford		RPTP-0417	Bus drivers	agreement.	No changes to RPTP	facilities and driver safety strategies.	facilities and driver safety strategies.	
				Requests bus seats have more leg	No changes to RPTP -	All buses must comply with the Requirements of Urban	All buses must comply with the Requirements of Urban	
Liam Govan		RPTP-0418	Operations	room for large bags.	operational	Buses (RUB).	Buses (RUB).	
				Opposes a 40% youth discount				
			Fares	and thinks it should be 70% or	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Liam Govan		RPTP-0418	concessions	even free.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
			Vehicles	Supports electric buses and				
Liam Govan		RPTP-0418	electric	requests more.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Request that the adult fare only be				
			1	raised so students can pay	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Liam Govan		RPTP-0418	Fares base far	e affordable fares.	base fare decision	Noting link to child and youth concessions	\$2.50 across Otago.	
						Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can	
						improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
						aim to build on this work in the future; subject to co-	aim to build on this work in the future; subject to co-	
						funding. Access to services such as hospitals is a major	funding. Access to services such as hospitals is a major	
						motivator for the plan's increased focus on a region-wide	motivator for the plan's increased focus on a region-wide	
				Requests for more regional buses,		network. InterCity operate twice daily between Dunedin	network. InterCity operate twice daily between Dunedin	
			Regional	such as from Dunedin to	No changes to RPTP -	and Queenstown and once a day to Invercargill. We will	and Queenstown and once a day to Invercargill. We will	
Liam Govan		RPTP-0418	services	Invercargill and Queenstown.	_	be working to promote these exempt services as options.	be working to promote these exempt services as options.	
Liam Govan		RPTP-0418	_	such as from Dunedin to	No changes to RPTP - noting	and Queenstown and once a day to Invercargill. We will	and Queenstown and once a day to Invercargill. We will	

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		, ,		, , , ,		Public safety is noted as a challenge in section 1.5, and a	Public safety is noted as a challenge in section 1.5, and a	
						key priority in Focus Area 1: Passenger Experience and 2.2	key priority in Focus Area 1: Passenger Experience and 2.2	
						Safety. Safety is incorporated in actions throughout the	Safety. Safety is incorporated in actions throughout the	
				Request to address poor		RPTP. We looked at having safety as a separate focus	RPTP. We looked at having safety as a separate focus	
				passenger behaviour, typically	No changes to RPTP -	area, however there was too much duplication with other	area, however there was too much duplication with other	
Liam Govan		RPTP-0418		from teenagers.	noting	focus areas.	focus areas.	
Liam Govan		RPTP-0418	General	Praise for the bus system overall.	No changes to RPTP	Thank you	Thank you	
				Request for us to emphasise we		Thank you for your feedback. This will be considered as	Thank you for your feedback. This will be considered as	
				need donations to keep services	No changes to RPTP -	part of our action to investigate viable private share	part of our action to investigate viable private share	
Liam Govan		RPTP-0418	Funding	running.	noting	initiatives	initiatives	
			_		_	Through the intervention of ORC, and with the	Through the intervention of ORC, and with the	
						support of operators and central government,	support of operators and central government,	
						Otago's bus contracts now include a base wage	Otago's bus contracts now include a base wage	
						requirement that is significantly above the living	requirement that is significantly above the living	
						wage. It also increases year-by-year in line with the	wage. It also increases year-by-year in line with the	
						labour market.	labour market.	
						While fairly compensating our services' workforce,	While fairly compensating our services' workforce,	
						there is still work to do. ORC will continue to work	there is still work to do. ORC will continue to work	
						with operators and our partner agencies to make	with operators and our partner agencies to make	
						sure driving buses is attractive and safe. This	sure driving buses is attractive and safe. This	
					No changes to RPTP -	includes designing reasonable shift lengths, break	includes designing reasonable shift lengths, break	
Liam Govan		RPTP-0418	Bus drivers	Request for driver pay to increase.	operational	facilities and driver safety strategies.	facilities and driver safety strategies.	
						Noted with thanks. Exploring further advertising options	Noted with thanks. Exploring further advertising options	
			Marketing,	Submitter suggests doing more		is an important area for us to explore and get a great	is an important area for us to explore and get a great	
			-	advertising on buses and at bus		understanding of the private revenue opportunities from	understanding of the private revenue opportunities from	
Loretta Bush		RPTP-0419	engagement		No changes to RPTP	it.	it.	
				Supports increase in adult bee				
				card faresa 50c increase is still	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Loretta Bush		RPTP-0419	Fares base fare	affordable	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Submitter cites fairness as a	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Loretta Bush		RPTP-0419	Fares zones	reason for zone fares	zone fare decision		and that there are a small number of zones.	
						Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
				Request to improve service		emphasises our commitment to reliability and	emphasises our commitment to reliability and	
				reliability through minimising		punctuality, although we can not prevent all early	punctuality, although we can not prevent all early	
				missed trips and services running		running. We try to design timetables with accurate	running. We try to design timetables with accurate	
Dannie				late/early. People are easily put off	No changes to RPTP -	running times and use enforcement of timing points to	running times and use enforcement of timing points to	
Hawkins		RPTP-0420	Reliability	unreliable services.	noting	monitor and reduce early running.	monitor and reduce early running.	
Dannie				Request to consider a monthly	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Hawkins		RPTP-0420	Fares base fare	pass in the fare structure.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports zone fares but would like			notes an expectation that prices for multiple fare zones	
Dannie				longer trip fares to remain	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Hawkins		RPTP-0420	Fares zones	affordable (e.g. \$1 extra).	zone fare decision		and that there are a small number of zones.	
				Supports focus areas and believes				
				they are well articulated and				
charlotte				comprehensive. Praise for the plan				
flaherty		RPTP-0421	Focus areas	overall.	No changes to RPTP	Noted with thanks	Noted with thanks	
		RPTP-0421	Focus areas	comprehensive. Praise for the plan	No changes to RPTP	Noted with thanks	Noted with thanks	

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Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
1101110	o i garii o a a i o i i	(0.5)	. op.e	Request to run a trial on the \$2.50			Time response unter democrations	l l l l l l l l l l l l l l l l l l l
				fare where users can opt in to pay				
charlotte					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
flaherty		RPTP-0421	Fares base fare	gauge support.	base fare decision		\$2.50 across Otago.	
				Opposes zone fares because it will				
				make low-income users living out				
			I	of the city centre bear the burden				
				of the increase. It could also			No change to the Draft Plan. Zonal fares are supported in	
				reverse mode shift for people in			the Plan, with final details to be developed. The panel	
ah a wlatta				Mosgiel, which will increase	No shanges to DDTD		notes an expectation that prices for multiple fare zones	
charlotte		RPTP-0421	Faros zonos		No changes to RPTP - zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
flaherty		KP1P-0421	Fares zones	emissions.	Zone rare decision		and that there are a small number of zones.	
						Our plan includes an action to set timetables that are	Our plan includes an action to set timetables that are	
				Submitter says bus 1C to		based on realistic and achievable running times; we are	based on realistic and achievable running times; we are	
Kirstie				Warrington is consistently late in	No changes to RPTP -	aware that the Palmerston route has some issues and will	aware that the Palmerston route has some issues and will	
McKinnon		RPTP-0422			noting	be seeking to update these running times.	be seeking to update these running times.	
						This is supported by our Fares and Frequencies Business	This is supported by our Fares and Frequencies Business	
						Case and is included in our Plan's target service hours.	Case and is included in our Plan's target service hours.	
Kirstie				Wants an earlier bus going into	No changes to RPTP -	However we currently lack the funding to implement such	However we currently lack the funding to implement such	
McKinnon		RPTP-0422	Timetables	Warrington (roughly 5:40pm)	noting	service hours.	service hours.	
				Opposes a 40% youth discount				
				because 0-15 years should be free				
					No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Linda Griffin		RPTP-0423	concessions	adult fare.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
						Fare capping is included as a potential element of our fare		
				6		structure in Fare policy F P2 pg. 84. The current low fares		
				Supports a base fare increase but	No shanges to DDTD	mean multiple trips are affordable. Additionally fare	No change from Draft Plan. The base adult fare will be	
Linda Griffin		RPTP-0423	Earos baso faro	1	No changes to RPTP - base fare decision	capping does not currently align with NZTA directive to increase private share.	\$2.50 across Otago.	
Linua Griffiii		KF1F-0423		Request to consider providing	base rare decision	Our plan classes school-focused services as targeted	Our plan classes school-focused services as targeted	
				dedicated school buses that are		services and allows for such services in cases where they	services and allows for such services in cases where they	
				free for students to address school	No changes to RPTP -	serve trips that cannot be reasonably made on regular	serve trips that cannot be reasonably made on regular	
Linda Griffin		RPTP-0423			noting	services.	services.	
				Request to improve service				
				frequencies in Queenstown during				
				peak times. Even 30-minute				
				frequencies would improve the		We will be improving peak services from July; all routes	We will be improving peak services from July; all routes	
Linda Griffin		RPTP-0423	Frequency		No changes to RPTP	will have 30 minute peak frequency or better.	will have 30 minute peak frequency or better.	
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Linda Griffin		RPTP-0423	Fares base fare	•	base fare decision		\$2.50 across Otago.	
l				Request for increased frequencies		This is supported by our Queenstown Public Transport	This is supported by our Queenstown Public Transport	
Mitzi Cole		DDTD 0404	[for services to Jacks Point and Lake	Na shance to BOTO	Business Case and improvements will be rolling out from	Business Case and improvements will be rolling out from	
Bailey		RPTP-0424		-	No changes to RPTP	July	July	
Mitzi Colo				Opposes a base fare increase	No changes to DDTD		No change from Draft Dlan. The base adult face will be	
Mitzi Cole		RPTP-0424	Fares base fare	_	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Bailey		NF 1F-0424		Submitter wants return bus	base rare decision		72.30 aci uss Otagu.	
					No changes to RPTP -	From Jully this year route 77 will be operating via South	From Jully this year route 77 will be operating via South	
Anita Anthony		RPTP-0425	Routes	1	noting	Dunedin	Dunedin	
and a second representation of the second rep		1			0			
				Thinks increasing adult bee card				
				_	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Anita Anthony		RPTP-0425			base fare decision		\$2.50 across Otago.	

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rame	Organisation	(0.5)	Торіс	Supports free child fares,	recommendation	Initial staff response	I marresponse arter denocrations	necommended detion to plan
	Arthurs Point			especially if Ministry of Education			Change in Final Plan: There will be a 40% concession on	
Andrew	Community		Fares	services are removed in	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Blackford	Association	RPTP-0426	concessions	Queenstown.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
	Arthurs Point			Request to consider a two-fare		Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
Andrew	Community		Fares	system that charges visitors more	No changes to RPTP -	avoid discriminating between users. Determining who is	avoid discriminating between users. Determining who is	
Blackford	Association	RPTP-0426	local/tourists	than locals via the Bee Card.	base fare decision	considered a tourist is also difficult.	considered a tourist is also difficult.	
				Request to add an 8:25am Route 2				
				to Arrowtown service to provide a				
				half-hourly service later into the		Service improvements recommended in the Queenstown	Service improvements recommended in the Queenstown	
	Arthurs Point			morning peak. Submitter would			Public Transport Business case including extending service	
Andrew	Community			support removing the 6:25am	No changes to RPTP -	1	hours are included in the plan and funded; we are seeking	
Blackford	Association	RPTP-0426	Timetables	service if it was required.	noting	to implement these improvements.	to implement these improvements.	
				Request for an earlier after school				
				Route 2 to Arthurs Point service				
				than 3:25pm from Stanley Street.		·	Service improvements recommended in the Queenstown	
	Arthurs Point			This would improve services for St			Public Transport Business case including extending service	
Andrew	Community			Joseph's School and Queenstown	No changes to RPTP -		hours are included in the plan and funded; we are seeking	
Blackford	Association	RPTP-0426	Timetables	Primary School students.	noting	to implement these improvements.	to implement these improvements.	
				Request to reroute the after				
	Arthurs Point			Ischool service to Arthurs Point to		This would be difficult to support under our service design	This would be difficult to support under our service design	
Andrew	Community			directly pass Queenstown Primary		principles. Such diversions come at a significant cost to	principles. Such diversions come at a significant cost to	
Blackford	Association	RPTP-0426	School services		No changes to RPTP	customer legibility and running times	customer legibility and running times	
					and great	A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				Supports community transport,		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
			Oamaru	but also thinks buses from Oamaru	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Geraldine Tait		RPTP-0428	service	to Dunedin would also be good	noting	years.	years.	
				L				
				Submitter supports electric buses,				
				but also wants other safety		All buses are at a graph with the Demoisson at a fillibus	All business and a small with the Deminess at a fillibus	
				improvements like providing seat belts on buses where the roads	No changes to RPTP -	All buses must comply with the Requirements of Urban Buses (RUB). This sets out the standards for buses.	All buses must comply with the Requirements of Urban Buses (RUB). This sets out the standards for buses.	
Geraldine Tait		RPTP-0428	Safety	are higher than 50 km/h	noting	Additionally seat belts are not required by law in NZ.	Additionally seat belts are not required by law in NZ.	
Scraignic rait			Janety	a. c mgner than 50 km/m		The state of the s	- seat order of the required by law in 142.	
				Supports community transport,		We acknowledge the interest in on-demand solutions, but	We acknowledge the interest in on-demand solutions, but	
				but also thinks there could be		we caution that on-demand is generally only useful in	we caution that on-demand is generally only useful in	
				options for on-demand buses to		reasonably narrow situations, and extensive deployment	reasonably narrow situations, and extensive deployment	
				increase connectivity, particularly		of on-demand service would be very expensive and	of on-demand service would be very expensive and	
Geraldine Tait		RPTP-0428	Routes	in the Warrington area	No changes to RPTP	difficult to justify.	difficult to justify.	
				Submitter wants more frequent				
				weekday buses to Warrington area	No shanned to BDTD	We are not currently able to commit to an increase in	We are not currently able to commit to an increase in	
Coraldina Tait		DDTD 0439	Eroguese	and thinks it should be included in		service levels given funding constraints, but we will be	service levels given funding constraints, but we will be	
Geraldine Tait		RPTP-0428	Frequency	the Palmerston bus route	noting	reviewing the way that services in the area operate	reviewing the way that services in the area operate No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
							supported. The panel notes an expectation that prices for	
				Supports increase in adult bee			multiple fare zones are based on small/moderate	
				card fares so long as it maintains a	No changes to RPTP -		increments of the base fare, and that there are a small	
Geraldine Tait		RPTP-0428	Fares base fare		base fare decision		number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Opposes zone fare structure under			No change to the Draft Plan. Zonal fares are supported in	
				the impression it will lead to huge			the Plan, with final details to be developed. The panel	
				fare increases for people living			notes an expectation that prices for multiple fare zones	
				outside Dunedin and high school	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Geraldine Tait		RPTP-0428	Fares zones	students	zone fare decision		and that there are a small number of zones.	
						Focus Area 4 of our plan (A connected and integrated	Focus Area 4 of our plan (A connected and integrated	
						network) outlines how we design our network and	network) outlines how we design our network and	
				Opposes focus areas because the		services. We take a mode-neutral approach and where	services. We take a mode-neutral approach and where	
				plan does not provide a wide		bus is the most cost effective way of meeting needs	bus is the most cost effective way of meeting needs	
				enough range of PT services and		currently, we also acknowledge the importance of being	currently, we also acknowledge the importance of being	
				modes. Request to leverage tech		adaptable in the modes we support in response to	adaptable in the modes we support in response to	
Roger				solutions to create better on-	No changes to RPTP -	changing community	changing community	
Somerville		RPTP-0429	Focus areas	demand services, for example.	noting	needs and technological advancements.	needs and technological advancements.	
Somervine		111 0423	l ocus urcus	Opposes a youth 40% discount	inothing .	inceas and technological davaneements.	inceus una tecimological auvaneements.	
Roger			Fares	because 0-18 years and	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Somerville		RPTP-0429	concessions	beneficiaries should be free.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
				Reluctantly supports a base fare				
Roger				increase to offset reduced central	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Somerville		RPTP-0429	Fares base fare	government funding.	base fare decision		\$2.50 across Otago.	
				_				
				Opposes zone fares because it will			No change to the Draft Plan. Zonal fares are supported in	
				be disproportionately low-income			the Plan, with final details to be developed. The panel	
				people paying more, because they			notes an expectation that prices for multiple fare zones	
				are more likely to live outside the	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Liz Simpson		RPTP-0430	Fares zones	city. Agrees with focus areas but does	zone fare decision	Natad with the also Over DDTD acts and acceptance from	and that there are a small number of zones.	
				not believe the reality reflects		Noted with thanks. Our RPTP sets out our vision, from which we will do our best to achieve them with the best	Noted with thanks. Our RPTP sets out our vision, from which we will do our best to achieve them with the best	
				them. Requests prioritising		use of our resources. Passenger safety is a key focus	use of our resources. Passenger safety is a key focus	
				passenger safety while boarding	No changes to RPTP -	woven through our policies and actions in each of the	woven through our policies and actions in each of the	
Jo Millar	Grey Power Otago	RPTP-0432	Focus areas	and alighting.	noting	five focus areas	five focus areas	
30 14111101	dicy rower otago	1 1. 0.02	l ocus ureus	Opposes a base fare increase.	inoting .	Interiorus urcus	live rocus ureus	
				Submitter would like to see				
				services improve before fares	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jo Millar	Grey Power Otago	RPTP-0432	Fares base fare	1	base fare decision	Noting link to service provision	\$2.50 across Otago.	
				Request for drivers to not stop to	No changes to RPTP -	Thank you for your feedback. This should not be	Thank you for your feedback. This should not be	
Jo Millar	Grey Power Otago	RPTP-0432	Bus drivers	get food while in-service.	operational	happening. We will pass this on to our operators	happening. We will pass this on to our operators	
				Request for the St Kilda routes to				
				travel closer to or on Princes St to				
La NAULe :	Comp Brown Charles	DDTD 6433	Davitas	be closer to community services	No shanned in BRTS	We agree, and services will be running a direct service on	We agree, and services will be running a direct service on	
Jo Millar	Grey Power Otago	RPTP-0432	Routes	for people who cannot walk far.	No changes to RPTP	Princes Street from July	Princes Street from July	
						We are not in a position to commit to this at present but this is consistent with our service design principles and	We are not in a position to commit to this at present but this is consistent with our service design principles and	
						focus on long service hours. Recommend including	focus on long service hours. Recommend including	Include an action as PA A4 (p88) to include
				Request to provide service on		provision for such changes in contracts for future-	provision for such changes in contracts for future-	option in contracts to add Christmas, Good
Jo Millar	Grey Power Otago	RPTP-0432	Timetables	Easter and Christmas.	Change to RPTP	proofing.	proofing.	Friday, and Easter Sunday services
	Otago Peninsula			Request for bike rack use to be	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	,,
Paul Pope	Community Board	RPTP-0433	Bikes on buses	reinstated.	operational	available again.	available again.	
				Request for public and active				
	Otago Peninsula	DDTD 0433	Active	transport integration to continue	No changes to RPTP -	Noted, and we support this in the Plan with Section 5.3	Noted, and we support this in the Plan with Section 5.3	
Paul Pope	Community Board	RPTP-0433	transport	improving on the Otago Peninsula.	noting	that lays out our vision to improve multi-modal access.	that lays out our vision to improve multi-modal access.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Paul Pope	Otago Peninsula Community Board	RPTP-0433			No changes to RPTP - noting	We do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	We do not currently have any plans to extend services in these areas. The principles to trigger adding services are outlined in our service delivery policy SD P4 on pg. 52 of the plan.	
Paul Pope	Otago Peninsula Community Board	RPTP-0433		_	No changes to RPTP - noting	We will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area.	We will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area.	
Marian Krogh		RPTP-0434	Fares concessions	· ·	No changes to RPTP - noting	Child concession value decision	· ·	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Marian Krogh		RPTP-0434	electric	buses	No changes to RPTP	Noted with thanks	Noted with thanks	
Marian Krogh		RPTP-0434	1	· ·	No changes to RPTP - noting	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	
Marian Krogh		RPTP-0434	Upper Clutha service	·	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities. We do currently advocate for improving land use development and this Plan strengthens this in focus area 3 with the introduction of policies that state public	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative. We do currently advocate for improving land use development and this Plan strengthens this in focus area 3 with the introduction of policies that state public	Small changes to network maps to indicate priority for Wānaka connection
Marian Krogh		RPTP-0434	Collaboration with	advocate for higher density development with better public	No changes to RPTP - noting	transport may not be provided if urban development is inconsistent with good urban form factors as outlined in Appendix E.	transport may not be provided if urban development is inconsistent with good urban form factors as outlined in Appendix E.	
Marian Krogh		RPTP-0434		concessions for simplicity reasons	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Marian Krogh		RPTP-0434	Fares base fare	people take the bus	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Marian Krogh		RPTP-0434			No changes to RPTP - zone fare decision		Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
David Wills		RPTP-0435	Fares concessions		No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
David Wills		RPTP-0435			No changes to RPTP - base fare decision	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult. Pg 86 of the plan contains an explanation for why we don't support free public transport. Defining specific user	Noting public transport is for the public, and we want to avoid discriminating between users. Determining who is considered a tourist is also difficult. Pg 86 of the plan contains an explanation for why we don't support free public transport. Defining specific user	
David Willa		DDTD 0435	Fares	giving unlimited travel across the	No changes to RPTP -	groups and ability to pay is tricky. We support a low fare	groups and ability to pay is tricky. We support a low fare	
David Wills David Wills		RPTP-0435	local/tourists General	Stop using the excuse that NZ is small to avoid 'clear thinking', look at how other countries plan and	base fare decision No changes to RPTP	for all. Thank you for your feedback	for all. Thank you for your feedback	
David Wills		RPTP-0435	Funding		No changes to RPTP - noting	We tender our service contracts and the plan aims to reduce barriers of entry to maintain a competitive market. There are more than one bus operator in Otago and nationally.	We tender our service contracts and the plan aims to reduce barriers of entry to maintain a competitive market. There are more than one bus operator in Otago and nationally.	
Helen White		RPTP-0436	Routes		No changes to RPTP - noting	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	Our Queenstown Public Transport Business Case includes improved frequency and capacity improvements to the Queenstown network and this is represented in the plan.	
Helen White		RPTP-0436	Frequency	Request to improve frequency and routing of the Jacks Point service.	No changes to RPTP - noting	There will be direct routing from July, extending into Queenstown, and more peak services.	There will be direct routing from July, extending into Queenstown, and more peak services.	
				We need more late running buses, especially for further out places Jacks Point. This will help		Offering full frequencies across long service hours is one of our key service design principles. We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that	Offering full frequencies across long service hours is one of our key service design principles. We are not currently able to commit to an increase in service levels given funding constraints, but we will be reviewing the way that	
Jacob Loveday		RPTP-0438	Frequency		No changes to RPTP	services in the area operate	services in the area operate	
Jacob Loveday		RPTP-0438	Active transport	Need an expansion for bike safety between Jacks Point and Queenstown to incentivize bike use.	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	
le colo l'avvedeve		DDTD 0430	,	Supports community transport, this is not currently advertised	No alexande DDTD	Theologic	Therefore	
Jacob Loveday Jacob Loveday		RPTP-0438	Fares concessions	Match the youth discount across Dun and QT. This gives younger people better access to work and	No changes to RPTP No changes to RPTP - noting	Thank you Youth concession value decision	Thank you There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jacob Loveday		RPTP-0438		_	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic		recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Request for an e-stop at the			·	·
				Northbound Musselburgh Rise,		This request will be forwarded to our operations team.	This request will be forwarded to our operations team.	
				192 stop as it is well used and		Noting throughout the plan we emphasis working closely	Noting throughout the plan we emphasis working closely	
			Bus stop	housing developments are being	No changes to RPTP -	with our TAs to coordinate new infrastructure work	with our TAs to coordinate new infrastructure work	
Paul Hayton		RPTP-0439	infrastructure	built nearby.	operational	programmemes.	programmemes.	
				Supports retaining free fares for			Change in Final Plan: There will be a 40% concession on	
			Fares		No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Louisa Haehnel		RPTP-0440	concessions	-	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Submitter wants ORC to leverage				
			1	technological solutions, including				
				moving beyond an electric bus	No changes to RPTP -	Thank you for your feedback. This will be considered in	Thank you for your feedback. This will be considered in	
Louisa Haehnel		RPTP-0440	electric	fleet	noting	future planning.	future planning.	
				Supports increase in adult bee				
				card fares with the understanding				
				that this is a result of reduced				
				_	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Louisa Haehnel		RPTP-0440	Fares base fare		base fare decision		\$2.50 across Otago.	
				.50c is a reasonable increase to				
Timothy				_	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Murray		RPTP-0441	Fares base fare	objectives.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Upping base fares for longer trips			notes an expectation that prices for multiple fare zones	
Timothy					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Murray		RPTP-0441	Fares zones	•	zone fare decision		and that there are a small number of zones.	
				Request to improve the				
				Palmerston bus timetable so the		Our plan includes an action to set timetables that are	Our plan includes an action to set timetables that are	
				evening bus is on-time. Currently it		based on realistic and achievable running times; we are	based on realistic and achievable running times; we are	
				is usually 15-30 minutes behind	No changes to RPTP -	aware that the Palmerston route has some issues and will	aware that the Palmerston route has some issues and will	
Delilah Brown		RPTP-0442	Reliability	schedule.	noting	be seeking to update these running times.	be seeking to update these running times.	
				Opposes a base fare increase				
				because low fares benefit people				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Delilah Brown		RPTP-0442	Fares base fare	own a car.	base fare decision		\$2.50 across Otago.	
				Opposes zone fares but requests,			No change to the Draft Plan. Zonal fares are supported in	
				if zones are implemented, that			the Plan, with final details to be developed. The panel	
				fares remain affordable for people			notes an expectation that prices for multiple fare zones	
				who take the Palmerston bus from	_		are based on small/moderate increments of the base fare,	
Delilah Brown		RPTP-0442		-	zone fare decision		and that there are a small number of zones.	
				Submitter thinks the concession				
					No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Lucy Eing		RPTP-0443	concessions	manage'	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports the focus areas and		Noted with thanks. Our RPTP sets out our vision, from	Noted with thanks. Our RPTP sets out our vision, from	
				objectives but has concerns about		which we will do our best to achieve them with the best	which we will do our best to achieve them with the best	
Lucy Eing		RPTP-0443	Focus areas	achieving them in practice	No changes to RPTP	use of our resources.	use of our resources.	
						Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can	
						improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
						aim to build on this work in the future. A community	aim to build on this work in the future. A community	
			Regional	Submitter wants smaller buses in	No changes to RPTP -	transport model is being explored to improve transport	transport model is being explored to improve transport	
Lucy Eing		RPTP-0443	services	rural areas at flat fares	noting	for rural areas.	for rural areas.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
						Our plan includes an increased focus on how we can	Our plan includes an increased focus on how we can	
				Supports community transport,		improve services outside the main urban centres, and we	improve services outside the main urban centres, and we	
				but also thinks rural areas should		aim to build on this work in the future; subject to co-	aim to build on this work in the future; subject to co-	
				have affordable and regular bus		funding. Access to services such as hospitals is a major	funding. Access to services such as hospitals is a major	
			I -	services that are cheaper than	No changes to RPTP -	motivator for the plan's increased focus on a region-wide	motivator for the plan's increased focus on a region-wide	
Lucy Eing		RPTP-0443	services	driving	noting	network.	network.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes a zone fare structure as it			the Plan, with final details to be developed. The panel	
				will cost more for people in rural			notes an expectation that prices for multiple fare zones	
				areas, including high school	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Lucy Eing		RPTP-0443	Fares zones	students attending school in town	zone fare decision		and that there are a small number of zones.	
				Keep free child fares and make the				
				youth discount equal across Dun				
			Fares	and QT, this keeps things simple	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Alice O'Neill		RPTP-0444	concessions	and consistent.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Keep free child fares and make the				
				youth discount equal across Dun				
			Fares	and QT, this keeps things simple	No changes to RPTP -			Child (5-12 years) concession discount listed
Alice O'Neill		RPTP-0444	concessions	and consistent.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Supports building on integrated				
Alice O'Neill		RPTP-0444	Focus areas	routes and accessibility.	No changes to RPTP	Noted with thanks	Noted with thanks	
				Does not support the base fare				
				increase, the fares already add up				
				(especially with inflation of				
				everything else) and topping up	No changes to DDTD		No shares from Droft Dlan. The base adult fore will be	
Alice O'Neill		RPTP-0444	Fares base fare		No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Alice O Nelli		INFTF-0444	Tares base rare	simple to use.	base fare decision		72.30 aci oss otago.	
				Zones are confusing, annoying and			No change to the Draft Plan. Zonal fares are supported in	
				inconvenient. Adds admin for			the Plan, with final details to be developed. The panel	
				passengers and drivers and will be			notes an expectation that prices for multiple fare zones	
				tricky for tourists. They did not	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Alice O'Neill		RPTP-0444	Fares zones	work in the past.	zone fare decision		and that there are a small number of zones.	
				Supports a small fare increase for				
Judith Smith		RPTP-0445	Supergold	Supergold cardholders.	No changes to RPTP	Noted with thanks.	Noted with thanks.	
				Support for the environmental				
				benefits of electric buses but				
			Vehicles	suggests they need to be bigger so	No changes to RPTP -	Thank you for your feedback. This will be considered in	Thank you for your feedback. This will be considered in	
Judith Smith		RPTP-0445	1	there is more accessible seating.	noting	future planning.	future planning.	
		1 27.0		Increased fares for longer trips	O			
				would not be fair on people that			No change to the Draft Plan. Zonal fares are supported in	
				live further out. This would make			the Plan, with final details to be developed. The panel	
				it harder for people to get to			notes an expectation that prices for multiple fare zones	
				school and work or those with less	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Julia L		RPTP-0447	Fares zones	money.	zone fare decision		and that there are a small number of zones.	
							No decree to the Book Blog 7 and 6	
							No change to the Draft Plan. Zonal fares are supported in	
				Onneses zone fave structure			the Plan, with final details to be developed. The panel	
				Opposes zone fare structure, as it will cause financial strain for the	No changes to DDTD		notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Jane Schofield		RPTP-0449	Fares zones	submitter's family and children	No changes to RPTP - zone fare decision		and that there are a small number of zones.	
Jane Jenoneia	<u> </u>	INF 1F-0443	1 0163 201163	Sabilitter 3 failing and children	Lone late decision		und that there are a small hulliber of zones.	

		Submitter #			Staff			
Name	Overniestien		Tania			luitial staff vacuum	Final vacanana often deliberations	Decommended estion to alon
Name	Organisation	(UID)	Topic	Summary of feedback/request Submitter thinks a flat rate of	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				\$2.50 is okay. Still wants discounts				
				for gold card or community	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jane Schofield		RPTP-0449	Fares base fare		base fare decision		\$2.50 across Otago. These concessions will continue.	
Jane Schoneid		KP1P-0449	raies base iaie	services card	base fare decision		52.30 across otago. These concessions will continue.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Submitter thinks a flat rate of			notes an expectation that prices for multiple fare zones	
				\$2.50 is okay, but opposes zone	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jane Schofield		RPTP-0449	Fares zones	fare structure.	zone fare decision		and that there are a small number of zones.	
June Schonera		111 0445	1 41 63 201163	lare structure.	Zone fare decision		Change in Final Plan: There will be a 40% concession on	
			Fares	Change free child fares to a small	No changes to RPTP -		-	Child (5-12 years) concession discount listed
Kelly Cameron		RPTP-0450	concessions	_	-	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Keny curreron		111 11 0450	COTTCCSSIOTIS	lare when traveling with an addit.	inoung	Cilia concession value accision	queenstown.	in 1 1 3 changed from 100% to 40%
							No change to the Draft Plan. Zonal fares are supported in	
				Zoning will negatively			the Plan, with final details to be developed. The panel	
				affect/disadvantage, students,			notes an expectation that prices for multiple fare zones	
				families, and those who live far	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Kelly Cameron		RPTP-0450	Fares zones	away or have less money.	zone fare decision		and that there are a small number of zones.	
,								
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
							supported.	
							The panel notes an expectation that prices for multiple	
				Supports increasing the base fare,	No changes to RPTP -		fare zones are based on small/moderate increments of	
Kelly Cameron		RPTP-0450	Fares base fare	as long as we don't add zones.	base fare decision		the base fare, and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
				Charging more for longer trips			the Plan, with final details to be developed. The panel	
				makes it harder for people to			notes an expectation that prices for multiple fare zones	
				access education and important	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Kelly Cameron		RPTP-0450	Fares zones	resources in Dunedin.	zone fare decision		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
				Opposes zone fares for youth	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Maaike Duncan		RPTP-0451	Fares zones	passengers.	zone fare decision	National Control of the Control of t	and that there are a small number of zones.	
			Malai al a	Submitter wants small buses to be		While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
Cally Division		DDTD 0450	Vehicles	used in off-peak hours due to	Character DDTD		is also important that there is sufficient capacity for peak	Add amlained an arrivella
Sally Davis		RPTP-0452	smaller	environmental issues	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Would prefer to keep youth fares				
				discounted and change child fares	No shanges to DDTD		Change to Plan. There will be a writern 40% conserve	Child (F 12 years) concession discount lists d
Lorna Fracer		PDTD 0453	Fares	to youth fares (when travelling	No changes to RPTP -	Child and youth concession value desision	-	Child (5-12 years) concession discount listed
Lorna Fraser		RPTP-0453	concessions	with an adult) Work with locals to better	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				communicate bus alerts and		We are committed to continually improving the Transit	We are committed to continually improving the Transit	
				delays, this will help students get	No changes to RPTP -	1	app's ease of use and accuracy to ensure the best possible	
Lorna Fraser		RPTP-0453	Wayfinding	to and from school on time.	operational	journey experience.	journey experience.	
LOTTIA I LASEI		NF 1F-0455	vvayıllıdılig	Work with locals to better	operational	Journey experience.	Journey experience.	
				communicate bus alerts and		We are committed to continually improving the Transit	We are committed to continually improving the Transit	
				delays, this will help students get	No changes to RPTP -		app's ease of use and accuracy to ensure the best possible	
Lorna Fraser		RPTP-0453	Wayfinding	to and from school on time.		journey experience.	journey experience.	
Lorria i l'asci		M 11 -0433	vvayiiilailig	to and from school off time.	operational	Journey experience.	Journey experience.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
- Tunic	o i gamba di o i	(3.2)	10010	ourinary or recursion, request		I I I I I I I I I I I I I I I I I I I	I man response unter unionations	The second control of plan
			Fares	Standardise youth concessions,	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Lorna Fraser		RPTP-0453	concessions	school fees are already crippling.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
					-			
				Not happy about it but does agree	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Lorna Fraser		RPTP-0453	Fares base fare	it makes sense to up the base fare.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Lorna Fraser		RPTP-0453	Fares zones	unless for waged workers maybe.	zone fare decision		and that there are a small number of zones.	
						It is crucial that we have a workforce with experience,	It is crucial that we have a workforce with experience,	
						skill, and the enthusiasm to deliver a service that is both	skill, and the enthusiasm to deliver a service that is both	
				Request to improve driver training	No shares to DDTD	safe and delivers a positive experience to users. The Plan	safe and delivers a positive experience to users. The Plan	
Fiana Jankin		DDTD 0454			No changes to RPTP -	includes collaborating with operators to deliver rigorous	includes collaborating with operators to deliver rigorous	
Fiona Jenkin		RPTP-0454	Bus drivers	experience.	operational	driver training.	driver training.	
				Supports focus areas but requests				
				we focus on delivering services to		Our plan emphasises delivering a convenient and reliable	Our plan emphasises delivering a convenient and reliable	
				all, not just transport		public transport system that improves personal freedom	public transport system that improves personal freedom	
Fiona Jenkin		RPTP-0454	1	1	No changes to RPTP	and access to opportunities for all.	and access to opportunities for all.	
Tiona Jenkin		111111111111111111111111111111111111111	1 ocus arcas	disadvantaged people.	No changes to m m	Our service quality standards policy SQ P1 pg. 30	Our service quality standards policy SQ P1 pg. 30	
						emphasises our commitment to reliability and	emphasises our commitment to reliability and	
						punctuality, although we can not prevent all early	punctuality, although we can not prevent all early	
						running. We try to design timetables with accurate	running. We try to design timetables with accurate	
				Request for the bus to be on time	No changes to RPTP -	running times and use enforcement of timing points to	running times and use enforcement of timing points to	
Fiona Jenkin		RPTP-0454		at as many stops as possible.	noting	monitor and reduce early running.	monitor and reduce early running.	
			,	Request for public consultation	-			
				and education efforts to				
				encourage bus use for people				
				living outside of Dunedin to				
			Marketing,	increase patronage and				
			promotion,	understand how to improve the	No changes to RPTP -	This is included in our plan in the Branding and Marketing	This is included in our plan in the Branding and Marketing	
Fiona Jenkin		RPTP-0454	engagement	service.	noting	policies and actions on pg. 26.	policies and actions on pg. 26.	
						This request will be forwarded to our operations team.	This request will be forwarded to our operations team.	
			_			Noting throughout the plan we emphasis working closely	Noting throughout the plan we emphasis working closely	
			•		No changes to RPTP -	with our TAs to coordinate new infrastructure work	with our TAs to coordinate new infrastructure work	
Fiona Jenkin		RPTP-0454	infrastructure	inaccurate.	operational	programmemes. Through the intervention of ORC and with the	programmemes.	
			1			Through the intervention of ORC, and with the	Through the intervention of ORC, and with the	
			1			support of operators and central government, Otago's bus contracts now include a base wage	support of operators and central government, Otago's bus contracts now include a base wage	
						requirement that is significantly above the living	requirement that is significantly above the living	
			1			wage. It also increases year-by-year in line with the	wage. It also increases year-by-year in line with the	
						labour market.	labour market.	
						While fairly compensating our services' workforce,	While fairly compensating our services' workforce,	
			1			there is still work to do. ORC will continue to work	there is still work to do. ORC will continue to work	
						with operators and our partner agencies to make	with operators and our partner agencies to make	
			1	Request to improve driver working		sure driving buses is attractive and safe. This	sure driving buses is attractive and safe. This	
				' ' '	No changes to RPTP -	includes designing reasonable shift lengths, break	includes designing reasonable shift lengths, break	
Fiona Jenkin		RPTP-0454	Bus drivers	shifts and 2 days off in a row.	operational	facilities and driver safety strategies.	facilities and driver safety strategies.	
				1		1	1 1 0	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Fiona Jenkin		RPTP-0454	Fares base fare	Opposes a base fare increase because it will become less competitive to other transport modes and will negatively affect transport disadvantaged people. Opposes zone fares because people should not be penalised because they do not live close to work or school. If zones are	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago. No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones	
				implemented, fare increases	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Fiona Jenkin		RPTP-0454	Fares zones	should be minimal.	zone fare decision		and that there are a small number of zones.	
Jen Olsen		RPTP-0455		Supports retaining free fares for children as it helps families financially and helps children get accustomed to using public transport	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jen Olsen		RPTP-0455			No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Jen Olsen		RPTP-0455		Supports the focus areas but wants more emphasis on passenger rail and wages for transport workers	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions. Through the intervention of ORC, and with the support of operators and central government, Otago's bus contracts now include a base wage requirement that is significantly above the living wage. It also increases year-by-year in line with the labour market. While fairly compensating our services' workforce, there is still work to do. ORC will continue to work with operators and our partner agencies to make sure driving buses is attractive and safe.	We do not currently have an evidence base to justify investment in rail within this Plan, but we acknowledge the community's interest in rail solutions. and have made some small changes to wording to reflect feedback on this matter. Through the intervention of ORC, and with the support of operators and central government, Otago's bus contracts now include a base wage requirement that is significantly above the living wage. It also increases year-by-year in line with the labour market. While fairly compensating our services' workforce, there is still work to do. ORC will continue to work with operators and our partner agencies to make sure driving buses is attractive and safe.	
Jen Olsen		RPTP-0455		Opposes zone fare structure as people living further away already experience issues of isolation	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
D Hayman		RPTP-0456		Opposes the electrification of buses, the technology is not cost effective, the batteries are more expensive and less reliable than fuel engines.	No changes to RPTP - noting	Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB). Further, NZTA's Zero emission bus economics study (https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our needs in most cases.	Fleet electrification is mandated by NZTA through the Requirements for Urban Buses (RUB). Further, NZTA's Zero emission bus economics study (https://www.nzta.govt.nz/resources/research/reports/71 8/) indicates that intensively used battery-electric buses perform best on a whole-of-life emissions basis, including embedded carbon. Although there remain some open questions, the best information currently available points to battery-electric buses as the best way to serve our needs in most cases.	
				Any spend on rural spending				
D Hayman		RPTP-0456	Funding	should be proportionate to the rate payers in the area. ORC need to ensure only costs	No changes to RPTP	Noted with thanks	Noted with thanks	
D Hayman		RPTP-0456		associated to core services are maintained, assess each project and all related costs. With cost of living, it would be better to reduce maintenance of services rather than increase rates.	No changes to RPTP	The point is noted. Our plan gives importance to Value for Money.	The point is noted. Our plan gives importance to Value for Money.	
2 Hayman		111111111111111111111111111111111111111	rrequeries	than mercuse rates.	The changes to Ki Ti	Money.	inoney.	
D Hayman		RPTP-0456	1	ORC and DCC need to align goals. DCC are making the city less car friendly, so we need to accommodate this with other travel options that are cheap and easy to use.	No changes to RPTP - noting	1	We have a positive and constructive relationship with territorial authorities. All parties in these relationships are aiming to further improve our coordination and efficiency in delivering public transport, and mode choice. This intent is represented in the plan with specific emphasis on how in Focus area 2 of our Plan.	
, D Hayman		RPTP-0456		People are more likely to take the bus for longer journeys, rather	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Tom Ingham		RPTP-0457	1	Supports free child fares to encourage mode shift.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
			Vehicles	Praise for electrifying the Dunedin				
Tom Ingham Tom Ingham		RPTP-0457		Supports a base fare increase but sees the decrease in central government funding as	No changes to RPTP No changes to RPTP - base fare decision	Noted with thanks	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Tom Ingham		RPTP-0457		Supports zone fares but would like longer trips' fares to not be too high. Patronage should still be prioritised over revenue.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Donald McKinnon		RPTP-0458	Funding	Submitter has concerns about 'enhancing third-party revenue sources' if it means council borrowing money	No changes to RPTP - noting	Third party revenue is revenue from advertising and sponsorship, and fare share schemes. This does not involve Council borrowing money.	Third party revenue is revenue from advertising and sponsorship, and fare share schemes. This does not involve Council borrowing money.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Donald McKinnon		RPTP-0458	Regional services	Submitter supports community transport, but also would like a small regular bus service between Outram-Mosgiel 3x/day	No changes to RPTP - noting	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	We acknowledge the interest in PT service for Outram. This could potentially be implemented as part of a Balclutha - Airport - Dunedin service, although the routing between the Airport and Dunedin would require further analysis. At present there is no funding available for such a service.	
Donald McKinnon		RPTP-0458	Fares zones	because many other councils use it	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Donald McKinnon		RPTP-0458	Fares base fare	Does not support increasing adult bee card fares, as Outram residents already pay rates for public transport but don't have any public transport	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
jo mcarthur		RPTP-0460	Fares concessions	Supports free child fares but suggests child fares are for 5-10yrs.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
jo mcarthur		RPTP-0460	Upper Clutha service	Request for a public Wanaka- Queenstown Airport service.	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
jo mcarthur		RPTP-0460	Upper Clutha service	Request for public transport in the Wanaka/Upper Clutha area. It is a growing area that experiences congestion, parking issues, significant greenhouse gas emissions. Submitter sees the lack of PT service here unjust.	No changes to RPTP - noting	This plan signals intent to improve transport options in our smaller centres. However based on a desk top study (Otago Community and Accessible Transport study) and a review of the community shuttle trials in 22/23 viable public transport that is affordable to both the user and the community is not feasible without central government co-funding. Current government priorities do not align with funding additional public transport services. Further the RPTP reflects the principles for integrating land use to be able to achieve good affordable public transport. The development in this area does not meet those principles and is a challenge to address.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
jo mcarthur		RPTP-0460	Fares zones	Supports zone fares but believes longer trips should not be hugely more expensive.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Daniel Jolly		RPTP-0461	Rail and ferries	Submitter wants more mention of passenger rail due to potential environmental benefits	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
Daniel Jolly		RPTP-0461	Vehicles smaller	Submitter wants smaller buses at different times of the day, thinking it may reduce emissions	Change to RPTP	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	While it is important to ensure buses are not too large, it is also important that there is sufficient capacity for peak trips.	Add explainer on small buses in Focus area 4.

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Matt Barnett			Funding	Submitter suggests ORC should advocate more for central government to increase funding for public transport and not accept a decrease Submitter thinks there should be a study done to understand the constraints, access and barriers to public transport in the different	noting No changes to RPTP -	continue to advocate for public transport to be a priority. Thank you for your feedback. The plan considers understanding and working to address barriers to use, although more around education and in relation to multi modal access. A piece of work of this nature may be consider in future planning or business cases subject to	Government transport priorities are set through the GPS and National Land Transport Fund. Unfortunately this means in the GPS 2024 their is less funding for public transport and walking and cycling improvements. ORC will continue to advocate for public transport to be a priority. Thank you for your feedback. The plan considers understanding and working to address barriers to use, although more around education and in relation to multi modal access. A piece of work of this nature may be consider in future planning or business cases subject to	
Matt Barnett		RPTP-0462	General	Queenstown suburbs	noting	funding.	funding.	
Matt Barnett		RPTP-0462	Fares zones	Submitter opposes zone fare structure because people living farther away benefit a lot from public transport. They say people taking shorter trips have more transport options, like walking or cycling	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Ray Henderson	Oamaru Ratepayers & Residents group	RPTP-0463	Fares concessions	Opposes unconditionally subsidised youth fares. Believes youth should only get concession fares when travelling with their family. When they are alone they could be commuting to work, which is unfair for older commuters.	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Ray Henderson	Oamaru Ratepayers & Residents group	RPTP-0463	Fares base fare	Supports a base fare increase but not a user pays funding model.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Eve O'Brien	Central Otago Friendship Network	RPTP-0464	Accessibility	Submitter wants wheelchair accessible vehicles and more accessible bus stops, kerbs, etc.	No changes to RPTP - noting	Requirements for Urban Buses standards and this	As outline in the vehicle quality section of the plan (pg. 32) all public transport services must comply with Requirements for Urban Buses standards and this includes accessibility standards. We are working with our TAs to improve the accessibility of the street environment.	
Eve O'Brien	Central Otago Friendship Network	RPTP-0464	Central Otago service	Submitter says that there is a major lack of transport options in Central Otago, particularly for elderly people who are unable to drive	No changes to RPTP - noting	Our plan increases the attention given to the regional-level network and in improving long-term connectivity for Central Otago. A Central Otago - Dunedin service beyond the current InterCity service is beyond financial reach at present, but it is included in the 30-year regional map, and we will be aiming to support community transport services in order to provide a base level of service, although we acknowledge this will not meet all needs.	Our plan increases the attention given to the regional-level network and in improving long-term connectivity for Central Otago. A Central Otago - Dunedin service beyond the current InterCity service is beyond financial reach at present, but it is included in the 30-year regional map, and we will be aiming to support community transport services in order to provide a base level of service, although we acknowledge this will not meet all needs.	
Eve O'Brien	Central Otago Friendship Network		Central Otago service	Support for community transport acknowledges that it may not be the best option in the long run, and that better connection between Alex, QT, etc. is important. They want a feasibility study done to this effect	No changes to RPTP - noting	Public transport links between Alexandra and Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	Public transport links between Alexandra and Queenstown are outlined in the plan for improving regional connectivity, and we hope to implement them in the next 10 years subject to funding and alignment with central government priorities.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	0.8	(0.07	•	Supports community transport,		Indian control of the control of t		Pian-
				but recognises that community-				
				owned vans have historically not		Thank you for raising a very valid point. Community	Thank you for raising a very valid point. Community	
				been sustainable due to a lack of		transport is very successful in Canterbury and Waikato	transport is very successful in Canterbury and Waikato	
	Central Otago			funding for ongoing maintenance	No changes to RPTP -	and we hope to build our community transport in a	and we hope to build our community transport in a	
Eve O'Brien	Friendship Network	RPTP-0464	transport	costs	noting	similarly sustainable way	similarly sustainable way	
			·	Supports an increase in adult bee				
				card fares, but still wants fares to				
	Central Otago			be low. Says high fares are a	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Eve O'Brien	Friendship Network	RPTP-0464	Fares base fare	massive barrier	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Does not support a zone fare			the Plan, with final details to be developed. The panel	
				structure as flat fares do a good			notes an expectation that prices for multiple fare zones	
	Central Otago			ľ	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Eve O'Brien	Friendship Network	RPTP-0464	Fares zones	transport use	zone fare decision		and that there are a small number of zones.	
						Stop infractructure is suided by the Ore Network	Stop infrastructura is suided by the Ore Native II	
						Stop infrastructure is guided by the One Network	Stop infrastructure is guided by the One Network	
				Would like step improvements		Framework and outlined in section 5.4. Shelter is	Framework and outlined in section 5.4. Shelter is	
Tations				Would like stop improvements,	No shanges to DDTD	important and we are committed to working with our TAs	important and we are committed to working with our TAs	
Tatiana		DDTD 04CF			No changes to RPTP -	to provide bus shelters at well-used stops across the	to provide bus shelters at well-used stops across the	
McLaren		RPTP-0465	infrastructure	with accessibility.	operational	network, acknowledging the local context and restrictions. We agree with the submitters point and recognise the	network, acknowledging the local context and restrictions. We agree with the submitters point and recognise the	
				We should focus more on getting		balance between keeping fares affordable, complying	balance between keeping fares affordable, complying	
				people to use buses for the		with our responsibility to increase private share, and	with our responsibility to increase private share, and	
Tatiana				environments sake, rather than up	No changes to RPTP -	keeping our system reliable and attractive to encouraging		
McLaren		RPTP-0465	General	fares and discourage people.	noting	greater PT use.	greater PT use.	
				and the second and property				
							No change to the Draft Plan. Zonal fares are supported in	
				Tentative yes for charging more			the Plan, with final details to be developed. The panel	
				for longer trips, provided the			notes an expectation that prices for multiple fare zones	
Tatiana				radius is quite large. Keep most of	No changes to RPTP -		are based on small/moderate increments of the base fare,	
McLaren		RPTP-0465	Fares zones	Dun at the base fare.	zone fare decision		and that there are a small number of zones.	
Protect Our	Protect Our Winters			Request bringing bikes back on	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Winters NZ	NZ	RPTP-0466	Bikes on buses		operational	available again.	available again.	
				Supports maintaining free fares for				
				children as it means they are more			Change in Final Plan: There will be a 40% concession on	01111/5 40
Protect Our	Protect Our Winters		Fares	likely to use public transport as	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Winters NZ	NZ	RPTP-0466	concessions	adults	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
						Frequency improvements are a target in the plan and we	Frequency improvements are a target in the plan and we	
D	B					will be aiming to make such improvements, but the	will be aiming to make such improvements, but the	
Protect Our	Protect Our Winters	DDTD 0466	F w a a	Dogwood many fragment was to	No showers to DOTO	difficult funding position means that this will be	difficult funding position means that this will be	
Winters NZ	NZ	RPTP-0466		Request more frequent services	No changes to RPTP	challenging	challenging	
				Suggests ORC needs to advocate for higher density development,				
Protect Our	Protect Our Minters			otherwise public transport won't				
Protect Our Winters NZ	Protect Our Winters NZ	RPTP-0466			No changes to RPTP	Noted with thanks	Noted with thanks	
WIIILEIS INZ	INC	KF1P-0400	111311111111111111111111111111111111111	POW conducted a survey of 180	INO CHAIRES TO KETE	INOTEG WITH CHAINS	Noted with thanks	
				people from Wanaka, QT and				
				elsewhere and reported on key				
Protect Our	Protect Our Winters		Upper Clutha	transport themes. See attachment				
Winters NZ		RPTP-0466	service	for more details	No changes to RPTP	Noted with thanks.	Noted with thanks.	
TTITLE STALE	<u> </u>	1 0400	JCI VICC	io. more details	The changes to M H	Trocca Will Claring.	Trocca men enanco.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Protect Our Winters NZ	Protect Our Winters NZ		Upper Clutha service	Request public transport connecting Queenstown and Wanaka as it could reduce car traffic and provide more transport options for people. Internal survey says people would pay somewhere between \$2 and \$15	No changes to RPTP - noting	Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.		Small changes to network maps to indicate priority for Wānaka connection
Protect Our Winters NZ	Protect Our Winters NZ	RPTP-0466	Fares zones	Generally opposes a zone fare structure, but thinks there should be a two tier system where urban fares are the same, but trips to rural areas (e.g. Oamaru to Dunedin) would be more	No changes to RPTP - zone fare decision	This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. This request will be forwarded to our operations team. Noting throughout the plan we emphasis working closely	
paula petley			Bus stop infrastructure	bus hub, as woodwork/seats are faded and tagged	No changes to RPTP - operational	with our TAs to coordinate new infrastructure work programmemes.	with our TAs to coordinate new infrastructure work programmemes.	
paula petley		RPTP-0467	Wayfinding	Many of the new e-stops don't work	No changes to RPTP - operational	We will pass this on to our operations team	We will pass this on to our operations team	
paula petley		RPTP-0467	Fares zones	Supports zone fare structure, but thinks there should be two zones, with Zone 1 including Mosgiel, Port Chalmers, Portobello and Waitati, with Zone 2 being further away	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Tamsin Greer		RPTP-0468	Fares concessions	Keep free until about 10y/o, once they can travel alone, they can incur a small fee. Students make up a lot of patronage, we could utilize this.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Tamsin Greer		RPTP-0468	Focus areas	Agrees with focuses, however try to achieve these without negatively impacting those who live further out.	No changes to RPTP	Noted with thanks	Noted with thanks	
Tamsin Greer		RPTP-0468	School services	Supports the Palmerston service, this is a huge help for students. Agree with a small base fare	No changes to RPTP No changes to RPTP -	Noted with thanks	Noted with thanks No change from Draft Plan. The base adult fare will be	
Tamsin Greer		RPTP-0468	Fares base fare	-	base fare decision		\$2.50 across Otago.	
Tamsin Greer		RPTP-0468	Fares zones	No to increased fares for longer trips, these isolated communities already have few and limited options. Zones and increases will alienate them more.	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Kylie Preedy		RPTP-0469	Fares zones	Request for more information on proposed zone fare structure.	No changes to RPTP - zone fare decision	Fares for a zonal structure have not been investigated yet. This work will follow any decision to change our fare structure to a zonal system.	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fares because they			notes an expectation that prices for multiple fare zones	
				_	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Kylie Preedy		RPTP-0469	Fares zones	longer (time) trips.	zone fare decision		and that there are a small number of zones.	
Pocomany			Faros	Opposes free child fares, but thinks there should be a	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Rosemary Matchett		RPTP-0470	Fares concessions	concession	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Matchett		KP1P-0470	concessions	Generally thinks a zone fare	lioting	Ciliu and youth concession value decision	101 3-18 year olds III all of Otago.	III F F3 Changed Holli 100% to 40%
				structure charging more based on			No change to the Draft Plan. Zonal fares are supported in	
				a km and driver hourly basis			the Plan, with final details to be developed. The panel	
				makes sense, but needs more		 Fares for a zonal structure have not been investigated yet.	notes an expectation that prices for multiple fare zones	
Docomon,				l .	No changes to DDTD			
Rosemary		DDTD 0470		details and therefore does not	No changes to RPTP -	This work will follow any decision to change our fare	are based on small/moderate increments of the base fare,	
Matchett		RPTP-0470	Fares zones	support	zone fare decision	structure to a zonal system.	and that there are a small number of zones.	
D						Noted with thanks. Our RPTP sets out our vision, from	Noted with thanks. Our RPTP sets out our vision, from	
Rosemary			,			which we will do our best to achieve them with the best	which we will do our best to achieve them with the best	
Matchett		RPTP-0470	General	"Keep up the good work"	No changes to RPTP	use of our resources.	use of our resources.	
				Commonte a doubt have sound force				
				Supports adult bee card fare	NI. III DOTO		No shows from Book Blog. The house of the first 1916.	
Rosemary		222		increase because it is better to pay	1	Notice Politica and Security States	No change from Draft Plan. The base adult fare will be	
Matchett		RPTP-0470	Fares base fare	a bit more than reduce services	base fare decision	Noting link to service provision	\$2.50 across Otago.	
				Supports community transport,				
			<u>.</u>	but eventually wants a regular				
Rosemary			Regional	service between smaller towns				
Matchett		RPTP-0470	services	and rural areas	No changes to RPTP	We agree and this is represented in our ambitions.	We agree and this is represented in our ambitions.	
Rosemary			Regional	Wants public transport trials to		We would like them to as well. However we are	We would like them to as well. However we are	
Matchett		RPTP-0470	services	begin sooner than 3 years	No changes to RPTP	constrained by our funding environment	constrained by our funding environment	
						 Fleet electrification is mandated by NZTA through the	Fleet electrification is mandated by NZTA through the	
						Requirements for Urban Buses (RUB). Further,	Requirements for Urban Buses (RUB). Further,	
						NZTA's Zero emission bus economics study (NZTA's Zero emission bus economics study (
						https://www.nzta.govt.nz/resources/research/reports/71		
						8/) indicates that intensively used battery-electric buses	8/) indicates that intensively used battery-electric buses	
				Does not Support a full electric			perform best on a whole-of-life emissions basis, including	
				fleet. Issues with the lifespan and		embedded carbon. Although there remain some open	embedded carbon. Although there remain some open	
				-		questions, the best information currently available points	questions, the best information currently available points	
				disposal of the batteries, they also contain contaminants that are bad		to battery-electric buses as the best way to serve our	to battery-electric buses as the best way to serve our	
			\/ohiolog		No changes to DDTD			
naula natlav		RPTP-0471	Vehicles	for the environment. Supports half electric fleet.	-	needs in most cases.	needs in most cases.	
paula petley		NF1F-04/1	electric	Community transport is better for	noting			
Colin			Community	environmental and social well-				
Stevenson		RPTP-0472	transport	being	No changes to RPTP	Agree	Agree	
Stevenson		KF1F-0472	transport	Community transport is better for	No changes to KPTP	Agree	Agree	
Colin			Community					
Colin		RPTP-0472	Community	environmental and social well-	No changes to PDTD	Agroo	Agraa	
Stevenson		NF1F-04/2	transport	being Agree with 100% discount for	No changes to RPTP	Agree	Agree Change in Final Plan: There will be a 40% concession on	
Colin			Fares	children as it develops positive	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
		RPTP-0472	concessions		_	Child concession value decision	I.	in F P3 changed from 100% to 40%
Stevenson		NF1F-U4/2	COTICESSIONS	behaviour patterns Agree with 100% discount for	noting	Ciliu concession value decision	Queenstown. Change in Final Plan: There will be a 40% concession on	III F 3 Changeu II Ohi 100% to 40%
Colin			Earos		No changes to DDTD			Child (5-12 years) concession discount listed
Colin		DDTD 0473	Fares	children as it develops positive	No changes to RPTP -	Child concession value desicion	full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Stevenson		RPTP-0472	concessions	behaviour patterns	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Colin		DDTD 0473	Ticketing	Agree with the use of credit card	No changes to DDTD	Noted with thanks	Noted with thanks.	
Stevenson		RPTP-0472	system	or bus card for payment	No changes to RPTP	Noted with thanks.	Noted With thanks.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Colin				Agree with having the bus driver in				
Stevenson		RPTP-0472		-	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Colin			Ticketing	Agree with the use of credit card				
Stevenson		RPTP-0472	system	or bus card for payment	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Colin				Agrae with having the bus driver in				
Colin Stevenson		RPTP-0472	Bus drivers	Agree with having the bus driver in a shielded compartment	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Colin		RP1P-0472	bus unvers	a silielded compartifierit	No changes to RPTP -	Noted with thanks.	Noted with thanks.	
Stevenson		RPTP-0472	Rikes on huses	Need more bike carrying capacity	operational	Outside the scope of this plan	Outside the scope of this plan	
Stevenson		1	Dikes on buses	inced more sincedirying capacity	operational	outside the scope of this plan	outside the stope of this plan	
				Vans funded by communities with		The community transport model is run by the community,	The community transport model is run by the community,	
				running costs by ORC would be			or a koha basis. ORC involvement may include assistance	
				excellent for small rural towns -		with funding applications and advice on set up, as well as	with funding applications and advice on set up, as well as	
Colin			Community	safer transport for elderly sole	No changes to RPTP -	coordinating public information. We are not in a position	coordinating public information. We are not in a position	
Stevenson		RPTP-0472	transport	drivers	noting	to fund the running costs.	to fund the running costs.	
				Vans funded by communities with		The community transport model is run by the community,	The community transport model is run by the community,	
				running costs by ORC would be		or a koha basis. ORC involvement may include assistance	or a koha basis. ORC involvement may include assistance	
				excellent for small rural towns -		with funding applications and advice on set up, as well as	with funding applications and advice on set up, as well as	
Colin			Community	safer transport for elderly sole	No changes to RPTP -	coordinating public information. We are not in a position	coordinating public information. We are not in a position	
Stevenson		RPTP-0472	transport	drivers	noting	to fund the running costs.	to fund the running costs.	
				Agree with standardised discounts				
Colin					No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Stevenson		RPTP-0472	concessions	as we are all one region	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
			_	Agree with standardised discounts				01.11.15.40
Colin		DDTD 0473	Fares		No changes to RPTP -	Variable and a series of the series of	There will be a 40% concession on full adult fares for 5-18	
Stevenson		RPTP-0472	concessions	as we are all one region	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Colin					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Stevenson		RPTP-0472	Fares zones		zone fare decision		and that there are a small number of zones.	
				- Bree man zene emangee				
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Colin				You should expect to pay more for	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Stevenson		RPTP-0472	Fares zones	longer trips using the zone areas	zone fare decision		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Colin					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Stevenson		RPTP-0472	Fares zones	Agree with zone changes	zone fare decision		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				L	<u>.</u>		notes an expectation that prices for multiple fare zones	
Colin		DDTD 05=0		You should expect to pay more for	_		are based on small/moderate increments of the base fare,	
Stevenson		RPTP-0472	Fares zones	longer trips using the zone areas	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Nume	Organisation	(0.0)	Торіс	Supports community transport	recommendation	initial starr response	That response after denserations	necommended detion to plan
				and thinks ORC should do it in a		Thank you. Yes, community transport is very successful in	Thank you. Yes, community transport is very successful in	
			Community	way similar to Waikato Regional		Canterbury and Waikato and we hope to build our	Canterbury and Waikato and we hope to build our	
Julie Taverner	Hato Hone St John	RPTP-0473	transport	Council	No changes to RPTP	community transport in a similarly sustainable way	community transport in a similarly sustainable way	
				Highest priority focuses being	0			
Jane Terry		RPTP-0474	Focus areas	points 1, 4 and 5	No changes to RPTP	Noted with thanks	Noted with thanks	
				Work on timetabling to spread out	•			
				the buses. e.g. a bus ever 5 mins				
				rather than 3 buses all at once		Point is accepted this is supported by the Plan's Service	Point is accepted this is supported by the Plan's Service	
Jane Terry		RPTP-0474	Timetables	then a 20min wait.	No changes to RPTP	Design Principles	Design Principles	
						While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
			Vehicles	Supports smaller buses running		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
Jane Terry		RPTP-0474	smaller	with an increased service.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
				Keep free child fares, families				
			Fares	aren't able to rely on school buses	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Jane Terry		RPTP-0474	concessions	anymore.	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
				Opposes increased fares for longer			No change to the Draft Plan. Zonal fares are supported in	
				trips, this will make it less			the Plan, with final details to be developed. The panel	
				economical and make car use			notes an expectation that prices for multiple fare zones	
		_			1		are based on small/moderate increments of the base fare,	
Jane Terry		RPTP-0474	Fares zones	compared.	zone fare decision		and that there are a small number of zones.	
				Doubt charge many for languages			No shange to the Droft Dian. Zonal force are supported in	
				Don't charge more for longer trips, the Palmerston bus already has			No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel	
				limited runs and its often outside			notes an expectation that prices for multiple fare zones	
				of Supergold hours making it less	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jane Terry		RPTP-0474	Fares zones	attractive.	zone fare decision		and that there are a small number of zones.	
Jane Terry		111111111111111111111111111111111111111	Tares zones	A regular bus service for workers	Zone fare decision	Public transport links between Wānaka and Queenstown	and that there are a small number of zones.	
				as well as tourists between		are outlined in the plan for improving regional	Based on feedback we are giving greater priority to	
				Wanaka and Queenstown and		connectivity, however currently sit in the 10-30 year	Wanaka in our indicative maps; however we do not yet	
			Upper Clutha	connecting to surrounds (Hawea,	No changes to RPTP -	horizon due to lack of funding and alignment with central	have funding or an evidence base to support this	Small changes to network maps to indicate
Jana McCall		RPTP-0475	service	Luggate)	noting	government priorities.		priority for Wānaka connection
				Reliable, regular, safe and				
				affordable public transport is an		We agree. Our plan emphasises delivering a convenient	We agree. Our plan emphasises delivering a convenient	
				extremely important part of any		and reliable public transport system that is safe and	and reliable public transport system that is safe and	
Jana McCall		RPTP-0475	Focus areas	community	No changes to RPTP	affordable for our community and funders.	affordable for our community and funders.	
				Agree with discounts for children				
				as it gives them some				
			Fares	independence and encourages	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	
Jana McCall		RPTP-0475	concessions	them to use public transport	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
					No de la companya de la companya de la companya de la companya de la companya de la companya de la companya de		No de la Carlo De fi St. Til de la Carlo d	
Jana McCall		DDTD 0475	Earne has a fam	Agree with increase in fares is needed to keep the service running	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jana McCall		RPTP-0475	rares base fare	A small increase for longer trips	base rare decision		\$2.50 across Otago.	
				seems reasonable as long as the			No change to the Draft Plan. Zonal fares are supported in	
				cost does no inhibit those who			the Plan, with final details to be developed. The panel	
				really need the service or			notes an expectation that prices for multiple fare zones	
				disincentivise people who may just	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Jana McCall		RPTP-0475	Fares zones	switch to their cars.	zone fare decision		and that there are a small number of zones.	
Tana moduli				Opposes adult bee card fare	-5		The state of the s	
Hugo de Cosse				increase. Taking the bus should be	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Brissac		RPTP-0476	Fares base fare	cheaper than driving	base fare decision	Noting link to driving costs	\$2.50 across Otago.	
			1		1	1 0		

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,				Public transport links between Wānaka and Queenstown	•	·
						are outlined in the plan for improving regional		
						connectivity, however currently sit in the 10-30 year		
						horizon due to lack of funding and alignment with central		
						government priorities. Servicing Hawea, Luggate and		
						Kingston are more challenging and based on a desk top		
							Based on feedback we are giving greater priority to	
				Requests public transport in		and a review of the 22/23 trial, viable public transport is	Wanaka in our indicative maps; however we do not yet	
Hugo de Cosse			Upper Clutha	Wanaka, Lake Hawea, Luggate,	No changes to RPTP -	not affordable to the user or the community without co-		Small changes to network maps to indicate
Brissac		RPTP-0476	service	Kingston to Queenstown	noting	funding.	-	priority for Wānaka connection
2.13343			00.1.00	Tunigoton to Queenstonn		1		priority for transmission
				Opposes the 'value for money'				
				focus area because public				
				transport should be run as a		Thank you for your point. Public transport is funded with	Thank you for your point. Public transport is funded with	
				service, not a business and funding		public money and we have obligations to make sure that	public money and we have obligations to make sure that	
				should come from disincentivising		funds are used efficiently. We also must comply with	funds are used efficiently. We also must comply with	
Hugo de Cosse				private car travel (e.g. parking	No changes to RPTP -		central government expectations to not jeopardise future	
Brissac		RPTP-0476	Focus areas	fees, congestion charging)	noting	funding.	funding.	
DIISSAC		KF1F-0470	l ocus areas	Supports standardising youth	lioting	Turiumg.	iunung.	
Hugo de Cosse			Fares	concession, but also thinks it	No changes to RPTP -		There will be a 40% concession on full adult fares for 5-18	Child (5-12 years) concession discount listed
Brissac		RPTP-0476	concessions	should be raised to 50%	noting	Youth concession value decision	year olds in Dunedin and Queenstown.	in F P3 changed from 100% to 40%
DIISSAC		KF1F-0470	COTICESSIOTIS	Silould be laised to 50%	nothig	Touth concession value decision	year olds in Duneum and Queenstown.	iii i i 3 changed ii 0iii 100% to 40%
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure as			notes an expectation that prices for multiple fare zones	
Hugo de Cosse				they say it is worse for people who	No changes to PDTD		are based on small/moderate increments of the base fare,	
Brissac		RPTP-0476	Fares zones	cannot afford to live closer to town	_		and that there are a small number of zones.	
DIISSAC		KF1F-0470	l ares zones	Supports increasing private share	Zone rare decision		and that there are a small number of zones.	
				by maximising advertising				
	West Harbour			revenue, rather than increasing				
Duncan Eddy		RPTP-0477	Funding	fares	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Bullean Eddy	Community Board	III 11 0477	ranang	luics	No changes to Ki Ti	Trocca with thanks.	Noted with thanks.	
							We acknowledge community interest in rail solutions. We	
							do not currently have an evidence base to include rail in	
				Interested in a commuter train		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
	West Harbour			between Port Chalmers and	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Duncan Eddy	Community Board	RPTP-0477	Rail and ferries	Mosgiel in the long term	noting	community's interest in rail solutions.		Various small wording changes
zancan zaay	Community Dourd			integree in the ferrily term		Thank you we are proud to offer a regular and reliable	Thank you we are proud to offer a regular and reliable	Tanous small tres amy enames
						service in the West Harbour area. Although we do not	service in the West Harbour area. Although we do not	
						expect the area to be a priority for major service-level	expect the area to be a priority for major service-level	
						improvements, we do have high peak demand and seek	improvements, we do have high peak demand and seek	
	West Harbour			Welcomes previously planned	No changes to RPTP -	to ensure we have the capacity to meet this demand,	to ensure we have the capacity to meet this demand,	
Duncan Eddy	Community Board	RPTP-0477	Routes	extensions to number 14 bus	noting	especially after school.	especially after school.	
Danican Eddy	Community Board			extensions to number 14 bus		especially after solloof.	especially ditter serioof.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Supports maintaining a flat fare, as			notes an expectation that prices for multiple fare zones	
	West Harbour			zones could potentially be	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Duncan Eddy	Community Board	RPTP-0477	Fares zonos	expensive and confusing	zone fare decision		and that there are a small number of zones.	
Dullcall Eddy	Community Board	KF1F-04//	Fares zones	-	Zone rare decision	A Dunedin to Balclutha service is included as an integral	A Dunedin to Balclutha service is included as an integral	
				Submitter supports community			_	
				transport, but also wants potential		service in the plan and would serve the airport, however	service in the plan and would serve the airport, however	
lulas De diale	Dunadia City Carrell	DDTD 0470	Clutha	commuter services between	No changes to RPTP -	we do not currently have funding to make these	we do not currently have funding to make these	
Jules Radich	Dunedin City Council	KP1P-04/8	Ciutna service	Balclutha and Dunedin	noting	improvements.	improvements.	

		Submitter #			Staff			
Name Or			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
						A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
				Submitter supports community			an integral service for Otago, but availability of funding	
				transport, but also wants potential		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
Indee Deediele Do	Some alia Cito Cassa ail	DDTD 0470	Oamaru	commuter services between	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Jules Radich Du	Dunedin City Council	RP1P-0478	service	Oamaru and Dunedin	noting	years.	years.	
				Submitter wants more emphasis				
			Marketing,	on increasing patronage, including				
			promotion,	through promotion and marketing	No changes to RPTP -	Agree, and this is included in our plan in the Branding and	Agree, and this is included in our plan in the Branding and	
Jules Radich Du	Dunedin City Council	RPTP-0478	engagement	of services	noting	Marketing policies and actions on pg. 26.	Marketing policies and actions on pg. 26.	
				Supports maintaining free fares for				
				children and standardising youth				
			Fares .	concession to promote confidence	_		-	Child (5-12 years) concession discount listed
Jules Radich Du	Dunedin City Council	RPTP-0478	concessions	and lifelong habits	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Submitter wants more emphasis				
				on emissions reductions, including				
			Regional	investigating commuter services				
Jules Radich Du	Ounedin City Council		services	for regional centres	No changes to RPTP	Our plan is supportive of these ambitions.	Our plan is supportive of these ambitions.	
				Submitter requests a Dunedin		Thank you for the thoughtful feedback. Network and	Thank you for the thoughtful feedback. Network and	
				network review, including		service planning are a key priority in Focus Area 4 A	service planning are a key priority in Focus Area 4 A	
				consideration of the bus hub,		_	connected and integrated network. This includes how we	
			_	existing transport infrastructure,	No changes to RPTP -	manage school services and work with our partners to	manage school services and work with our partners to	
Jules Radich Du	Dunedin City Council	RP1P-0478	Focus areas	and the integration of schools.	noting	deliver key transport infrastructure.	deliver key transport infrastructure.	
				Submitter wants service		We note the interest in such services; we are not	We note the interest in such services; we are not	
				improvement options for the		l .	currently in a position to commit to service improvements	
Jules Radich Du	Dunedin City Council	RPTP-0478	Routes	Northern Coast and Central City	No changes to RPTP	in these areas but they will be considered in the future.	in these areas but they will be considered in the future.	
	Vaitaki District		Community	Strongly supports community	J	·	·	
Kircher Cou	Council	RPTP-0479	transport	transport in the Waitaki district	No changes to RPTP	Noted with thanks	Noted with thanks	
				(5				Change Objective 1: Passenger experience to
				(Focus area) Passenger experience: Provide public				'Provide useful public transport services that promote social inclusion and respect the
				transport services that promote				safety and wellbeing of all passengers"
				social inclusion and respect the		Thank you for your suggestion. Including the words 'social		Change needed on Pg 17, and 19. Remove
Mayor Gary Wa	Vaitaki District			safety and wellbeing of all		inclusion' does nicely wrap up our objective. We would		the definition of 'transport disadvantaged'
1 ' ' 1		RPTP-0479	Focus areas	passengers.	Change to RPTP	like to continue to use 'useful' public transport though.	like to continue to use 'useful' public transport though.	from the last bullet points on pg. 19.
				(Focus area): Environmental				
				sustainability: Invest in a public				
				transport system that reduces				Change Objective 3: Environmental
				reliance on private vehicles,				sustainability to: Invest in a public transport
				promotes positive environmental		Thenk you for your over-time. This work will be		system that reduces dependence on private
Mayor Gary	Vaitaki District			outcomes and supports sustainable urban planning and		Thank you for your suggestion. This wordsmithing suggestion is great and captures exactly the intent of the	Thank you for your suggestion. Accept suggestion but	vehicles, promotes positive environmental outcomes and supports sustainable urban
		RPTP-0479	Focus areas	development	Change to RPTP			planning and development.
Killerier Cot	Journal	11 -0 -1 /3	1 Jeus areas	development	change to M H	objective.	Substitute reliance for dependence	planning and development.
				(Focus areas): Cost effectiveness:				
				Provide public transport services		Thank you for your suggestion. We believe 'represents' is	Thank you for your suggestion. We believe 'represents' is	
Mayor Gary Wa	Vaitaki District			in a manner that presents good	No changes to RPTP -	more appropriate and grammatically correct that	more appropriate and grammatically correct that	
Kircher Cou	Council	RPTP-0479	Focus areas	value for money	noting	'presents' in this context.	'presents' in this context.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Mayor Gary Kircher	Waitaki District Council	RPTP-0479	Focus areas	(Focus area): Connected and integrated network: Deliver a reliable and convenient public transport system that improves personal freedom, supports local economies and enhances community resilience.	No changes to RPTP - noting	Thank you for your suggestion. We prefer the more personal working of access to opportunities.	Thank you for your suggestion. We prefer the more personal working of access to opportunities.	
Mayor Gary Kircher	Waitaki District Council	RPTP-0479	Focus areas	(Focus area) Aligning with community needs and priorities: Proactively engage with communities and organisations, including iwi, to foster trust and ensure public transport projects meet local demand and align with community priorities.	No changes to RPTP - noting	Thank you for your suggestion. We believe 'meeting local demand' is already captured in 'aligning with community priorities".	Thank you for your suggestion. We believe 'meeting local demand' is already captured in 'aligning with community priorities".	
Mayor Gary Kircher	Waitaki District Council	RPTP-0479	Oamaru service	Wants daily bus services between Oamaru and Dunedin, a fixed route urban service between Weston and Oamaru and an on- demand service within Oamaru	No changes to RPTP - noting	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	This is supported and considered as a future integral service with the plan, noting that funding is not currently available for such a service.	
Alice Milne		RPTP-0480	Fares base fare	Increased base fare of \$2.50 is better than a decreased service.	No changes to RPTP - base fare decision	Noting link to service provision	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Alice Milne		RPTP-0480	Routes	The Arrowtown-Queenstown route through Frankton adds unnecessary time, make it direct instead. This would also bring more access to economic and tourism opportunities in Frankton.	No changes to RPTP	Thank you the direct Malaghans Road route will be implemented from July.	Thank you the direct Malaghans Road route will be implemented from July.	
Victoria Crockford	QLDC Climate and Biodiversity Reference Group	RPTP-0481	Active transport	Wants more concrete targets related to mode shift in alignment with our 'multi-modal access' section		Achieving mode-shift is a collective effort with ORC and our partners across the region. This strategy document does not include targets rather they sit in the Dunedin	Achieving mode-shift is a collective effort with ORC and our partners across the region. This strategy document does not include targets rather they sit in the Dunedin Future Development Strategy 2024 which was a collective DCC and ORC strategy, and the Queenstown Integrated Transport Business case.	
Victoria Crockford	QLDC Climate and Biodiversity Reference Group	RPTP-0481	Central Otago service	Notes the business case for Upper Clutha public transport has been withdrawn, and that these communities need reliable public transport options to reduce private vehicle dependency	No changes to RPTP - noting	Noted. Our plan includes these aspirations,	Noted. Our plan includes these aspirations,	
Victoria Crockford	QLDC Climate and Biodiversity Reference Group	RPTP-0481	Funding	Wants ORC to explore alternative public transport funding models, including potential targeted rates, developer contributions toward infrastructure in new developments and a commercial rate based on capital value rather than the proposed 'uniform' general rate change	No changes to RPTP - noting	Funding action A3 outlines our intent to 'Work with partner agencies and other stakeholders to increase private revenue sources and explore alternative opportunities to fund the public transport network' The wider funding model is established through the LTP, AP and the GPS/NLTP	Funding action A3 outlines our intent to 'Work with partner agencies and other stakeholders to increase private revenue sources and explore alternative opportunities to fund the public transport network' The wider funding model is established through the LTP, AP and the GPS/NLTP	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Name	Organisation	(טוט)	Торіс	Summary of feedback/request	recommendation	initial staff response	Final response after deliberations	Recommended action to plan
				Wants ORC to do more community engagement through educational campaigns, community workshops on route planning and service frequency and clear		Improving engagement is a key focus of this Plan as outlined in our Focus area 2. Further information on 'how' is included in the ORC Engagement and Significance	Improving engagement is a key focus of this Plan as outlined in our Focus area 2. Further information on 'how' is included in the ORC Engagement and Significance	
	QLDC Climate and		Marketing,	communication about how public		policy. Further education and marketing - this is included	policy. Further education and marketing - this is included	
Victoria	Biodiversity		promotion,	transport supports climate	No changes to RPTP -	in our plan in the Branding and Marketing policies and	in our plan in the Branding and Marketing policies and	
Crockford	Reference Group	RPTP-0481	engagement	commitments	noting	actions on pg26	actions on pg26	
Victoria	QLDC Climate and Biodiversity			Notes that reducing public transport services mean we are undermining climate action goals by increasing reliance on private	No changes to RPTP -	We agree with the submitter's point. Our plan outlines our challenge with rising operating costs, but also highlights that cutting services is a last resort. We are however in a position where we can't expand our network	We agree with the submitter's point. Our plan outlines our challenge with rising operating costs, but also highlights that cutting services is a last resort. We are however in a position where we can't expand our network	
Crockford	Reference Group	RPTP-0481	General	vehicles	noting	to the extend that we would like.	to the extend that we would like.	
Kayla Stewart		RPTP-0483	Fares base fare	Other suggestions are to introduce fare capping (daily/weekly maximum spend) for frequent users or offer off-peak discounts to encourage use when capacity is underutilised.		Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Fare capping is included as a fare structure option for future decisions.	
Kayla Stewart		RPTP-0483	Fares base fare	Agree as long as it is financially sustainable. Two compromises could be a small nominal fare e.g.\$0.50 and/or fare capping allowing unlimited travel within a certain period (daily or weekly)	No changes to RPTP - base fare decision	Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Fare capping is included as a fare structure option for future decisions.	
Kayla Stewart		RPTP-0483	Collaboration with institutions	ORC could work closely with Health NZ to coordinate services. e.g. if medical appointments for people from the same area could be schedule on the same day, transport services could run more efficiently and cost-effectively.	No changes to RPTP	Our plan includes working closely with our key stakeholders. We have set up a quarterly forum with some of these key organisations. The specifics of the submitters request are outside the scope of this plan.	Our plan includes working closely with our key stakeholders. We have set up a quarterly forum with some of these key organisations. The specifics of the submitters request are outside the scope of this plan.	
				Focus on building a system that works for the communities who rely on it every day — not just the aspirational goals that look good on paper. Keeping costs down for users should be at the heart of the	No changes to RPTP -	Our users are at the forefront of our minds in developing this plan. Our plan emphasises delivering a convenient and reliable public transport system that improves personal freedom and access to opportunities for all, including keeping fares low and the system sustainable,	Our users are at the forefront of our minds in developing this plan. Our plan emphasises delivering a convenient and reliable public transport system that improves personal freedom and access to opportunities for all, including keeping fares low and the system sustainable,	
Kayla Stewart		RPTP-0483	Focus areas	concern that the draft plan prioritises environmental sustainability while proposing fare increases. While reducing emissions is important, this approach risks undermine the goal it aims to achieve. Higher fares make public transport less accessible. Focus on affordability and accessibility first, sustainability will follow.	No changes to RPTP - noting	The submitter's point is noted, and we recognise the challenge of balancing our obligations to increase private share without compromising all the positive ground we have made with increased patronage and environmental sustainability. Our modelling suggests the small increase proposed still keeps the fares low and will not marked impact on patronage.	The submitter's point is noted, and we recognise the challenge of balancing our obligations to increase private share without compromising all the positive ground we have made with increased patronage and environmental sustainability. Our modelling suggests the small increase proposed still keeps the fares low and will not marked impact on patronage.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Kayla Stewart		RPTP-0483			No changes to RPTP - noting	We absolutely agree, and this is the role we see ORC assisting with.	We absolutely agree, and this is the role we see ORC assisting with.	
Kayla Stewart		RPTP-0483		A community transport service could improve access to essential services. Access to affordable and reliable transport is a major issue for many people in the district, particularly for those who are elderly, live alone or don't drive.	No changes to RPTP	We agree that community transport has a role in improving transport options in the District, especially for people experiencing transport disadvantage.	We agree that community transport has a role in improving transport options in the District, especially for people experiencing transport disadvantage.	
				Charging more for longer trips may seem fair in principle, in practice it disproportionately affects those who can least afford				
				it. Housing is cheaper outside the city and land for new housing in the city is limited. People need to live in outer suburbs or nearby towns and public transport should be part of the solution to this housing pressure, not another cost barrier. Flat fares are simple, equitable, and predictable. They encourage more widespread use	No changes to RPTP -	We agree to a point however we also support encouraging good urban development principles. Our plan gives importance to land-use considerations which would support focusing PT investment on areas where PT	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare,	
Kayla Stewart		RPTP-0483			zone fare decision No changes to RPTP - base fare decision	performs well and drives growth/development.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Fiona Rissell		RPTP-0484	Accessibility	Total Mobility is absolutely essential to me being able to access my health appointments.	No changes to RPTP	Thank you for your feedback	Thank you for your feedback	
Cheryl Dodds		RPTP-0485		Supports a Balclutha to Dunedin bus	No changes to RPTP -	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	A Dunedin to Balclutha service is included as an integral service in the plan and would serve the airport, however we do not currently have funding to make these improvements.	
Cheryl Dodds		RPTP-0485	General	Really enjoys the bus"so you know you guys are awesome!" Opposes adult bee card fare	No changes to RPTP	Thank you for your feedback	Thank you for your feedback	
Cheryl Dodds		RPTP-0485	Fares base fare		No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Supports free child fares to			Change in Final Plan: There will be a 40% concession on	
Brett			Fares		No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Cunningham		RPTP-0486	concessions	habits in young people.	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
						Fare capping is included as a potential element of our fare	notes an expectation that prices for multiple fare zones	
						structure in Fare policy F P2 pg. 84. The current low fares	are based on small/moderate increments of the base fare,	
						mean multiple trips are affordable. Additionally fare	and that there are a small number of zones.	
Brett		DDTD 0406		Supports zone fares but would like	-	capping does not currently align with NZTA directive to	E	
Cunningham		RPTP-0486	Fares zones	fare capping for regular users. Request to decarbonise the bus	zone fare decision	increase private share.	Fare capping is included as an option for future decisions.	
Brett			Vehicles	fleet with trolley buses, not	No changes to RPTP -	Fleet electrification is mandated by NZTA through the	Fleet electrification is mandated by NZTA through the	
Cunningham		RPTP-0486	electric	electric battery buses.	noting	Requirements for Urban Buses (RUB).	Requirements for Urban Buses (RUB).	
Brett			Public	Request to improve readability of				
Cunningham		RPTP-0486			No changes to RPTP	Noted with thanks	Noted with thanks	
			I	Supports a base fare increase but				
Brett			I	would like it to be paired with	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Cunningham		RPTP-0486	Fares base fare	service improvements.	base fare decision	Noting link to service provision	\$2.50 across Otago.	
				Request to improve 30-minute		Our Fares and Frequencies Business Case supports	Our Fares and Frequencies Business Case supports	
Brett				frequencies to 15-minutes		improved frequencies across the network; however we	improved frequencies across the network; however we	
Cunningham		RPTP-0486	Frequency	throughout Dunedin.	No changes to RPTP	are not currently in a position to fund such improvements	are not currently in a position to fund such improvements	
			, ,	Request to revise Dunedin bus		, ,	, ,	
				routes into a more concentrated				
				pattern to enable greater mode		Thank you we will undertake periodic reviews of	Thank you we will undertake periodic reviews of	
				shift. Full details on requested		services. Although some of the ideas presented here may	services. Although some of the ideas presented here may	
Brett			<u>.</u> .	route changes are attached to the		not be viable at present, there are some thoughtful	not be viable at present, there are some thoughtful	
Cunningham		RPTP-0486	Routes	submission.	No changes to RPTP	suggestions and some may be seen in future changes.	suggestions and some may be seen in future changes.	
							We acknowledge community interest in rail solutions. We	
						We are not in a position to support this as an integral part		
				Request to revive historical cable		of our public transport network. Along with cost, we	our plan in any great detail, but we have made minor	
Brett				car services (e.g. Maryhill and		would have concerns with duplication of existing bus	changes to language from the Draft Plan to reflect	
Cunningham		RPTP-0486	Rail and ferries	Kaikorai).	No changes to RPTP	services and accessibility.	sentiment and support study in this area	Various small wording changes
						We do not currently have a basis to make such a desistant	We do not currently have a basis to make such a decision	
						We do not currently have a basis to make such a decision on reallocating responsibilities, but we note that there is	on reallocating responsibilities, but we note that there is	
						some community interest in such changes.	some community interest in such changes.	
				Request for DCC to own PT		Some community interest in such changes	some community microsom states changes	
				vehicles and depots, and lease		Our plan is focused on further enhancing the	Our plan is focused on further enhancing the	
				them to competing operators. This		collaborative and constructive working relationship that	collaborative and constructive working relationship that	
				would build trust with the		ORC has with territorial authorities.	ORC has with territorial authorities.	
				community and enable more				
Doott				responsiveness surrounding	No shannar to BRES	ORC is considering the purchase of land for a depot in	ORC is considering the purchase of land for a depot in	
Brett Cunningham		RPTP-0486	General	vehicle and infrastructure asset issues.	No changes to RPTP - noting	Queenstown to reduce a barrier to entry and encourage a competitive market environment	Queenstown to reduce a barrier to entry and encourage a competitive market environment	
Cumingham		INF 1F-0400		Request to move Dunedin bus hub		competitive market environment	competitive market environment	
				and central city bus routes to				
Brett				travel along Princes St and (a two-		We do not currently have a plan for future central city	We do not currently have a plan for future central city	
Cunningham		RPTP-0486	Routes	way) George St.	No changes to RPTP	changes but we acknowledge the interest and the ideas	changes but we acknowledge the interest and the ideas	
		RPTP-0486	Routes		No changes to RPTP			

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Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Brett Cunningham		RPTP-0486	Rail and ferries		No changes to RPTP - noting	We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to connect the wider region.	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area	Various small wording changes
			Fares	Agree with 100% discounts for children as this helps families and	No changes to RPTP -		Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Jasmine Grey		RPTP-0487		Good to see improving reliability and frequency of bus services as a focus area as this is key to	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Jasmine Grey		RPTP-0487		encouraging people to use them. Agree with including bus services	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Jasmine Grey		RPTP-0487	_	in smaller communities	No changes to RPTP	Thank you	Thank you	
Jasmine Grey		RPTP-0487	Fares base fare	1	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Jasmine Grey		RPTP-0487		Charging more for longer trips will only encourage people to use their cars instead of public transport .	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Sue Scott		RPTP-0488	Fares concessions		No changes to RPTP -	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
				Supports community transport and thinks a small vehicle between Waikouaiti and Palmerston would				
Sue Scott		RPTP-0488	· · ·		No changes to RPTP	Noted with thanks	Noted with thanks	
Sue Scott		RPTP-0488	General		No changes to RPTP - noting	Public transport is a shared cost model, please see page 82 of the plan for further information on the funding model and distribution of costs.	Public transport is a shared cost model, please see page 82 of the plan for further information on the funding model and distribution of costs.	
Sue Scott		RPTP-0488			No changes to RPTP - noting	Unsure of the submitters exact point. The Dunedin urban bus network extends well outside of central Dunedin and has good levels of coverage and frequency to most locations.	Unsure of the submitters exact point. The Dunedin urban bus network extends well outside of central Dunedin and has good levels of coverage and frequency to most locations.	
Sue Scott		RPTP-0488		-	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Craig Cliff	University of Otago	RPTP-0489	_	Interest in potentially collaborating in a South Island passenger rail service for students at certain times of the year		Acknowledge the request while outside the scope of the plan we are happy to discuss at an appropriate time.	Acknowledge the request while outside the scope of the plan we are happy to discuss at an appropriate time.	

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Turic .	O I garii Saction	(0.5)	Vehicles	Sammary or recassactly request	recommendation	milian starr response	I mai response arter acinocrations	The commended detroit to plan
Craig Cliff	University of Otago	RPTP-0489	electric	Support electric buses	No changes to RPTP	Noted with thanks	Noted with thanks	
J	, ,				J			
				Support strengthening				
			Collaboration	collaborative working				
			with	relationships both operationally				
Craig Cliff	University of Otago	RPTP-0489	institutions	and in terms of research	No changes to RPTP	Noted with thanks.	Noted with thanks.	
				Request route changes that are				
				more direct to the university, an				
				airport bus services and regional		We have a second to the second	We have a secretic managed to the secretic hout	
Craig Cliff	University of Otago	RPTP-0489	Doutes	routes connecting Balclutha and Oamaru with Dunedin	No changes to DDTD	We have no specific response to these requests, but they will be considered in future network planning	We have no specific response to these requests, but they will be considered in future network planning	
Craig Cliff	Offiversity of Otago	KP1P-0469	Routes	Damaru with Duneum	No changes to RPTP	will be considered in ruture network planning	will be considered in future fletwork plaining	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure as it			notes an expectation that prices for multiple fare zones	
					No changes to RPTP -		are based on small/moderate increments of the base fare,	
Craig Cliff	University of Otago	RPTP-0489	Fares zones		zone fare decision		and that there are a small number of zones.	
						A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
				Agree, Oamaru needs ORC help		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
Ross			Oamaru	with a proper public transport	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Palethorpe		RPTP-0490	service	service	noting	years.	years.	
				Agree, free children transport will			Character Final Diagram and Apply an	
Dess			Готос	be positively impact on whanau	No shanges to DDTD		Change in Final Plan: There will be a 40% concession on	Child (F 12 years) concession discount listed
Ross Palethorpe		RPTP-0490	Fares concessions		No changes to RPTP - noting	Child concession value decision	full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Palethorpe		KP1P-0490	CONCESSIONS	good Habits III public transport	lioting	Cilia concession value decision	Queenstown.	III F F3 Changed Ironi 100% to 40%
				A proper long-term transport plan				
				is essential for building inclusive,				
				efficient, and sustainable				
				communities. By increasing both				
Ross				the use and availability of				
Palethorpe		RPTP-0490	General	transport options for everyone	No changes to RPTP	Thank you, we agree	Thank you, we agree	
				There is a real need for some form				
				of public transport both locally		We agree and our plan gives increased emphasis to a	We agree and our plan gives increased emphasis to a	
Ross			Regional	and connecting us to other towns		regional network, although we do not yet have a funding	regional network, although we do not yet have a funding	
Palethorpe		RPTP-0490	services		No changes to RPTP	pathway.	pathway.	
				Supports community transport, as				
				the Waitaki is in desperate need				
			Community	for transport for the elderly and				
Lichelle Guyan		RPTP-0491	Community	those unable to drive to hospital appointments	No changes to PDTD	Noted with thanks	Noted with thanks	
Lichelle Guyali		KF1F-0491	transport	It would be good to use zero-	No changes to RPTP	Noted with thanks	INOTER MILII LIIGIINS	
Christopher			Community		No changes to RPTP -	Agree with the submitters point and is something that will	Agree with the submitters point and is something that will	
Hawkins		RPTP-0492	transport	-	noting	_ ·	need to be worked through with each of the communities.	
		1	1		10	The second state of the confinding of	The second state of the confinition	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
		, ,		There is not enough information			<u> </u>	
				on how much the fares might				
				increase between the zones or				
				how differing zone fares will				
				interact with the current free				
				transfer system. The simplicity of			No change to the Draft Plan. Zonal fares are supported in	
				the current system is a real			the Plan, with final details to be developed. The panel	
			1	strength. If there has to be an		Fares for a zonal structure have not been investigated yet.	notes an expectation that prices for multiple fare zones	
Christopher				_	No changes to RPTP -	This work will follow any decision to change our fare	are based on small/moderate increments of the base fare,	
Hawkins		RPTP-0492	Fares zones	1	zone fare decision	structure to a zonal system.	and that there are a small number of zones.	
Christopher			Vehicles	Excited about the electrification of				
Hawkins		RPTP-0492	electric	the fleet as soon as possible	No changes to RPTP	Noted with thanks	Noted with thanks	
			1	Support the planned Dunedin				
1				Airport zone which could charge				
				higher costs and still remain				
Christopher			Dunedin	favourable compared to				
Hawkins		RPTP-0492	Airport service	commercial options or car hire.	No changes to RPTP	Noted with thanks	Noted with thanks	
				I'm really impressed with what the				
				council has been able to				
				accomplish over the past decade.				
				It's really heartening to see the				
				ORC take on feedback and look to				
				grow into its role as a regional				
Christopher				transport body connecting people				
Hawkins		RPTP-0492	General	_	No changes to RPTP	Thank you for your feedback	Thank you for your feedback	
				Disagree with increasing Bee Card				
				fares - having a low fares and a				
Christopher				simple fare structure has enabled	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Hawkins		RPTP-0492	Fares base fare	increasing ridership.	base fare decision		\$2.50 across Otago.	
				Charging for CV use is both				
Barbara Sloan		RPTP-0493	Funding	ineffective and unfair.	No changes to RPTP	Noted with thanks.	Noted with thanks.	
						This is outside the scope of the RPTP, but thank you for	This is outside the scope of the RPTP, but thank you for	
			l .	A uniform charging system for		the suggestion, and it is something for further	the suggestion, and it is something for further	
Barbara Sloan		RPTP-0493	electric	transport is recommended	No changes to RPTP	consideration.	consideration.	
				Should lower the rates/unhappy		This is outside the scope of the RPTP, but thank you for	This is outside the scope of the RPTP, but thank you for	
Barbara Sloan		RPTP-0493			No changes to RPTP	your feedback	your feedback	
<u> </u>			l .		No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Barbara Sloan		RPTP-0493	Fares base fare	and should be \$3	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan, Zonal force are supported in	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
					NI. II. III.		notes an expectation that prices for multiple fare zones	
Daulaana Class		DDTD 0403			No changes to RPTP -		are based on small/moderate increments of the base fare,	
Barbara Sloan		RPTP-0493	Fares zones	trips	zone fare decision		and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
	- i game a a a	()	ac pac					- Participation of the control of th
						This plan signals intent to improve transport options in	This plan signals intent to improve transport options in	
						our smaller centres. However based on a desk top study	our smaller centres. However based on a desk top study	
						(Otago Community and Accessible Transport study) and a	(Otago Community and Accessible Transport study) and a	
						review of the community shuttle trials in 22/23 viable	review of the community shuttle trials in 22/23 viable	
						public transport that is affordable to both the user and	public transport that is affordable to both the user and	
						the community is not feasible without central government	the community is not feasible without central government	
						co-funding. Current government priorities do not align	co-funding. Current government priorities do not align	
						with funding additional public transport services. Further	with funding additional public transport services. Further	
				Hawea is getting 400 new		the RPTP reflects the principles for integrating land use to	the RPTP reflects the principles for integrating land use to	
				residential units, and many of		be able to achieve good affordable public transport. The	be able to achieve good affordable public transport. The	
	Hawea Community		Upper Clutha	these residents may have limited	No changes to RPTP -	extensive development in this area does not meet those	extensive development in this area does not meet those	
Sarah Burdon	Association	RPTP-0494	service	access to private transport	noting	principles and is a challenge to address.	principles and is a challenge to address.	
				·	J			
				Generally supports community				
				transport, but thinks a volunteer-		We agree it may not be a long-term solution in some	We agree it may not be a long-term solution in some	
				run model is not sufficient and will		locations. It does however have a role in paving the way	locations. It does however have a role in paving the way	
				not meet the needs of the		for further understanding the transport needs in our	for further understanding the transport needs in our	
	Hawea Community		Community	community as a regular fixed route	No changes to RPTP -	smaller centres and how public transport can best	smaller centres and how public transport can best	
Sarah Burdon	Association	RPTP-0494	transport	service would	noting	support those in the future if funding becomes available.	support those in the future if funding becomes available.	
			Fares	The 100% discount for children	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Sharon Lavery		RPTP-0495	concessions	could be raised to 16.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
,				A public transport system is	J	,	,	5
				needed in Oamaru. A lot of low				
				socio-economic families have a				
				long walk to the main support				
				networks. Elderly and young				
				parents are important to be				
				involved in community activities		This is supported and considered as a future integral	This is supported and considered as a future integral	
			Oamaru	and transport is often a barrier in	No changes to RPTP -	service with the plan, noting that funding is not currently	service with the plan, noting that funding is not currently	Add a local Oamaru service to the integral
Sharon Lavery		RPTP-0495	service	Oamaru.	noting	available for such a service.		services in the plan
				Disagree with increasing Bee Card				
				fare - to encourage people to use				
				public transport keep it affordable	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Sharon Lavery		RPTP-0495	Fares base fare	for all	base fare decision		\$2.50 across Otago.	
	Otago Central Rail			Wants more bike carrying capacity	No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Colleen Hurd	Trail Trust	RPTP-0496	Bikes on buses	on buses	operational	available again.	available again.	
	Otago Central Rail		Vehicles					
Colleen Hurd	Trail Trust	RPTP-0496	electric	Supports electric buses	No changes to RPTP	Noted with thanks	Noted with thanks	
				Supports community transport,				
				particularly in Oamakau, as it				
				could provide safe transport for				
	Otago Central Rail		Community	elderly drivers and build				
Colleen Hurd	Trail Trust	RPTP-0496	transport	community connectivity	No changes to RPTP	Noted with thanks	Noted with thanks	
							The plan outlines the introduction of Motu Move ticketing	
	Otago Central Rail			Wants tap payment for buses and	No changes to RPTP -	1	system that will allow tap bank card payments. VQ P2 also	
Colleen Hurd	Trail Trust	RPTP-0496	Operations	shielded compartment for drivers	operational	highlights ORC requirements for driver protection screens.	highlights ORC requirements for driver protection screens.	
				Requests greater regional		We agree and our plan gives increased emphasis to a	We agree and our plan gives increased emphasis to a	
	Otago Central Rail		Regional	connectivity between Alex, Clyde		regional network, although we do not yet have a funding	regional network, although we do not yet have a funding	
Colleen Hurd	Trail Trust	RPTP-0496	services	Cromwell and Queenstown	No changes to RPTP	pathway.	pathway.	
Concentrata	Truit Trust	11 -0430	301 11003	or on wen and Queenstown	in changes to Mi II	patinuj.	[putimay.	

		Submitter #			Staff			
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Colleen Hurd	Otago Central Rail Trail Trust	RPTP-0496	Fares zones	Supports zone fare structure as this is something that happens overseas	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Celine Austin		RPTP-0498	Fares concessions	Should remain free for under 12 and minimum fares for youth. Ideally would like both free. Supports community transport as school transport should be free and we should work on linking	No changes to RPTP - noting No changes to RPTP -	Child and youth concession value decision Note the submitters support for community transport. MOE school services are free, however school services as part of our network are subject to our fare and	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago. Note the submitters support for community transport. MOE school services are free, however school services as part of our network are subject to our fare and	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Celine Austin		RPTP-0498	transport	smaller communities	noting	concession policy.	concession policy.	
Celine Austin		RPTP-0498	1	Supports building a connected and integrated network, this helps with sustainability, trust and value. Only up the base fare if we are going to provide a better service.		Noted with thanks Noting link to service provision	Noted with thanks No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Celine Austin		RPTP-0498	Fares zones	People often live out of town due to costs, upping fares for longer trips would add financial pressure.	No changes to RPTP - zone fare decision	INOUTING THINK TO SET VICE PLOVISION	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Rachel Elder		RPTP-0499	Fares concessions	Supports free child fares because it is a way to incentivise the younger generation to commute using PT.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Rachel Elder		RPTP-0499	Active transport	Request to implement an active transport plan to improve walking and cycling in the region.	No changes to RPTP	Improving active transport across the region is out side the scope of the plan. However we are working on an Active and Public Transport Connectivity Strategy as outlined in the Plan.	Improving active transport across the region is out side the scope of the plan. However we are working on an Active and Public Transport Connectivity Strategy as outlined in the Plan.	
Rachel Elder		RPTP-0499	Active transport	Request for an active transport connection between Cromwell and Wanaka, Waihola and Dunedin, Middlemarch and Dunedin, Dunedin and Palmerston, and Dunedin and the Peninsula's Highcliff Road.	No changes to RPTP	Improving active transport across the region is out side the scope of the plan. However we are working on an Active and Public Transport Connectivity Strategy as outlined in the Plan.	Improving active transport across the region is out side the scope of the plan. However we are working on an Active and Public Transport Connectivity Strategy as outlined in the Plan.	
Pachal Eldar		RPTP-0499	Vehicles	Support for floot plantrification	No changes to RPTP	Noted with thanks	Noted with thanks	
Rachel Elder Rachel Elder		RPTP-0499	electric Community transport	Support for fleet electrification. Supports community transport and requests we consider how it can support walkers and cyclists, e.g. through bike racks.	No changes to RPTP No changes to RPTP No changes to RPTP -	Noted with thanks Noted with thanks	Noted with thanks	
Rachel Elder		RPTP-0499	Bikes on buses	Supports bike racks on buses.	noting	Thank you	Thank you	
Rachel Elder		RPTP-0499	Fares base fare	Opposes a base fare increase to \$2.50 - submitter would rather we focus on improving patronage.			No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	

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Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Rachel Elder Edmund		RPTP-0499	Fares zones	Supports zone fares but would like fares to remain affordable. Opposes retaining free fares for children, because if they take a			No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones. Change in Final Plan: There will be a 40% concession on	Child (5-12 years) concession discount listed
Clouston-Cain		RPTP-0500	concessions	seat they should pay	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
Edmund Clouston-Cain			Safety	Felt high school students were being disrespectful on the bus, but was happy ORC added a security		Noted with thanks	Noted with thanks	
Edmund Clouston-Cain		RPTP-0500	Fares base fare	card fare increases, if those increases are needed for better	No changes to RPTP - base fare decision	Noting link to service provision	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Edmund Clouston-Cain		RPTP-0500	Routes	Kings to Green Island should have an express bus	No changes to RPTP	The operation of school routes will be considered in future network planning	The operation of school routes will be considered in future network planning	
Leigh Milmine	Te Hā o Maru	RPTP-0501	Oamaru service	Requests Oamaru to Dunedin service to have better access to hospital	No changes to RPTP - noting	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Improving access to health care is a high priority.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Currently this service is planned to be introduced for in the next 10 years. Improving access to health care is a high priority.	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Focus areas	Recommend that priority is given to improving the accessibility, inclusivity and safety of all public transport services over the tenyear life of transport plan	No changes to RPTP - noting	Accessibility, safety and inclusivity are all high priorities and we believe we have captured these through each focus area of the Plan	Accessibility, safety and inclusivity are all high priorities and we believe we have captured these through each focus area of the Plan	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Accessibility	Praise ORC for many transport initiatives benefitting disabled people, including \$2 flat fares, moving TM from paper vouchers to cards, adding services to Mosgiel, etc.	No changes to RPTP	Noted with thanks	Noted with thanks	
Chris Ford		RPTP-0502	Accessibility	Supports providing training to all drivers registered with Total Mobility	No changes to RPTP	Noted with thanks	Noted with thanks	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Community transport	Supports community transport and wants it to be adequately funded	No changes to RPTP	Noted with thanks Our plan includes an increased focus on how we can	Noted with thanks Our plan includes an increased focus on how we can	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Accessibility		No changes to RPTP - noting	improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Expanding total mobility services relies on availability of approved operators and funding. We support the submitters intent, but can not commit to the 10 year time frame due to funding constraints. We are working to improved the accessibility of our public information	improve services outside the main urban centres, and we aim to build on this work in the future; subject to cofunding. Expanding total mobility services relies on availability of approved operators and funding. We support the submitters intent, but can not commit to the 10 year time frame due to funding constraints. We are working to improved the accessibility of our public information	

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Chris Ford	Disabled Persons Assembly (DPA) New	RPTP-0502	Accessibility	Raises concerns about safety on the bus for disabled people	No changes to RPTP - noting	Public safety is noted as a challenge in section 1.5, and a key priority in Focus Area 1: Passenger Experience and 2.2 Safety. Safety is incorporated in actions throughout the RPTP. We will continue to work to ensure the safety of all passengers and drivers	Public safety is noted as a challenge in section 1.5, and a	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Accessibility	Council and the RPTP should recognise that disabled people are disproportionately impacted by climate change	No changes to RPTP	Thank you for raising this very valid point.	Thank you for raising this very valid point.	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Focus areas	Recommend that 'value for money' assessments of transport include the benefits of transport- disadvantaged people	No changes to RPTP - noting	Thank you for the thoughtful feedback. Value for money assessments are very difficult. We try to assess the benefits to all, but are aware of the additional benefits for transport-disadvantaged people.	Thank you for the thoughtful feedback. Value for money assessments are very difficult. We try to assess the benefits to all, but are aware of the additional benefits for transport-disadvantaged people.	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Fares base fare	Reluctantly agrees with increasing fares, but that they should remain frozen for at least two years	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago. Fares will be reviewed anually.	
Chris Ford	Disabled Persons Assembly (DPA) New Zealand	RPTP-0502	Fares zones	Supports re-introducing zones if the fare is an extra 50 cents per zone	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Helen Jansen		RPTP-0503	Oamaru service	Requests an Oamaru to Dunedin bus, citing access to hospital appointments	No changes to RPTP - noting	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Access to health services is a key driver for this. Currently this service is planned to be introduced for in the next 10 years.	A Dunedin to Oamaru service is included in this Plan as an integral service for Otago, but availability of funding will dictate timing of such improvements. Access to health services is a key driver for this. Currently this service is planned to be introduced for in the next 10 years.	
Helen Jansen		RPTP-0503	Community transport	Supports community transport but acknowledges the challenge of retaining volunteers	No changes to RPTP	Noted with thanks	Noted with thanks	
Helen Jansen		RPTP-0503	Fares base fare	Thinks a 50c increase in fares is	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Theresa Goodwin		RPTP-0504	Upper Clutha service	Wanaka is growing and we need to start looking at a reliable bus system to keep up with it.		Public transport links between Wānaka and Queenstown are outlined in the plan for improving regional connectivity, however currently sit in the 10-30 year horizon due to lack of funding and alignment with central government priorities.	Based on feedback we are giving greater priority to Wanaka in our indicative maps; however we do not yet have funding or an evidence base to support this investment so we caution that this is currently indicative.	Small changes to network maps to indicate priority for Wānaka connection
Stephanie Evans		RPTP-0505	Fares concessions	Agree, with concession fares. This would make it easier for parents to travel with their children and help foster a love for public transport among young passengers.	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Stephanie Evans		RPTP-0505	Fares base fare	The socio-economic status of communities in remote regions should be carefully considered before implementing any fare increases. A basic assessment is essential to ensure that fare changes do not disproportionately affect vulnerable populations.	No changes to RPTP - base fare decision	Noted with thanks	No change from Draft Plan. The base adult fare will be \$2.50 across Otago, and a shift towards zonal fares is supported. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

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Stephanie				Realtime info screen is a great				
Evans		RPTP-0505	Wayfinding	-	No changes to RPTP	Noted with thanks	Noted with thanks	
				Better signage on buses to help				
Stephanie		DDTD OFOE			No changes to RPTP -	Nisaad wiish shaada	Natad with the orbo	
Evans		RPTP-0505	information	downy seats	operational	Noted with thanks Public transport is not governed solely by the regional	Noted with thanks Public transport is not governed solely by the regional	
						Council. Pg 12 of the plan outlines the roles and	Council. Pg 12 of the plan outlines the roles and	
				Not convinced that public		responsibilities of ORC, as well as our partners. Each	responsibilities of ORC, as well as our partners. Each	
Stephanie					No changes to RPTP -	Territory Authority and NZTA have a key role in the PT	Territory Authority and NZTA have a key role in the PT	
Evans		RPTP-0505	General	solely by a Regional Council	noting	system.	system.	
				Agree, ORC's approach towards				
				public transport is greatly				
				appreciated. The service has an				
Stephanie		DDTD OFOE	A accesibility	important place for elderly and disabled users	No shanges to DDTD	Thankiyay	Thenkinen	
Evans		RPTP-0505	Accessibility	Encourage ORC to work with	No changes to RPTP	Thank you	Thank you	
				intercity or other providers to				
				continue to review the needs of				
				passengers travel between				
				regional centres. There is room for		We agree and our plan gives increased emphasis to a	We agree and our plan gives increased emphasis to a	
Stephanie			_	development specifically in in		regional network, although we do not yet have a funding	regional network, although we do not yet have a funding	
Evans		RPTP-0505	services	CODC and QLDC	No changes to RPTP	pathway.	pathway.	
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is supported. The panel notes an expectation that prices for	
				Agree, An increase in Bee Card			multiple fare zones are based on small/moderate	
Stephanie				_	No changes to RPTP -		increments of the base fare, and that there are a small	
Evans		RPTP-0505			base fare decision		number of zones.	
				Disagree with zone fares. This can			No change to the Draft Plan. Zonal fares are supported in	
				significantly impact certain			the Plan, with final details to be developed. The panel	
Chambania				communities, particularly lower-	No shares to DDTD		notes an expectation that prices for multiple fare zones	
Stephanie		RPTP-0505		income groups, who rely on public transport for long-distance travel.	zone fare decision		are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Evans		KF1F-0303	Fares zones	transport for long-distance traver.	ZOTIE TATE GECISION		and that there are a small number of zones.	
							No change to the Draft Plan. Zonal fares are supported in	
				Opposes zone fare structure			the Plan, with final details to be developed. The panel	
				because it could be more			notes an expectation that prices for multiple fare zones	
			1	confusing compared with the flat	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Keely Mcleod		RPTP-0506		fare	zone fare decision		and that there are a small number of zones.	
D. 116.1		DDTD 2525	Fares		No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
David Solomon		RPTP-0507	concessions	discount. Disagree with 100% discounts for	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago. Change in Final Plan: There will be a 40% concession on	in F P3 changed from 100% to 40%
			Fares		No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
David Solomon		RPTP-0507	1	, ,	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Forget about passenger				2 3
				experience and building trust, if				
				you operate a good business,				
David Solomon		RPTP-0507	Focus areas	these will develop naturally.	No changes to RPTP	Noted with thanks	Noted with thanks	
			5	Chair auchaidist a control to	No shance to SSTS	Noting public transport is for the public, and we want to	Noting public transport is for the public, and we want to	
David Solomon		RPTP-0507			No changes to RPTP -	avoid discriminating between users. Determining who is considered a tourist is also difficult.	avoid discriminating between users. Determining who is considered a tourist is also difficult.	
David Sololilon		NF1P-050/	iocai, tourists	passengers.	base fare decision	considered a tourist is also difficult.	considered a courist is also difficult.	

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	8	(/		, constant of the second of th				
				ORC doesn't subsidise the water				
				taxis so they should not be in the				
David Solomon		RPTP-0507	Rail and ferries	public transport sector at all	No changes to RPTP	ORC does subsidise the Queenstown Ferry.	ORC does subsidise the Queenstown Ferry.	
						Our plan outlines the funding model for public transport	Our plan outlines the funding model for public transport	
				Increase the fares and reduce ORC		and how we all benefit from it, including non-users. A	and how we all benefit from it, including non-users. A	
				rates. Sell the bus business back to		fully user pays model would not be able to provide the	fully user pays model would not be able to provide the	
				local operations and let the free	No showers to DDTD	service levels of a public transport system, or be	service levels of a public transport system, or be	
David Calaman		DDTD 0507		market prevail. Remove ORC from	_	affordable for users. Public transport needs to be	affordable for users. Public transport needs to be	
David Solomon		RPTP-0507	Funding	the business.	noting	accessible and affordable to all.	accessible and affordable to all.	
				Analyse passanger numbers and		Thank you for your suggestion. Our integrated and connected network section (Focus area 4) outlines are	Thank you for your suggestion. Our integrated and	
				Analyse passenger numbers and reduce/increase service based on	No changes to RPTP -	service design principles and the importance of full	connected network section (Focus area 4) outlines are service design principles and the importance of full	
David Solomon		RPTP-0507	Gonoral	occupied seats per route.	_	frequencies across long service hours	frequencies across long service hours	
David Sololiloi1		KF 17-0307	General	occupied seats per route.	noting	While it is important to ensure buses are not too large, it	While it is important to ensure buses are not too large, it	
			Vehicles	Match bus size to passenger		is also important that there is sufficient capacity for peak	is also important that there is sufficient capacity for peak	
David Solomon		RPTP-0507	smaller	numbers.	Change to RPTP	trips.	trips.	Add explainer on small buses in Focus area 4.
David Sciention		111 0307	Smaner	mumbers.	change to m m			Add explainer on small bases in rocas area 4.
				Increase the Bee Card fares to				
				reflect the cost of operations. Stop	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
David Solomon		RPTP-0507		subsidising a failing business.	base fare decision		\$2.50 across Otago.	
							No change to the Draft Plan. Zonal fares are supported in	
				Agree with charging more for			the Plan, with final details to be developed. The panel	
				longer trips - The longer the			notes an expectation that prices for multiple fare zones	
				distance, the higher the cost,	No changes to RPTP -		are based on small/moderate increments of the base fare,	
David Solomon		RPTP-0507	Fares zones	therefore the higher the fare.	zone fare decision		and that there are a small number of zones.	
				Discount off-peak fares and				
				introduce an all-day pass for off-	No changes to RPTP -		Change from Draft Plan: off-peak fares added as an	
David Solomon		RPTP-0507	Fares base fare	peak times	base fare decision		additional option for decisions on fare structure.	
				Opposes raising fares for adult bee				
				card because it could affect	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Louise Maxwell		RPTP-0509		poorest people most	base fare decision		\$2.50 across Otago.	
				Consider a tertiary concession				
				which may entice more students				
				to take the bus to university.				
			Fares .	Wellington has one, Dunedin	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Niamh Tasker		RPTP-0510	concessions	needs one.	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
Niemek Taalia		DDTD 0540		Supports expanding into the	No shanges to DDTD	Noted with thoules	Noted with the also	
Niamh Tasker		RPTP-0510	Airport service	airport zone.	No changes to RPTP	Noted with thanks	Noted with thanks	
							No change to the Draft Dian. Zonal force are supported in	
				Fares should be increased if you			No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel	
				are travelling down the peninsula			notes an expectation that prices for multiple fare zones	
				or to Mosgiel, but Dunedin fares	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Niamh Tasker		RPTP-0510	Fares zones	should stay the same.	zone fare decision		and that there are a small number of zones.	
Maiiii Taskei		111-0310	1 01 03 201103	Pleased with the role that ORC	ZOTIC TOTE OCCISION		and that there are a small number of zones.	
Barbara			Community	plays in supporting community				
Anderson		RPTP-0511	transport	transport services.	No changes to RPTP	Noted with thanks	Noted with thanks	
Barbara				The current wording doesn't quite	_			
Anderson		RPTP-0511	Focus areas	capture the intent	noting	The submitter's point is unclear.	The submitter's point is unclear.	
		1	. 3000 01 000	1-2-1-2-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-	0	The state of particular and control of the state of the s	The second of th	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Barbara Anderson		RPTP-0511	Rail and ferries	Introducing commuter train services between Oamaru and Dunedin would be a great idea, especially since the rail s infrastructure is already in place	No changes to RPTP - noting	We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to connect the wider region.	changes to language from the Draft Plan to reflect	Various small wording changes
Barbara Anderson Jinty MacTavish		RPTP-0511	Events Fares concessions	Request for better arrangement during the Cruise Ship season by Port Otago to help ease the strain on the local bus system. Supports extending free fares for youth 13-18 years old	No changes to RPTP - operational No changes to RPTP - noting	We would closely with the Port to coordinate the demand from cruise ships so it eases the strain on the local system. Child and youth concession value decision	from cruise ships so it eases the strain on the local system.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Jinty MacTavish		RPTP-0512	Frequency	Submitter thinks there should be more reliable services to and from key after school/weekend activity hubs, such as Edgar Centre and Logan Park Submitter acknowledges that ORC has made a lot of improvements in recent years, but thinks raising the adult Bee card fare and moving to a zone fare structure would undo	No changes to RPTP No changes to RPTP -	Our plan supports giving priority to such key activity centres.	Our plan supports giving priority to such key activity centres. No change from Draft Plan. The base adult fare will be \$2.50 across Otago, and a shift towards zonal fares is supported. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small	
Jinty MacTavish Melinda Maxwell			Fares base fare	Opposes base fare increase, the cheap fares make it easier to get around and are preferable to driving therefore less congestion and emissions.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Donna Peacock Donna Peacock			Fares concessions Fares concessions	Agree with proposed concession fares - encourage younger generation to use public transport Opposes youth discount in favour of free youth fares	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40% Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Donna Peacock		RPTP-0514	Fares concessions	Free fare during 9 am-3pm for senior Community Card holders	No changes to RPTP - noting	Pg 86 of the plan contains an explanation for why we don't support free public transport.	Pg 86 of the plan contains an explanation for why we don't support free public transport.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Donna Peacock				s Rail transport need to be included A potential survey to gather information on public transport	No changes to RPTP - noting	Rail is not considered a viable mode to meet public transport needs currently. We acknowledge the community's interest in rail solutions. Reviewing data and gathering evidence to support our network design and timetabling is part of our business as usual. We also draw on wider surveying like the	We acknowledge community interest in rail solutions. We do not currently have an evidence base to include rail in our plan in any great detail, but we have made minor changes to language from the Draft Plan to reflect sentiment and support study in this area Reviewing data and gathering evidence to support our network design and timetabling is part of our business as usual. We also draw on wider surveying like the	Various small wording changes
Donna Peacock Donna Peacock			General Rail and ferries	usage as commuter traffic continues to increase rapidly. Consider implementing integrated bus and rail transport between Dunedin, Mosgiel, and Port Chalmers as a strategy to reduce congestion and pollution.	No changes to RPTP - noting No changes to RPTP - noting	Household Travel Survey and census data to understand travel patterns. We do not currently have the evidence base to support regional rail, but we acknowledge that there is community support to look for alternative ways to connect the wider region.	changes to language from the Draft Plan to reflect	Various small wording changes

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	 Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	Торіс	Summary of reeuback/request	recommendation	Initial staff response	I mai response arter democrations	necommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				Opposes zone fare structure as			notes an expectation that prices for multiple fare zones	
Shannon				they think it will cost children	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Hodson		RPTP-0515	Fares zones	more to get to school	zone fare decision		and that there are a small number of zones.	
				Put on a Friday night bus to				
				Palmerston, even if this means				
				taking a Saturday trip away to		We will be renewing our contract for this service and	We will be renewing our contract for this service and	
Emily Cooper		RPTP-0516	Timetables	fund it.	No changes to RPTP	considering what changes to make.	considering what changes to make.	
, ,						Pg 86 of the plan contains an explanation for why we	Pg 86 of the plan contains an explanation for why we	
						don't support free public transport. Defining specific user	don't support free public transport. Defining specific user	
			Fares	Free bus service for "less well-off"	No changes to RPTP -	groups and ability to pay is tricky. We support a low fare	groups and ability to pay is tricky. We support a low fare	Child (5-12 years) concession discount listed
R Neil Peacock		RPTP-0517	concessions	during 9.00am to 3.00pm	noting	for all.	for all.	in F P3 changed from 100% to 40%
					-			
							We acknowledge community interest in rail solutions. We	
				Train services should be prioritized			do not currently have an evidence base to include rail in	
				considering the increased fuel		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
				costs and the future availability of	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
R Neil Peacock		RPTP-0517	Rail and ferries	energy sources	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
					-			
							We acknowledge community interest in rail solutions. We	
						We do not currently have the evidence base to support	do not currently have an evidence base to include rail in	
						regional rail, but we acknowledge that there is community	our plan in any great detail, but we have made minor	
					No changes to RPTP -		changes to language from the Draft Plan to reflect	
R Neil Peacock		RPTP-0517	Rail and ferries	Integration with Rail	noting	region.	sentiment and support study in this area	Various small wording changes
				Supports retaining free fares for			Change in Final Plan: There will be a 40% concession on	
			Fares	children as it will be more	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Garry Patrick		RPTP-0518	concessions	affordable for families	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				Generally likes the bus drivers,				
				though thinks some could be more				
Garry Patrick		RPTP-0518	Bus drivers	friendly	No changes to RPTP	Noted with thanks.	Noted with thanks.	
				Many bus stops have a massive				
			Bus stop	drop and elderly people have a	No changes to RPTP -	Thank you for raising this point, we will forward it to our	Thank you for raising this point, we will forward it to our	
Garry Patrick		RPTP-0518	infrastructure	difficult time getting off	operational	operations team	operations team	
				Wants more bus service on				
				Balmacewen Road between Grater				
				St and Rosebank Ave. There are 3				
				stops in Drivers road that are				
				450m distance, but the stops in				
				Balmacewen Rd between Māori				
				Hill and Rosebank Ave are 990m	No changes to RPTP -	Thanks the point is being forwarded to our	Thanks the point is being forwarded to our	
Garry Patrick		RPTP-0518	Operations	between stops	follow up action	Implementation team	Implementation team	
,				Supports increase in adult bee				
				card fares, and thinks fares should				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Garry Patrick		RPTP-0518	Fares base fare		base fare decision		\$2.50 across Otago and will be reviewed annually.	
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		Submitter#			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
						Focus Area 4 of our plan (A connected and integrated network) outlines how we design our network and services. We take a mode-neutral approach and where bus is the most cost effective way of meeting needs	Focus Area 4 of our plan (A connected and integrated network) outlines how we design our network and services. We take a mode-neutral approach and where bus is the most cost effective way of meeting needs	
	Destination			Supports the focus areas but wants more reference to		currently, we also acknowledge the importance of being adaptable in the modes we support in response to changing community needs and technological advancements. We are	currently, we also acknowledge the importance of being adaptable in the modes we support in response to changing community needs and technological advancements. We are	
Mat Woods	Queenstown and Lake Wānaka Tourism	RPTP-0519	Focus areas	gondolas, mass rapid transport and water ferries	No changes to RPTP - noting	supportive of mass rapid transit if the land use development supports it.	supportive of mass rapid transit if the land use development supports it.	
	Destination Queenstown and		Ticketing	Supports Motu Move but wants Queenstown to be prioritised quickly, as it is a tourism				
Mat Woods	Lake Wānaka Tourism	RPTP-0519	system	destination	No changes to RPTP	Noted with thanks.	Noted with thanks.	
Mat Woods	Destination Queenstown and Lake Wānaka Tourism	RPTP-0519	Community transport	Opposes community transport because they say it is not sufficient, particularly for Upper Clutha	No changes to RPTP - noting	We agree it may not be a long-term solution in some locations. It does however have a role in paving the way for further understanding the transport needs in our smaller centres and how public transport can best support those.	We agree it may not be a long-term solution in some locations. It does however have a role in paving the way for further understanding the transport needs in our smaller centres and how public transport can best support those.	
Mat Woods	Destination Queenstown and Lake Wānaka Tourism	RPTP-0519	Fares zones	Oppose zone fare structure citing issues of equity and zones being too complicated	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
	Otago University Student's Association	RPTP-0520	Fares concessions	Wants student concession with fare capping of \$4 per day and \$20 per week	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
	Otago University Student's Association	RPTP-0520	Fares concessions	Requests free fares in some windows during the semester to help students get introduced to the buses	No changes to RPTP - noting	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
	Otago University	,		Requests working closely with OUSA on a Tertiary Precinct Planning Group to examine fare-	No changes to RPTP -			
	Student's Association	RPTP-0520	institutions	change trials and pilot routes	follow up action	Noted with thanks	Noted with thanks	
	Otago University Student's Association	RPTP-0520	Frequency	Submitter wants 15-minute frequencies where demand is highest, including 10 minute frequencies on Route 15 during peak hours	No changes to RPTP	Our Fares and Frequencies Business Case supports improved frequencies across the network; however we are not currently in a position to fund such improvements	Our Fares and Frequencies Business Case supports improved frequencies across the network; however we are not currently in a position to fund such improvements	
	Otago University	11 0323	Ticketing	Requests waiving the card-issuing	No changes to RPTP -	are not corrently in a position to runa such improvements	are not earrently in a position to rand such improvements	
Jett Groshinski	Student's Association	RPTP-0520	system	fee for Motu Move cards	operational	Out of scope for this plan	Out of scope for this plan	
	Otago University Student's Association	RPTP-0520	Bus stop infrastructure		No changes to RPTP - operational	Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with our TAs to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions. We will pass this on the operations team	Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with our TAs to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions. We will pass this on the operations team	
	Otago University Student's Association		Timetables	Submitter wants later evening services to 'match the real rhythm'	No changes to RPTP	We agree with the principle our target service levels include late service hours.	We agree with the principle our target service levels include late service hours.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	J	,		Requests late night loop service on		·	·	
	Otago University			Thursday, Friday and Saturday		We do not currently have any plans to introduce	We do not currently have any plans to introduce	
Jett Groshinski	Student's Association	RPTP-0520	Routes	from 1030pm-3am	No changes to RPTP	overnight services in our networks.	overnight services in our networks.	
	Otago University			Wants flat \$2 fare until at least	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Jett Groshinski	Student's Association	RPTP-0520	Fares base fare	2027	base fare decision		\$2.50 across Otago.	
						A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
						an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
						will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
Nevali Cattons		DDTD 0534	Oamaru	Wents a Comercite Dunedin hus	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Neroli Cottam		RPTP-0521	service	Wants a Oamaru to Dunedin bus	noting	years.	years.	
				Wants passenger rail to be featured in the plan due to several			We acknowledge community interest in rail solutions. We	
				reasons, including tourism			do not currently have an evidence base to include rail in	
				purposes, public support,		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
	Rail and Maritime			resiliency, employment	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Todd Valster		RPTP-0522	Rail and ferries		noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
Toda Valster	Transport official	0022	nun unu rerries		ino ting	- Community of interest in run solutions.	sentiment and support study in this died	various sitiali wording changes
							We acknowledge community interest in rail solutions. We	
				Submitter lists multiple benefits of			do not currently have an evidence base to include rail in	
				passenger rail and cites the		Rail is not considered a viable mode to meet public	our plan in any great detail, but we have made minor	
	Rail and Maritime			inclusion of rail as a mode in the	No changes to RPTP -	transport needs currently. We acknowledge the	changes to language from the Draft Plan to reflect	
Todd Valster	Transport Union	RPTP-0522	Rail and ferries	Canterbury RPTP	noting	community's interest in rail solutions.	sentiment and support study in this area	Various small wording changes
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
							supported. The panel notes an expectation that prices for	
							multiple fare zones are based on small/moderate	
				Rather a fare increase than	No changes to RPTP -		increments of the base fare, and that there are a small	
Sue McKane		RPTP-0523	Fares base fare	adoption of a 'zoning' system	base fare decision	Note link to zone structure	number of zones.	
				Agree, a well functioning public				
			Bus stop	transport facility is important for				
Sue McKane		RPTP-0523	infrastructure	_	No changes to RPTP	Thank you	Thank you	
				Submitter supports accessibility as				
				a focus area for people who are not able bodied or find getting				
Juliot Drugo		DDTD 0524	Facus areas		No changes to DDTD	Noted with thanks	Noted with thanks	
Juliet Bruce		RPTP-0524	Focus areas	around challenging	No changes to RPTP	Noted with thanks	Noted with thanks	
						Our Queenstown Public Transport Business Case includes	Our Queenstown Public Transport Business Case includes	
				Submitter wants more frequent		improved frequency and capacity improvements to the	improved frequency and capacity improvements to the	
Juliet Bruce		RPTP-0524	Frequency	services in Queenstown	No changes to RPTP	Queenstown network and this is represented in the plan.	Queenstown network and this is represented in the plan.	
2,000	Cosy Homes					- September 11 the plant	The plant of the p	
	Charitable Trust/		1	Support for the plan's emphasis on				
	Otago Housing		1	equity-first approach to decision-	No changes to RPTP -			
Alex Macmillan		RPTP-0525	General	making.	noting	Noted with thanks	Noted with thanks	
				Supports the plan's emphasis on				
	Cosy Homes			promoting dense, mixed-use				
	Charitable Trust/			development that supports				
	Otago Housing			walking, cycling, and public	No changes to RPTP -			
Alex Macmillan	Alliance	RPTP-0525	General	transport access.	noting	Noted with thanks	Noted with thanks	
						Thank you for raising this very valid point. Whilst the	Thank you for raising this very valid point. Whilst the	
			1			ability to pay via a bank card will significantly reduce the	ability to pay via a bank card will significantly reduce the	
	Cosy Homes		1	Request to not eliminate cash		need for cash, we recognise that this present a challenge	need for cash, we recognise that this present a challenge	
	Charitable Trust/		1	because it contradicts our		for some. We are working on solutions with the Motu	for some. We are working on solutions with the Motu	
1	Otago Housing				No changes to RPTP -	Move card, and will update the public when we have	Move card, and will update the public when we have	
Alex Macmillan	Alliance	RPTP-0525	Accessibility	in our decision-making.	noting	more information.	more information.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
	Cosy Homes Charitable Trust/ Otago Housing Alliance	RPTP-0525	Collaboration with institutions	Request that advocating for transport-oriented planning to be supported by adequate staffing and resourcing, enabling proactive collaboration with developers, community housing providers and territorial authorities	No changes to RPTP	Thank you for your feedback. We agree with the submitters point.	Thank you for your feedback. We agree with the submitters point.	
Alex Macmillan	Cosy Homes Charitable Trust/ Otago Housing Alliance	RPTP-0525	General		No changes to RPTP - noting	We acknowledge the point however, the factors listed in this table are the urban form factors that influence the viability of good public transport and a well functioning urban environment that can be well serviced with PT to increase access. Affordability and accessibility are considered outcomes as opposed to principles.	We acknowledge the point however, the factors listed in this table are the urban form factors that influence the viability of good public transport and a well functioning urban environment that can be well serviced with PT to increase access. Affordability and accessibility are considered outcomes as opposed to principles.	
Alex Macmillan	Cosy Homes Charitable Trust/ Otago Housing Alliance	RPTP-0525	General Fares	services is more limited. Free bus fare should be expanded	No changes to RPTP - noting No changes to RPTP -	key positive step forward to make sure land use decisions align with principles for well functioning environments. Historical development decisions make it hard and expensive to provide a good level of public transport. We will continue to work with these communities to pursue public transport solutions.	We acknowledge the submitter's point however LU P2 is a key positive step forward to make sure land use decisions align with principles for well functioning environments. Historical development decisions make it hard and expensive to provide a good level of public transport. We will continue to work with these communities to pursue public transport solutions. Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Juliet Eckford Juliet Eckford		RPTP-0526	concessions Fares zones	Agree, but no adequate information in how these are implemented/goals will be	No changes to RPTP - zone fare decision	Child and youth concession value decision Fares for a zonal structure have not been investigated yet. This work will follow any decision to change our fare structure to a zonal system.	for 5-18 year olds in all of Otago. No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	in F P3 changed from 100% to 40%
Juliet Eckford		RPTP-0526	Routes	Traffic management priorities for	No changes to RPTP	Noted. More changes in this area are possible as service levels improve, but we do not currently have a specific plan. These concerns are shared by many and contribute to our	Noted. More changes in this area are possible as service levels improve, but we do not currently have a specific plan. These concerns are shared by many and contribute to our	
Juliet Eckford Juliet Eckford		RPTP-0526	Bus priority Fares zones		No changes to RPTP No changes to RPTP - zone fare decision	plan for Queenstown.	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Juliet Eckford		RPTP-0526	Fares zones	A flat fare within QT	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Mary O'Brien	CCS Disability Action	RPTP-0527		Submitter supports free transfers and fare capping	No changes to RPTP	Noted thank you. Fare capping is included as a potential element of our fare structure in Fare policy F P2 pg. 84. The current low fares mean multiple trips are affordable. Additionally fare capping does not currently align with NZTA directive to increase private share.	No change from Draft Plan. Free transfers will continue and fare capping is included as a fare-structure option, for later decision.	
Mary O'Brien	CCS Disability Action	RPTP-0527	Focus areas	Submitter mentions they support all the focus areas, but on the form they ticked 'no' on whether they support	No changes to RPTP	Noted that the submitters view is unclear	Noted that the submitters view is unclear	
Mary O'Brien	CCS Disability Action	RPTP-0527	Community transport	Submitter supports community transport and policies CT P1 and CT P2. They recommend ORC develop a funding mechanism to support rural transport providers	No changes to RPTP	Noted with thanks	Noted with thanks	
	CCS Disability Action		Fares concessions	Submitter supports maintaining free fares for children, but wants to extend free fares to youth, Community Service Card holders and Super Gold	No changes to RPTP -	Pg 86 of the plan contains an explanation for why we don't support free public transport. We support a low fare	Pg 86 of the plan contains an explanation for why we don't support free public transport. We support a low fare for all rather than discriminating by some level of criteria.	
	CCS Disability Action		Ticketing system	Submitter opposes eliminating cash use, as Community Service Card and Super Gold Card holders are less likely to have access to a smart phone and use the bank card payment system	No changes to RPTP - noting	Thank you for raising this very valid point. Whilst the ability to pay via a bank card will significantly reduce the need for cash, we recognise that this present a challenge for some. We are working on solutions with the Motu Move card, and will update the public when we have more information.	Thank you for raising this very valid point. Whilst the ability to pay via a bank card will significantly reduce the need for cash, we recognise that this present a challenge for some. We are working on solutions with the Motu Move card, and will update the public when we have more information.	
Mary O'Brien	CCS Disability Action		Fares zones	Opposes moving to zone fare structure as it could be a barrier to transport disadvantaged people who live in areas further away where housing is cheaper			No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Kate Coffey		RPTP-0528	School services	Supports community transport if it will help with getting kids to and from school, especially from places like out on the peninsula where the bus is often full.	No changes to RPTP - noting	Community transport will not fit the needs of school transport, However, we will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area.	Community transport will not fit the needs of school transport, However, we will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area.	
Ciara Coffey		RPTP-0529	School services	There needs to be a better school bus service for kids on the Otago Peninsula Submitter says peninsula buses	No changes to RPTP - noting No changes to RPTP -	We will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area. Route capacity will continue to be a consideration in our	We will be renewing our contract for this service and considering what changes to make. We agree that peak capacity is a major concern in this area. Route capacity will continue to be a consideration in our	
Ashling Coffey		RPTP-0530	Capacity	are extremely full Opposes increase to adult Bee card fares because it may	noting No changes to RPTP -	design of routes and timetables.	design of routes and timetables. No change from Draft Plan. The base adult fare will be	
Ashling Coffey		RPTP-0530	Fares base fare	disincentivise bus use	base fare decision		\$2.50 across Otago.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ashling Coffey		RPTP-0530	Fares zones	Opposes the zone fare structure because they live on the peninsula and think charging more for longer distances will make it cheaper to drive	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Elspeth Moody		RPTP-0531	Fares concessions	Keep 100% discounts for children. It would be great to see parents and children catching the bus together rather than driving.	No changes to RPTP - noting	Child concession value decision	Change in Final Plan: There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Elspeth Moody		RPTP-0531	Focus areas	All the objectives are necessary to deliver a service that provides environmental sustainability.	No changes to RPTP	Noted with thanks	Noted with thanks	
Elspeth Moody		RPTP-0531	Routes	Warrington is a growing suburb of Dunedin and has an inadequate bus service. The evening bus service does not take passengers back to Warrington but to Evansdale, meaning a 2km walk to get home. The timetable has few buses running that most other routes and they are regularly not on time. Dedicated public transport users are desperate not to have this service canned but it will be grossly unfair if we end up paying a premium to do so. People will just stop taking the bus.	No changes to RPTP	Services in the area will be reviewed as part of the process of renewing the contract. We caution that financial resources will be limited and we will not be able to meet all needs as well as we would like, but we share the aspirations.	Services in the area will be reviewed as part of the process of renewing the contract. We caution that financial resources will be limited and we will not be able to meet all needs as well as we would like, but we share the aspirations.	
Elspeth Moody		RPTP-0531	Frequency	Some recognition that bus services are paid for in part by ratepayers and fare paying adults so I would like to see the 1C bus from Warrington service working people and not just run during term times and have an evening service. Also an early morning service to get people to work on time.	No changes to RPTP	The point is noted and the operations of services in this area will be reviewed with the implementation of a new contract	The point is noted and the operations of services in this area will be reviewed with the implementation of a new contract	
Elspeth Moody		RPTP-0531	Fares concessions	Agree with discounts for youth. It is good to build good public transport using habits early	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Elspeth Moody		RPTP-0531	Fares base fare	An increase to \$2.50 would be manageable for most people.	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Annisa Rahmalia		RPTP-0532	Bikes on buses	The buses need to have cycle racks	No changes to RPTP -	A solution has been reached and bike racks are now available again.	A solution has been reached and bike racks are now available again.	
Annisa Rahmalia		RPTP-0532	Active transport	Having more bicycle paths would be great.	No changes to RPTP	Out of scope for this plan	Out of scope for this plan	
Annisa Rahmalia		RPTP-0532	Fares concessions	Discounts for youth should be kept as long as it makes financial sense and is sustainable.	No changes to RPTP - noting	Youth concession value decision	There will be a 40% concession on full adult fares for 5-18 year olds in Dunedin and Queenstown.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				Can concessions be considered for		·	·	
Annisa				those who could not afford an	No changes to RPTP -		No change from Draft Plan. Concessions are available for	
Rahmalia		RPTP-0532	Fares base fare	increase in fares?	base fare decision		Community Service cardholders and under-18s.	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
				As long as the zones are			notes an expectation that prices for multiple fare zones	
Annisa				reasonably decided, it makes	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Rahmalia		RPTP-0532			zone fare decision		and that there are a small number of zones.	
Arjan		RPTP-0533	l	Supports the transition to electric vehicles	No changes to DDTD	Noted with thanks	Noted with thanks	
Abeynaike		KP1P-0555	electric	Submitter says the Bee card	No changes to RPTP	Noted with thanks	Noted with thanks	
Arjan				swiping on buses often does not	No changes to RPTP -	Noted, thank you. We will pass this on to our operations	Noted, thank you. We will pass this on to our operations	
Abeynaike		RPTP-0533	_	work	operational	team	team	
Abcyriance		1111-0555	Зузсен	Wants more frequent services in	Орегасіона	iccum	team	
Arjan				the evenings, particularly the 77 to		The target service levels in our Plan are consistent with	The target service levels in our Plan are consistent with	
Abeynaike		RPTP-0533	Frequency	Mosgiel	No changes to RPTP	this request.	this request.	
, , , ,		1 2322	,		, , , , , , , , , , , , , , , , , , ,	4	41.11	
Arjan				Not happy about it but does agree	No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Abeynaike		RPTP-0533	Fares base fare	it makes sense to up the base fare.	-		\$2.50 across Otago.	
,				·				
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
							notes an expectation that prices for multiple fare zones	
Arjan				No increase for longer journeys,	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Abeynaike		RPTP-0533	Fares zones	,	zone fare decision		and that there are a small number of zones.	
				Buses that travel on the open road				
				should have seatbelts. If an		Thank you for your valid point. All buses must comply	Thank you for your valid point. All buses must comply	
				accident happened at 100 kph, the		with the Requirements of Urban Buses (RUB). This sets	with the Requirements of Urban Buses (RUB). This sets	
Time I a also a		DDTD 0534		damage to passengers could be	No changes to RPTP -	out the standards for buses. Additionally seat belts are	out the standards for buses. Additionally seat belts are	
Tim Locker		RPTP-0534	Safety	catastrophic.	noting	not required by law in NZ.	not required by law in NZ.	
				The Blueskin area should be				
				included in the goal to enhance				
				networks through new services.				
				The bus from Warrington does not				
				get me to town for 8am and the				
				8.10 arrival time at the bus hub				
				rarely happens. The timing has				
				become increasing unreliable. A		The point is noted and the operations of services in this	The point is noted and the operations of services in this	
					No changes to RPTP -	area will be reviewed with the implementation of a new	area will be reviewed with the implementation of a new	
Tim Locker		RPTP-0534	Frequency	7.15 is also needed	noting	contract	contract	
				The proposed increase of the Bee				
					No changes to RPTP -		No change from Draft Plan. The base adult fare will be	
Tim Locker		RPTP-0534	Fares base fare	value from Warrington to Dunedin.	base fare decision		\$2.50 across Otago.	
				<u></u>				
				Do not agree with charging more			No change to the Draft Plan. Zonal fares are supported in	
				for longer trips as there is a need			the Plan, with final details to be developed. The panel	
				to reduce congestion on the road,	No shanges to DDTD		notes an expectation that prices for multiple fare zones	
Tim Locker		DDTD 0534	Earos zonas	emissions and parking problems in	_		are based on small/moderate increments of the base fare,	
Tim Locker		RPTP-0534	Fares zones	the city.	zone fare decision		and that there are a small number of zones.	
			Fares	Good to have child and youth discount as an encouragement for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Michelle Wilkie		RPTP-0535	Fares concessions		noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
WINCHESTER VVIIKIE		111 11 10000	0011003310113	asing public transport more	ou.ip	Omia and youth concession value decision	101 5 20 year olds in all of oldgo.	111 1 3 changed 110111 100/0 to 40/0

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
				Very happy with the current		·		·
				operations of the bus services and				
				the bus fares. Also pleased with				
				the initiatives being taken to				
				encourage the use of public	No changes to RPTP -			
Michelle Wilkie		RPTP-0535	General	transport.	noting	Noted with thanks	Noted with thanks	
				Bee Card is a great option,				
			Ticketing	affordable, and encouraging way				
Michelle Wilkie		RPTP-0535	system	of using public transport	No changes to RPTP	Noted with thanks.	Noted with thanks.	
							No change to the Draft Plan. Zonal fares are supported in	
				Happy with the current flat fare			the Plan, with final details to be developed. The panel	
				arrangement for longer trips; it			notes an expectation that prices for multiple fare zones	
				still encourages the use of public	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Michelle Wilkie		RPTP-0535	Fares zones	transport.	zone fare decision		and that there are a small number of zones.	
				Supports maintaining free child			Change in Final Plan: There will be a 40% concession on	
Robert Van				_	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
Turnhout		RPTP-0536	concessions	them a lot of money	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
			1	Says the Palmerston bus is always				
			1	late, leaving people to wait				
			l .	outside. Also it is crowded so		Thank you we agree that there are some challenges on	Thank you we agree that there are some challenges on	
Robert Van			1	people are standing up while the		this route and will be looking to make some changes in	this route and will be looking to make some changes in	
Turnhout		RPTP-0536	Operations	bus goes very far and fast	No changes to RPTP	the upcoming contract renewal	the upcoming contract renewal	
							No change from Draft Plan. The base adult fare will be	
							\$2.50 across Otago, and a shift towards zonal fares is	
				Opposes increase to adult bee			supported. The panel notes an expectation that prices for	
				card fares and move to zone fare			multiple fare zones are based on small/moderate	
Robert Van					No changes to RPTP -		increments of the base fare, and that there are a small	
Turnhout		RPTP-0536	Fares base fare	are unable to pay	base fare decision		number of zones.	
				_				
l				Agree with the discount for				
NOT			l .	children fare, as long term			Change in Final Plan: There will be a 40% concession on	
PROVIDED			1	encouragement for younger	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
NOT PROVIDED		RPTP-0538	concessions	generation to use public transport	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
NOT								
NOT				Acros The Heave well and				
PROVIDED		DDTD 0500		Agree, The 'focus area' captures	N	Maria I. Shaharda	Maria I. Shaharda	
NOT PROVIDED		RPTP-0538	Focus areas		No changes to RPTP	Noted with thanks	Noted with thanks	
NOT				Agree with the current role of				
NOT			Cammuna:	ORC's in supporting community				
PROVIDED		DDTD 0530	Community	transport service, specially with	No changes to DDTD	Noted with thanks	Noted with thanks	
NOT PROVIDED		RPTP-0538	transport	the aging population	No changes to RPTP	Noted with thanks	Noted with thanks	
				Having a long-term goal or plan for				
NOT				the public transport sector would				
NOT				be useful for understanding	No changes to DDTD			
PROVIDED		DDTD 0530		_	No changes to RPTP -	Noted with the also	Noted with the also	
NOT PROVIDED		RPTP-0538	General	of public transport	noting	Noted with thanks	Noted with thanks	
NOT				Approxiates Improved by				
NOT				Appreciates Improved bus	No shanges to DDTD			
PROVIDED		DDTD 0530	Conoral		No changes to RPTP -	Noted with thanks	Noted with thanks	
NOT PROVIDED		RPTP-0538	General	and simplified bus fare	noting	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	- 0	(-)				and the same of th		
NOT				A potential household survey to				
PROVIDED				assess the weekly or monthly costs	No changes to RPTP -	This is outside the scope of the Plan. A national household	This is outside the scope of the Plan. A national household	
NOT PROVIDED		RPTP-0538	General	associated with public transport.	noting	travel survey is conducted by the Ministry of Transport	travel survey is conducted by the Ministry of Transport	
							No change to the Draft Plan. Zonal fares are supported in	
							the Plan, with final details to be developed. The panel	
NOT							notes an expectation that prices for multiple fare zones	
PROVIDED			_		No changes to RPTP -		are based on small/moderate increments of the base fare,	
NOT PROVIDED	M. 7. J. J	RPTP-0538			zone fare decision		and that there are a small number of zones.	
	New Zealand			pg. 64, 6-30 years: Didn't the ORC				Daniero I I amento de Daniero franco C 20 mars
	Transport Agency	DDTD 0530		PT Business case discount a ferry	Change to DDTD	Accont	Accont	Remove Homestead Bay leg from 6-30 year
lan Duncan	Waka Kotahi	RPTP-0539	Rail and Terries	to Homestead Bay?	Change to RPTP	Accept	Accept	map. We don't currently have a case for this.
				pg. 24, 2.3, CS A4: Support the				
				policy but suggest the inclusion of				
				the words "(of NZTA standard)"				
				are superfluous (the survey is a				
				requirement of the NZTA				
	New Zealand			Procurement Manual) and may				
	Transport Agency		Customer	limit Council undertaking a more				
lan Duncan	Waka Kotahi	RPTP-0539	service	comprehensive survey.	Change to RPTP	Accept the submitters point	Accept the submitters point	Remove (of NZTA standard) from CS A4
				pg. 27, 2.6, Case study: Use of the				pg27 Case study. Change last paragraph to
				phrase "financially viable for ORC"				read:
				suggests that the fare revenue				'The success of our cruise ship-targeted
	New Zealand			generated covers the costs of the				services highlights the potential for
	Transport Agency			additional services. If not, remove		Accept the submitters point to remove the last six words	Accept the submitters point to remove the last six words	special event travel to bring positive
		RPTP-0539	0		Change to RPTP	of this case study text.	of this case study text.	social outcomes to the community. '
	New Zealand			pg. 23, 2.3, Footnote 3: Delete the				
	Transport Agency			second sentence as this issue has				Remove reference to temporary restriction
lan Duncan	Waka Kotahi	RPTP-0539	Bikes on buses	been resolved.	Change to RPTP	Agree	Agree	of bike racks on buses.
				22 2 7 1/2 22 11 1				
				pg. 32, 2.7, VQ P2: Note that some				
				of the 'additional' stuff is already				
				in the RUB - e.g. bike racks and driver screens, so not additional		Agree however it is useful to have this available to the	Agree however it is useful to have this available to the	
	New Zealand			per se. On bike racks, would also		public who are not so familiar with RUB. We believe that	public who are not so familiar with RUB. We believe that	
	Transport Agency				No changes to RPTP -	there is no need to spell out adherence to latest NZTA	there is no need to spell out adherence to latest NZTA	
		RPTP-0539			noting	industry alerts. This is inherent in all our work practices.	industry alerts. This is inherent in all our work practices.	
32300.11				pg. 22, 2.2: Emphasise the		, and the state of	, and the second	
				importance of driver safety and				Pg22 2.2 amend last bullet point of first
				working conditions, including how				column to read "collaboration with service
	New Zealand			ORC may want to use driver fund				operators to ensure the highest standard of
	Transport Agency			to support driver safety and		Agree there is value in adding driver working conditions	Agree there is value in adding driver working conditions	passenger and driver safety, and driver
lan Duncan	Waka Kotahi	RPTP-0539			Change to RPTP	to the last bullet point on the first column of pg. 22	to the last bullet point on the first column of pg. 22	working conditions
				pg. 82, Figure 13: Replace "Grants"				
				with "NLTF/Crown". This will be				
	New Zealand			more transparent and make it				
	Transport Agency			clear to the reader where the			Agree with changing the label on figure 13 from Grants to	
lan Duncan	Waka Kotahi	RPTP-0539	Funding	funding actually comes from.	Change to RPTP	NLTF/Crown Funding.	NLTF/Crown Funding.	'NLTF/Crown'

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
lan Duncan	New Zealand Transport Agency	RPTP-0539	Active transport	pg. 71, MM A4: Given policy MM A3, why is it Council's role to provide cycle parking (which has historically been a TA/RCA role)? Surely the provision of cycle parking is addressed by the previous policy.	Change to RPTP	Agree with submitter's point that MM A4 is a duplication with A3	The sumbitter's point is acknowledged, however ORC has a role in advocating and identifying opportunities for the provision of cycle infrastructure to improve the intregation of cycling with PT. Wording of MM A 4 amended to 'Advocate and identify opportunities for provision of cycle parking at strategic locations to support greater access to the public transport network by cycling'	Amend wording of MM A4 to: 'Advocate and identify opportunities for provision of cycle parking at strategic locations to support greater access to the public transport network by cycling'
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General	pg. 12, 1.4: This section should be amended to reflect the following (especially that NZTA has a role to oversee PT nationally and how significant NZTA's investment is): The NZTA is required to contribute to an efficient, effective and safe land transport system in the public interest (section 95 (1) (a), Land Transport Management Act 2003 [LTMA]). Our functions include: •overseeing the planning, operation, implementation, and delivery of public transport (including issuing guidelines for regional public transport plans; section 95 (1) (i), LTMA); and •managing funding of the land transport system (section 95 (1) (j), LTMA). In this regard, NZTA is the largest single investor in public transport in Otago alongside its partner Council; ORC. In the 2024/27 period, ORC will rate its community \$58.2m to invest in public transport and in partnership, NZTA will co-invest about \$60m.	Change to RPTP	Agree with the submitters point to expand the role of NZTA in Section 1.4. The submitters second point is adequately covered in the funding section of the Plan.	Agree with the submitters point to expand the role of NZTA in Section 1.4. The submitters second point is adequately covered in the funding section of the Plan.	Change last paragraph of text on pg. 12 to 'At a national level, NZTA shapes the transport system through strategic frameworks and the GPS. They also oversee the planning, operation, implementation, and delivery of public transport (including issuing guidelines for regional public transport plans and managing funding of the land transport system'
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	n/a	pg. 40, 3.1, Equity principle 3: Is disinvestment the correct word as opposed to "under-investment" or "a lack of investment"? Disinvestment suggests there has been a withdrawal or reduction of an investment (which isn't the case). pg. 43, 3.3: Given academic	Change to RPTP	Agree with the submitters point. Change the third principle on pg. 40 to 'Address lack of under-investment'	Agree with the submitters point. Change the third principle on pg. 40 to 'Address lack of under-investment'	Pg 40. Change the third principle to 'Address lack of under-investment'
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	Collaboration with institutions	institutions are mentioned, there should be an action here to explore opportunities for commercial sponsorship of fares	No changes to RPTP - noting	Agree, and this action is captured later in the Value for Money section FS A3 pg. 83	Agree, and this action is captured later in the Value for Money section FS A3 pg. 83	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Ivaille	Organisation	(OID)	ТОРІС	Juminary of reeuback/request	recommendation	initial staff response	Tillar response after deliberations	necommended action to plan
				pg. 44, Partner agencies: In recent				
				years, ORC, DCC and NZTA have				
				successfully collaborated to deliver				Amend pg. 44 first column last bullet point
				significant improvements around				
	Nov. Zoolond			Dunedin, such as Mosgiel Express				to: In recent years, ORC, DCC and NZTA have
	New Zealand					A successful NITTA and additional activities as AA Doutson	Acuse Add NITTA and additional acint to up 44 Deutura	successfully collaborated
	Transport Agency	DDTD 0530		services and improved Mosgiel	Character DDTD	Agree. Add NZTA and additional point to pg. 44 Partner	Agree. Add NZTA and additional point to pg. 44 Partner	Add bullet ' Mosgiel Express services and
lan Duncan	Waka Kotahi	RPTP-0539	institutions	peak services.	Change to RPTP	Agencies section.	Agencies section.	improved Mosgiel peak services'
				pg. 60, 10-30 years: Suggest				
				remove "speculative" and replace				
				with "(subject to funding and		Although we acknowledge the point that anything	Although we acknowledge the point that anything	
				further study)". The services		unfunded is speculative from a funders' perspective, the	unfunded is speculative from a funders' perspective, the	
				shown for "Next 10 years" are as		next-10-year network consists of services that have	next-10-year network consists of services that have	
	New Zealand			speculative as what is shown for		already seen approval of local share and has a evidence	already seen approval of local share and has a evidence	
	Transport Agency			10-30 years and/or Dunedin and		base in the Community and Accessible Transport Study.	base in the Community and Accessible Transport Study.	
lan Dunaan			_		No changes to DDTD	We are comfortable with the framing.	We are comfortable with the framing.	
lan Duncan	Waka Kotahi	RPTP-0539	services	Queenstown. pg. 47, 4.2: Air quality	No changes to RPTP	we are comfortable with the framing.	we are comfortable with the framing.	
				improvement is cited as a reason				
				for decarbonisation. Is there				
				evidence that shows air quality				
	New Zealand			from public transport vehicles is a				
	Transport Agency			problem in Dunedin and/or		An investigation of this nature is outside the scope of the	An investigation of this nature is outside the scope of the	
lan Duncan		DDTD 0530		l'	No changes to DDTD	1	1	
lan Duncan	Waka Kotahi	RPTP-0539	electric	Queenstown?	No changes to RPTP	RPTP	RPTP	
				p.71 - Multi-Modal access: It might		As a document designed for a range of readers, we feel	As a document designed for a range of readers, we feel	
				be useful to call out specifically the		'first and last mile' is a bit jargony, opting to include this	'first and last mile' is a bit jargony, opting to include this	
	New Zealand			goal of improving first and final leg		concept in MM P 1 with the point "safe and accessibility	concept in MM P 1 with the point "safe and accessibility	
	Transport Agency				No changes to RPTP -	walking, cycling and micro-mobility connections to public	walking, cycling and micro-mobility connections to public	
lan Duncan	Waka Kotahi	RPTP-0539			noting	transport services and facilities.	transport services and facilities.	
lan Dancan	Waka Kotam	111 -0333	•	pg. 30, 2.7, SQ A4: Link this policy	noung	transport services and radiates.	transport services and facilities.	
	New Zealand			back to driver fund; will ORC avail				
	Transport Agency			l	No changes to RPTP -	CCTV is captured in this policy already. Adds no value to	CCTV is captured in this policy already. Adds no value to	
lan Duncan	Waka Kotahi	RPTP-0539			noting	specify the driver fund.	specify the driver fund.	
				pg. 83, 6.1, Funding actions: Will				
				ORC work with DCC to remove				
				current District Plan / by-law		Changes to the District Plan are outside the scope of this	Changes to the District Plan are outside the scope of this	
	New Zealand			restrictions on bus shelter		Plan, however FS A3 captures ORCs intent to work with	Plan, however FS A3 captures ORCs intent to work with	
	Transport Agency				No changes to RPTP -	our partner agencies and other stakeholders to increase	our partner agencies and other stakeholders to increase	
lan Duncan	Waka Kotahi	RPTP-0539		-	noting	private revenue sources.	private revenue sources.	
	New Zealand						Change in Final Plan: There will be a 40% concession on	
	Transport Agency		Fares	pg. 85, 6.2, F P3: Oppose 100%	No changes to RPTP -		full adult fares for 5-18 year olds in Dunedin and	Child (5-12 years) concession discount listed
lan Duncan	Waka Kotahi	RPTP-0539		[· -	noting	Child concession value decision	Queenstown.	in F P3 changed from 100% to 40%
				pg. 28, 2.6, SE A2: Do not support				
				providing public financial				
				assistance to support events.				
				Major events should be paying				
				ORC to put on extra event		Each event request is considered individually and ORC	Each event request is considered individually and ORC	
	New Zealand			services, or paying ORC so that		need to balance the needs and wider community benefits	need to balance the needs and wider community benefits	
	Transport Agency			eventgoers get free PT, not the	No changes to RPTP -	of public transport provision. This policy notes the	of public transport provision. This policy notes the	
lan Duncan	Waka Kotahi	RPTP-0539	Events	other way around.	noting	condition of funding being available.	condition of funding being available.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				pg. 41, 3.1, Case study: It is correct				
				that in the 2024/27 NLTP round,				
				NZTA did not approve co-				
				investment to support a trial bus				
				service within Ōamaru. However,		NLTP Funding for a trial service in Ōamaru was declined in		
				that does not prevent ORC funding		the 2024/2027, and Council voted to not proceed with	the 2024/2027, and Council voted to not proceed with	
	New Zealand			the full cost through 100% local		100% ORC funding, rather use targeted rates to	100% ORC funding, rather use targeted rates to	
	Transport Agency		Oamaru	-	No changes to RPTP -	investigate options for connecting Ōamaru to the Dunedin	investigate options for connecting Ōamaru to the Dunedin	
an Duncan	Waka Kotahi	RPTP-0539	service	doesn't should be included.	noting	network.	network.	
				pg. 89, 6.4, WS P2: Note that				
	New Zealand			there's also the wage buffer				
	Transport Agency			requirement in the new indexation	-			
n Duncan	Waka Kotahi	RPTP-0539	Bus drivers	requirements from NZTA.	noting	Noted thank you.	Noted thank you.	
	New Zealand		1	pg. 28, 2.6, SE A1: Fully support. A				
an Duncan	Transport Agency Waka Kotahi	RPTP-0539	Evente	good way of increasing third-party	No changes to DDTD	Noted with thanks	Noted with thanks	
in Dullcdii	vvaka KULAIII	NF 1P-0339	Events	revenue.	No changes to RPTP	INOTER MITH THRIPS	NOTER MICH CHAIRS	
	New Zealand			General comment: The Plan is				
	Transport Agency				No changes to RPTP -			
an Duncan	Waka Kotahi	RPTP-0539	General	all involved in its development.	noting	Noted with thanks	Noted with thanks	
	New Zealand			an investigation and the companies.				
	Transport Agency							
ın Duncan	Waka Kotahi	RPTP-0539	General	pg. 21, 2.1, PI A7: Fully support.	No changes to RPTP	Noted with thanks	Noted with thanks	
	New Zealand							
	Transport Agency							
an Duncan	Waka Kotahi	RPTP-0539	General	pg. 24, 2.3, CS A1: Fully support.	No changes to RPTP	Noted with thanks	Noted with thanks	
	New Zealand							
	Transport Agency							
an Duncan	Waka Kotahi	RPTP-0539	General	Pg 46, LU A1: Support the policy.	No changes to RPTP	Noted with thanks	Noted with thanks	
	New Zealand							
5	Transport Agency		G	B. 46 111 42 6	N	Marcal Shakarla	Marcal Shallows	
ın Duncan	Waka Kotahi	RPTP-0539	General	Pg 46, LU A2: Support the policy. pg. 48, DC P1: Support Council	No changes to RPTP	Noted with thanks	Noted with thanks	
				trying to achieve a 100%				
			1	decarbonised fleet by 2035 (in				
			1	alignment with the existing govt				
			1	aspirational target), but it should				
			1	ensure that functional diesel buses				
			1	are not retired prematurely as				
	New Zealand			there will be embedded carbon				
	Transport Agency		Vehicles	costs from their premature				
n Duncan	Waka Kotahi	RPTP-0539	electric	scrapping.	No changes to RPTP	Noted with thanks	Noted with thanks	
	New Zealand							
	Transport Agency		Vehicles					
n Duncan	Waka Kotahi	RPTP-0539	electric	pg. 48, DC A1: As above.	No changes to RPTP	Noted with thanks	Noted with thanks	
	New Zealand							
	Transport Agency		1	pg. 53, 5.2: This is a great use of				
n Duncan	Waka Kotahi	RPTP-0539	General	the NZTA network descriptors.	No changes to RPTP	Noted with thanks	Noted with thanks	
				pg. 85, 6.2, F P6: Fully support				
	New Zealand			annual fare level reviews,				
n Dunger	Transport Agency	DDTD 0530	Fares have f	_	No changes to RPTP -	Noted with thenks	Noted with the also	
an Duncan	Waka Kotahi	RPTP-0539	rares base tare	adjusted with inflation.	base fare decision	Noted with thanks	Noted with thanks	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				ng OF C2 FDC Cood to see the				
				pg. 85, 6.2, F P6: Good to see the RPTP providing sound reasoning				
	New Zealand			for not implementing free fares. It				
	Transport Agency				No changes to RPTP -			
lan Duncan		RPTP-0539	Earns has fare		base fare decision	Noted with thanks	Noted with thanks	
lan Buncan	Waka Kotani	KF 1F-0333	Tares base rare	does not support nee lares.	base rare decision	Noted with thanks	Noted with thanks	
				pg. 88, 6.3, PA A1: Council to note				
				that a transition may require some				
	New Zealand			approvals from NZTA where the				
	Transport Agency			transition will be contrary to the				
lan Duncan	Waka Kotahi	RPTP-0539	Funding		No changes to RPTP	Noted with thanks	Noted with thanks	
				pg. 93, table 10: Fully support the				
				transparency on service KPIs in				
				contracts and ORC being				
	New Zealand			transparent that abatements will				
	Transport Agency			apply where issues are within				
lan Duncan	Waka Kotahi	RPTP-0539	General	operators control.	No changes to RPTP	Noted with thanks	Noted with thanks	
				pg. 42, 3.2: Fully support the				
				aspiration especially given NZTA's				
				statutory roles to oversee the				
				planning, operation,				
				implementation, and delivery of				
				public transport and managing				
				funding of the land transport				
				system. As noted in the cover				
				letter, NZTA is the largest single				
				investor in public transport in				
				Otago so that open and honest				
	New Zealand			dialogue between each can only				
_	Transport Agency			assist in ensuring public transport				
lan Duncan		RPTP-0539	institutions	decisions are informed.	No changes to RPTP	Noted with thanks.	Noted with thanks.	
	New Zealand		Collaboration					
lan Dura	Transport Agency	DDTD 0530	with	ng 42, 2.2. As shows	No showers to DDTD	Nated with the place	Noted with the also	
lan Duncan	Waka Kotahi	RPTP-0539	institutions	pg. 43, 3.3: As above.	No changes to RPTP	Noted with thanks.	Noted with thanks.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
				pg. 52, SD P4: This policy may not				
				meet the requirements of the				
				RPTP Guidelines which state:				
				"Where a PTA provides, or intends				
				to provide, on-demand public				
				transport services, it must include				
				objectives and policies within its				
				regional public transport plan that:				
				• outline the use cases for which a				
				PTA may deploy on-demand public				
				transport				
				the accessibility standards that				
				will apply to the scheme and				
				vehicles utilised within the scheme				
				• signal how on-demand public transport schemes may be				
				adjusted in response to changing				
				customer demand to promote				
				good customer experience. This				
				may include replacing the service				
				or adjusting:		SD P6 covers our policy on On-Demand services which	SD P6 covers our policy on On-Demand services which	add the following bullet points to SD P6: •On-
				- fares and payment methods			satisfies the first bullet point. On the second bullet point	demand services should be operated with
				- operating catchment		we will add a point connecting to RUB standards	we will add a point connecting to RUB standards	fleet that comply with the Requirements for
				- operating mode			elsewhere in the document. On the third bullet point we	Urban Buses
	New Zealand			- hours of operation			will include a point linking these standards to fixed route	Changes to on-demand services are based
	Transport Agency			- eligibility to utilise the		standards as our strategy is to treat On-Demand and fixed	standards as our strategy is to treat On-Demand and fixed	on the same principles as fixed-route
Ian Duncan	Waka Kotahi	RPTP-0539	General	service" (section 4.2.8).	Change to RPTP	routes on a like for like basis to the extent practical.	routes on a like for like basis to the extent practical.	services (see SD P4 above)
	New Zealand			p 110-111, Appendix G: The table				
_	Transport Agency		_	of units (current and future) looks	<u>.</u>			
lan Duncan	Waka Kotahi	RPTP-0539	Routes	1	No changes to RPTP	Thank you	Thank you	
	New Zealand			p 123, Appendix H: The table of				
lan Durana	Transport Agency	DDTD 0530	Doutes	units looks good and provides	No shanges to DDTD	Thenking	Thenking	
lan Duncan	Waka Kotahi	RPTP-0539	Routes	transparency.	No changes to RPTP	Thank you	Thank you	

		C h			C+off			
Name			Tamia			Initial staff resource	Final vacuum often deliberations	December and adjustice to along
Name	Organisation	Submitter # (UID)	Торіс	pg. 33, Total Mobility: The RPTP guidelines require the RPTP to "as a minimum include policies specifying: • any regional fare caps and their process for review (couldn't see anything about how fare caps will be reviewed) • policy for enabling hoist-equipped vehicles (contained in TM P5) • eligibility requirements for admitting or removing transport	Staff recommendation	Thank you for raising these points. We suggest addressing them by amending TM P4 Affordability (pg36) to remove the words 'for passengers' so it reads: Affordability: investigate potential barriers to Total Mobility's affordability, including the \$37.50 fare subsidy cap, subject to financial viability and the outcome of the central government's Total Mobility review. Delete Action TM A5 and replace with: 'Review Total Mobility fare subsidies periodically in line with Annual Plan and Long Term Plan processes'. Amend TM P3 to read: Procurement: Total Mobility will be procured in accordance with the NZTA Procurement Manual and ORC's Transport Activities Procurement strategy, and adhering to guidance set out in NZTA 'Total Mobility Scheme: a guide to local authorities, with a focus on access and value for money. Amend TM A1 to read: Take reasonable and actionable measures to ensure operators meet their eligibility and contractual obligations, including comprehensively auditing of vehicles, claims, training and health and safety. Amend TM A2 to read: develop a standardised operator and agency contract procurement process to reduce	them by amending TM P4 Affordability (pg36) to remove the words 'for passengers' so it reads: Affordability: investigate potential barriers to Total Mobility's affordability, including the \$37.50 fare subsidy cap, subject to financial viability and the outcome of the central government's Total Mobility review. Delete Action TM A5 and replace with: 'Review Total Mobility fare subsidies periodically in line with Annual Plan and Long Term Plan processes'. Amend TM P3 to read: Procurement: Total Mobility will be procured in accordance with the NZTA Procurement Manual and ORC's Transport Activities Procurement strategy, and adhering to guidance set out in NZTA 'Total Mobility Scheme: a guide to local authorities, with a focus on access and value for money. Amend TM A1 to read: Take reasonable and actionable measures to ensure operators meet their eligibility and contractual obligations, including comprehensively	Recommended action to plan remove the words 'for passengers' so it reads: Affordability: investigate potential barriers to Total Mobility's affordability, including the \$37.50 fare subsidy cap, subject to financial viability and the outcome of the central government's Total Mobility review. Delete Action TM A5 and replace with: 'Review Total Mobility fare subsidies periodically in line with Annual Plan and Long Term Plan processes'. Amend TM P3 to read: Procurement: Total Mobility will be procured in accordance with the NZTA Procurement Manual and ORC's Transport Activities Procurement strategy, and adhering to guidance set out in NZTA 'Total Mobility Scheme: a guide to local authorities, with a focus on access and value for money. Amend TM A1 to read: Take reasonable and actionable measures to ensure operators meet their eligibility and contractual obligations, including comprehensively auditing of vehicles, claims, training and health and safety. Amend TM A2 to read: develop a standardised operator and agency contract procurement process to reduce barriers to
	New Zealand Transport Agency			providers from participating in the Total Mobility Scheme." (Plan		barriers to entry, promote transparency, and resourcing in a way that serves disabled people with a diverse range	barriers to entry, promote transparency, and resourcing in a way that serves disabled people with a diverse range	entry, promote transparency, and resourcing in a way that serves disabled people with a
lan Duncan		RPTP-0539	Accessibility	seemed silent on this.)	Change to RPTP	of needs while maintaining good value for money.	of needs while maintaining good value for money.	diverse range of needs while maintaining
	New Zealand Transport Agency	RPTP-0539	Funding	pg. 35, 2.8, Examples: The funding splits shown in the examples are wrong, generally over-stating the	Change to RPTP	Thank you for raising this. New graphic with the current splits has been developed.	Thank you for raising this. New graphic with the current splits has been developed.	Update figure 7 with that provided in Sheet 1
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General		No changes to RPTP - noting	Thank you for the suggestion. Whilst we would like to improve the specify of these KPIs the body of work to support this has not been completed. It is also noted that this level of analysis and reporting would not align with NZTA's data reporting.	Thank you for the suggestion. Whilst we would like to improve the specify of these KPIs the body of work to support this has not been completed. It is also noted that this level of analysis and reporting would not align with NZTA's data reporting.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	Active transport		No changes to RPTP - noting	Thank you for this additional reference. The Mode share success measure on Table 10 on pg. 93 relates to public transport mode share only.	Thank you for this additional reference. The Mode share success measure on Table 10 on pg. 93 relates to public transport mode share only.	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General	pg. 32, 2.7, VQ P2: Given the RPTP also prioritises value for money, ORC should be careful that additional requirements beyond the RUB do not detract from Value for Money. I.e. are additional requirements are actually necessary?	No changes to RPTP - noting	Thank you for your feedback	Thank you for your feedback	
	New Zealand			pg. 49, 5.1: Fully support ORC's				
lan Duncan	Transport Agency Waka Kotahi	RPTP-0539	General	prioritisation of patronage- oriented network.	No changes to RPTP - noting	Thank you for your feedback	Thank you for your feedback	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General	pg. 93, table 10: Given the focus on fares and Value for money in this RPTP- maybe ORC could consider KPIs related to, among other things: •average fare	No changes to RPTP -	Thank you for your feedback. These metrics were considered in this table, but we feel these are captured through reporting direct to NZTA and interpreted out of context is not helpful in a public document.	Thank you for your feedback. These metrics were considered in this table, but we feel these are captured through reporting direct to NZTA and interpreted out of context is not helpful in a public document.	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General	pg. 63, 3-6 years: While this section is about network aspirations, the 3-6 year period coincides with contract renewal and the Frankton and Stanley Street PT infrastructure is likely to be in place (and should be mentioned). The Plan also currently reads like the service improvements are more or less incremental when the next contract service uplift in this period is likely to be a significant step up from what is currently provided (and given some more emphasis as that will have significant flow on implications, e.g. increased cost , etc).	No changes to RPTP	Thank you for your feedback. This level of detail sits in the Queenstown Public Business Case which sets out the implementation of Queenstown improvements	Thank you for your feedback. This level of detail sits in the Queenstown Public Business Case which sets out the implementation of Queenstown improvements	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							·	
				pg. 34, 2.8, Table 2, ORC				
				interpretation: Oppose the				
				interpretation that "steps 2 and 4				
				will be interpreted in light of a				
				person's ability to board a kneeling bus from ground that is				
				the same height as the ground				
				under the bus." The current ORC				
				interpretation seems to assess the				
				ability of a customer to step up in				
				to a bus (which RUB Requires to				
				have a flat floor), making no				
				allowance that buses have front				
				entry ramps that can be extended				
				to footpaths. It also means				
				anyone in a wheelchair is				
				automatically eligible for TM. The				
				RUB requires vehicles to have				
				sufficient ground clearance to				
				permit the body of the vehicle to				
				pass over a Kassel kerb without				
				making contact with the kerb				
				(these kerbs are 180mm high above the road) and the kneel				
				height at the front door is to be				
				between 245–280mm. At most				
	New Zealand			therefore, a customer would be		Thank you for your feedback. The requirements of	Thank you for your feedback. The requirements of	
	Transport Agency			required to step up 100mm if no		1		Remove last paragraph of text in the General
lan Duncan	Waka Kotahi	RPTP-0539	Accessibility	ramp was deployed.	Change to RPTP	I	of the NZTA Eligibility guidance can be removed.	Eligibility box - ORC interpretation pg34
				pg. 67, Exempt services: The RPTP				
				Guidelines state that "PTAs should				
				make exempt service registers				
	New Zealand		D. de li e	publicly accessible on their	No shouses to DDTD	The also feet at a line while we was will not the anniate a local and	The also feet withing this we was will not the application leaded	
lan Duncan	Transport Agency Waka Kotahi	RPTP-0539	Public	website." The register didn't seem to be on Council's website.	follow up action		Thanks for picking this up. We will get the register loaded	
lan Duncan	Waka Kutani	KP1P-0559	information	to be on council's website.	Tollow up action	on to our website	on to our website	
				pg. 126, Passenger fares: The Plan				
				states "this leaves little room for				
				us to increase fares." No evidence				
				is produced to support this claim,				
				especially given operating costs				
				have increased in excess of 20%				
				since the implementation of \$2				
				fares in the region. Similarly, the				
				comparison of bus trip versus car		The comparator costs used are referenced and come from	The comparator costs used are referenced and come from	
				trip is erroneous given the cost of car parking (which is a real cost to		· · · · · · · · · · · · · · · · · · ·	NZTA private share material. With excess of free parking	
				most car commuters), etc, is not		1	in Dunedin, the parking cost is mute. Additionally our	
	New Zealand			included. Delete the section or		· -	independent modelling supports the statement that we	
	Transport Agency			recraft to remove the	No changes to RPTP -		have little room to move before we will lose patronage	
lan Duncan	Waka Kotahi	RPTP-0539	Fares base far	bias/inaccuracies.	base fare decision		and revenue.	
an Duncdii	vvana NULAIII	NE 16-0333	li aies nase igi	שומאל ווומננעו מנופא.	pase rare decision	and revenue.	and revenue.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
lan Duncan	New Zealand Transport Agency Waka Kotahi New Zealand Transport Agency	RPTP-0539	General	pg. 66, 10-30 years: Suggest remove "speculative" and replace with "(subject to funding and further study)". The services shown for "Next 10 years" are as speculative as what is shown for 10-30 years and/or shown for Queenstown. pg. 21, 2.1, PI A6: Support providing open access public transport data, but is that at odds with the statement that it is	No changes to RPTP - noting No changes to RPTP -	The difference is that the next 10 year map is based on planned improvements and investigated through the Fares and Frequency business case for Dunedin, where as beyond that the network improvements are just ideas at this stage. For this reason the word speculative is appropriate and signals the difference in level of understanding. The submitter's point is noted, however we believe open access to data and being reasonably priced are not at	The difference is that the next 10 year map is based on planned improvements and investigated through the Fares and Frequency business case for Dunedin, where as beyond that the network improvements are just ideas at this stage. For this reason the word speculative is appropriate and signals the difference in level of understanding. The submitter's point is noted, however we believe open access to data and being reasonably priced are not at	
lan Duncan	Waka Kotahi	RPTP-0539	General	"reasonably priced"?	noting	odds in policy PI A6.	odds in policy PI A6.	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	Oamaru service	pg. 41, 3.1, Case study: What is the rationale for to trial a bus service between Ōamaru and Dunedin, especially given the centres are currently connected by exempt commercial services?	No changes to RPTP - noting	There is significant demand from the community to have affordable transport options from Oamaru to Dunedin - especially to access health care. Exempt services only run once a day, and it is not possible with existing services to travel from Oamaru to Dunedin and return in the same day. We will be exploring options to complement existing exempt services.	There is significant demand from the community to have affordable transport options from Oamaru to Dunedin - especially to access health care. Exempt services only run once a day, and it is not possible with existing services to travel from Oamaru to Dunedin and return in the same day. We will be exploring options to complement existing exempt services.	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	Operations	pg. 23, 2.3, CS P3: Is it desirable for skis, snowboards and foldable bikes to be carried on to buses? How will they be safely stored? While the policy says the passenger is responsible, could Council (and operator) as the PCBU be liable in the event of an on-bus mishap?	No changes to RPTP	This is a representation of existing policy and practice as seen on our website "What can be taken on the bus". We have included it in RPTP for completeness in line with the pets policy. We consider that these questions have gone through good processes in the past and we are satisfied that a reasonable and defensible balance has been reached that would protect us and our operators on questions of liability.	This is a representation of existing policy and practice as seen on our website "What can be taken on the bus". We have included it in RPTP for completeness in line with the pets policy. We consider that these questions have gone through good processes in the past and we are satisfied that a reasonable and defensible balance has been reached that would protect us and our operators on questions of liability.	
lan Duncan	New Zealand Transport Agency Waka Kotahi	RPTP-0539	General	General feedback on draft: Climate change and resilience are key strategic issues as identified in the introduction, but it's not clear how that feeds through to the proposed actions and policies? There is material on p.101 in Table 11 that says that this RPTP supports resilience by promoting public transport in well-functioning urban environments that are sustainable and resilient in alignment with the Regional Policy Statement but if there's scope, it would be worthwhile discussing how climate change and projected climate risks will impact PT service and design.		This not a requirement of the RPTP in the LTMA or NZTA RPTP Development guidance. PT is resilient in an urban network and the uptake of PT assists with climate adaptation. Additionally climate change and sustainability is not a priority in the GPS	This not a requirement of the RPTP in the LTMA or NZTA RPTP Development guidance. PT is resilient in an urban network and the uptake of PT assists with climate adaptation. Additionally climate change and sustainability is not a priority in the GPS	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	Ü	,		, , ,			·	·
						We acknowledge the point however, the factors listed in	We acknowledge the point however, the factors listed in	
				p.106-7, Table 12: Urban form also		this table are the urban form factors that influence the	this table are the urban form factors that influence the	
	New Zealand			impacts resilience - maybe this		viability of good public transport and a well functioning	viability of good public transport and a well functioning	
	Transport Agency			could be mentioned somewhere in	I -	urban environment. Resilience is considered an outcome	urban environment. Resilience is considered an outcome	
lan Duncan	Waka Kotahi	RPTP-0539	General	this appendix somewhere?	noting	of these factors, as opposed to a principle.	of these factors, as opposed to a principle.	
				pg. 36, 2.8, TM A5: Suggest ORC				
				should look at its fare cap not just		We select to deather the work of the deather than	We also belong the charge and a con-	
	Nov. Zoolood			from the perspective of it being a		We acknowledge the submitter point and suggest	We acknowledge the submitter point and suggest	Lindata TM AF to Deview Total Mahility for
	New Zealand Transport Agency			barriers, but also how ORC can make the scheme more financially		amending TM A5 to review fare subsidies and the viability of TM in line with Annual and Long Term planning	amending TM A5 to review fare subsidies and the viability of TM in line with Annual and Long Term planning	Update TM A5 to 'Review Total Mobility fare subsidies periodically in line with Annual
lan Duncan		RPTP-0539	Funding	1	Change to RPTP	processes	processes	Plan and Long Term Plan processes'
ian buncan	Waka Kotaiii	KF 1F -0333	runung	pg. 38, 2.8, Case study: While the	Change to Ki Ti	processes	processes	rian and Long Term Flan processes
				NZTA Innovation Fund helped fund				
				this service start, there was no				
				ongoing operational funding,				
				which meant this service did not				
				last (to the best of our				
				knowledge). This highlights the				
	New Zealand			need for such services to have		We acknowledge the submitter point however the case	We acknowledge the submitter point however the case	
	Transport Agency			ongoing volunteer and Council	No changes to RPTP -	study still adds value in highlighting the benefits of	study still adds value in highlighting the benefits of	
lan Duncan	Waka Kotahi	RPTP-0539	Funding	support.	noting	community transport to under-served communities.	community transport to under-served communities.	
				lutur donting throughly by helpful		We salve so ledes the sole with the second the control of	We salve so ledes the sort writtens as int her contact the colder.	
				Introduction: It would be helpful to have some information about		We acknowledge the submitters point however the wider	We acknowledge the submitters point however the wider	
	New Zealand			growth projections and		demographics and growth projections sit in the RLTP, as an umbrella strategy to this plan. These are also	demographics and growth projections sit in the RLTP, as an umbrella strategy to this plan. These are also	
	Transport Agency			demographic factors that support	No changes to RPTP -	contained in the Queenstown Public Transport and	contained in the Queenstown Public Transport and	
lan Duncan		RPTP-0539	General	the policies and actions.	noting	Dunedin Fares and Frequency businesses cases.	Dunedin Fares and Frequency businesses cases.	
1011 2 0110011	Trana notam		00.10141		1.048	and an early and an experience of the early and an early an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early and an early an early and		
				pg. 81, 6.1, Central government				
				funding: The Plan should reference				
				that NZTA is the largest single				
				investor in public transport in				
				Otago. In the 2024/27 period,				
				ORC will rate its community				
				\$58.2m to invest in public		1	We acknowledge the submitters point, and we believe our	
	Nov. Zoolood			transport and land transport		funding section outlines the co-funding and partnership	funding section outlines the co-funding and partnership	
	New Zealand Transport Agency			planning and in partnership, NZTA will co-invest in excess of \$60m in	No changes to BDTD	of NZTA and ORC well. Additionally figure 13 provides the reader with an understand of the value of each funding	of NZTA and ORC well. Additionally figure 13 provides the reader with an understand of the value of each funding	
lan Duncan		RPTP-0539	Funding	Otago's public transport.	noting	source.	source.	
ian Bancan	waka kotani	111111111111111111111111111111111111111	Turiumg	otago s public transport.	noting	Source.	Source.	
				p 124, Appendix I: Given the				
				importance the Government				
				attaches to private share, NZTA				
				submits that ORC's private share		We acknowledge the submitters point, however we must	We acknowledge the submitters point, however we must	
				targets should be brought up into		also acknowledge the purpose and audiences of this	also acknowledge the purpose and audiences of this	
	New Zealand			the main body of the RPTP, e.g. in		document. There is plenty of reference to the importance	document. There is plenty of reference to the importance	
	Transport Agency			Section 6, where there's an action	_	of private share in the body of the Plan and the reader is	of private share in the body of the Plan and the reader is	
lan Duncan	Waka Kotahi	RPTP-0539	Funding	to actively increase private share.	noting	directed to the Appendix for more detail.	directed to the Appendix for more detail.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Name	Organisation	(טוט)	Горіс	Summary of feedback/request	recommendation	initial staff response	Final response after deliberations	Recommended action to plan
				pg. 85, 6.2, F P5: Suggest adding				
				another bullet as follows:				
				* understands the NLTP funding				
				implications with respect to				
				whether or not NZTA is agreeable				
				to fund its share.				
				While it's Council's role to				
				determine the fares that apply in		We acknowledge the submitters point. However believe	We acknowledge the submitters point. However believe	
				its region, it shouldn't assume NZTA is willing to fund a new fare		the point is captured in F P5 already in the bullet point	the point is captured in F P5 already in the bullet point	
	New Zealand			concession. Including the bullet		'The concession aligns with NZTA's fares and pricing policy settings and guidance'. Council is well aware of the NLTP	'The concession aligns with NZTA's fares and pricing policy settings and guidance'. Council is well aware of the NLTP	
	Transport Agency				No changes to RPTP -	funding implications and makes no assumptions of co-	funding implications and makes no assumptions of co-	
lan Duncan	Waka Kotahi	RPTP-0539	Funding	that clarity.	noting	funding. Adding another point would be duplication.	funding. Adding another point would be duplication.	
lan Buncan	Waka Kotam	111-0333	runung	that clarity.	noting	Tariang. Adding another point would be duplication.	Tunding. Adding another point would be duplication.	
				pg. 72, 5.4: Great introductory				
				level descriptions of different				
				types of infrastructure but there is				
				insufficient detail about the				
				current and desired future state of				
				infrastructure needed to support				
				services. Compare with ECAN's			We acknowledge the submitters point. We would also like	
				latest draft RPTP, where there was		to be able to provide more detail however see we do not	to be able to provide more detail however see we do not	
				a useful diagram/maps needed to support planned services of:		have the quality of information or understanding to do this. It would be misleading to give this level of detail	have the quality of information or understanding to do this. It would be misleading to give this level of detail	
	New Zealand			•Future bus lanes		without the planning and business case to support it. In	without the planning and business case to support it. In	
	Transport Agency			•Depot locations	No changes to RPTP -	comparison, Ecan has their PT futures body of work to	comparison, Ecan has their PT futures body of work to	
lan Duncan	Waka Kotahi	RPTP-0539	General	•Bus layover facilities, etc.	noting	draw on.	draw on.	
					-			
				pg. 36, 2.8, TM A4: Instead of ORC				
				paying assessment agencies to		We don't believe this is possible. The TM system follows a	We don't believe this is possible. The TM system follows a	
	New Zealand			retain their services, can agencies		prescribed model and an additional fee might further but	prescribed model and an additional fee might further but	
	Transport Agency	DDTD 0530			No changes to RPTP -	these already transport disadvantaged people at greater	these already transport disadvantaged people at greater	
lan Duncan	Waka Kotahi	RPTP-0539	General	applicants an assessment fee?	noting	risk.	risk.	
				Requests working more closely				
				with community boards to				
				improve public transport services,				
Alasdair	Waikouaiti Coast			including timetabling, while taking	No changes to RPTP -			
Morrison	Community Board	RPTP-0540	institutions	into account local demographics	follow up action	Noted with thanks	Noted with thanks	
				Requesting access to recent				
				patronage figures to better		This is outside the scope of the plan. The submitter is	This is outside the scope of the plan. The submitter is	
Alasdair	Waikouaiti Coast	 		understand public transport usage		welcome to contact ORC directly to determine the	welcome to contact ORC directly to determine the	
Morrison	Community Board	RPTP-0540	General	in the North Coast area	noting	information required.	information required.	
						With regards to frequency improvements in this area, we	With regards to frequency improvements in this area, we	
						would note that there are competing desires for	would note that there are competing desires for	
						connections to Oamaru which could compete for	connections to Oamaru which could compete for	
						resources with shorter-distance frequency improvements.	resources with shorter-distance frequency improvements.	
				Requests increase in frequency of		We note the point of comparison with Brighton /	We note the point of comparison with Brighton /	
				buses to North Coast and have		Peninsula service; while there may be differences, it will	Peninsula service; while there may be differences, it will	
				them be closer to frequency as the		be important for us to benchmark service levels in	be important for us to benchmark service levels in	
Alasdair	Waikouaiti Coast			Dunedin South Coast and Otago		different areas along with other potential regional	different areas along with other potential regional	
Morrison	Community Board	RPTP-0540	Frequency	Peninsula	No changes to RPTP	services such as Balclutha and Oamaru.	services such as Balclutha and Oamaru.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Alasdair Morrison	Waikouaiti Coast Community Board	RPTP-0540	Fares base fare	1 .	No changes to RPTP - base fare decision		No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Alasdair Morrison	Waikouaiti Coast Community Board	RPTP-0540	Fares zones	could undo patronage increases	No changes to RPTP - zone fare decision		No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	Rail and ferries	p.52 Mode neutrality: public transport will be delivered using the most appropriate mode (e.g. bus, ferry, tram, ropeway, etc.) to meet demand, purpose, community need and value for money	Change to RPTP	Accept it is fair to represent this mode given the interest in Queenstown. Phrasing as cable/rope technologies is preferred to be more neutral on the exact technology, however.	Accept it is fair to represent this mode given the interest in Queenstown. Phrasing as cable/rope technologies is preferred to be more neutral on the exact technology, however.	Add "cable/rope technologies" to examples of alternative modes in SD P5
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p. 62-64 QT network aspirations: add bullet points "Whoosh aerial ropeway pilot track established at Remarkables Park" and "Adapt existing bus routes to align with new roading patterns e.g. to use the new road connection between Hanleys Farm and Jacks Point"	No changes to RPTP	Aerial ropeway this is not in our current plans which come from the Business Case. Changes to bus routes this will happen but would be an unnecessary detail in the RPTP	Aerial ropeway this is not in our current plans which come from the Business Case. Changes to bus routes this will happen but would be an unnecessary detail in the RPTP	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	Rail and ferries	p. 69 Under NF A4 add a bullet point: "Working with proponents of alternative transport modes and technologies"	No changes to RPTP	As this is an implementation point and we do not currently have such changes in our plans, it is not appropriate to include this. We would certainly include such a point if work on alternative modes were to develop further.	As this is an implementation point and we do not currently have such changes in our plans, it is not appropriate to include this. We would certainly include such a point if work on alternative modes were to develop further.	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	Rail and ferries	p.52 Consider other ways of delivering the service, including other modes	No changes to RPTP	It is agreed that alternative modes are an example of "other ways of delivering the service" but do not see that this needs to be said explicitly. In the case of low-performing services the alternative modes would be most likely to be on-demand or community transport and we think the policy works as it is.	It is agreed that alternative modes are an example of "other ways of delivering the service" but do not see that this needs to be said explicitly. In the case of low-performing services the alternative modes would be most likely to be on-demand or community transport and we think the policy works as it is.	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	General	p.17: Proactively support good land use policy through integration with public transport design while taking into account alternative transport modes and new transport technology	No changes to RPTP	Noted with thanks	Noted with thanks	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	Bus stop	Wants more reference to bus shelters in highly used key locations in QLDC area, such as outside Whakatipu High School and Red Oaks drive	No changes to RPTP - operational	The strategic nature of this plan prevents reference to specific stops. Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with our TAs to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions.	The strategic nature of this plan prevents reference to specific stops. Stop infrastructure is guided by the One Network Framework and outlined in section 5.4. Shelter is important and we are committed to working with our TAs to provide bus shelters at well-used stops across the network, acknowledging the local context and restrictions.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p.42 Engage in open and regular dialogue with our partner agencies and key stakeholders to align expectations, identify and address inefficiencies and new transport opportunities and optimise the operation of our services	Change to RPTP	This is a reasonable request and we support rephrasing along these lines	This is a reasonable request and we support rephrasing along these lines	Rephrase to slightly shortened version of submitter request: "Engage in open and regular dialogue with our partner agencies and key stakeholders to align expectations, identify and address inefficiencies and opportunities, and optimise the operation of our services."
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p.71 MM P2 Tourism: encourage sustainable economic growth and promotion of green tourism based around public and active transport and alternative transport modes.	No changes to RPTP	We accept an interest in *alternative modes of public transport* but the phrasing here refers to *alternative modes of transport* that would not be public (or active) transport. This is out of scope. We are satisfied that the submitter's interest in alternative ways to deliver public transport would be fully covered by existing phrasing.	We accept an interest in *alternative modes of public transport* but the phrasing here refers to *alternative modes of transport* that would not be public (or active) transport. This is out of scope. We are satisfied that the submitter's interest in alternative ways to deliver public transport would be fully covered by existing phrasing.	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p.51 add "utilise the most appropriate mode and technology" under SD P1	No changes to RPTP	We agree with the sentiment but are satisfied that SD P5 (Mode neutrality) expresses this principle. Repeating it would be duplication; we prefer to have this principle stand alone to emphasise its importance. We agree with the sentiment expressed and the	We agree with the sentiment but are satisfied that SD P5 (Mode neutrality) expresses this principle. Repeating it would be duplication; we prefer to have this principle stand alone to emphasise its importance. We agree with the sentiment expressed and the	
				p.42 Engage in meaningful dialogue with diverse stakeholders interested in public transport to understand the transport needs and aspirations of the users and the capabilities of those		submitter's interest in the matter. We prefer not to draw specific attention to one type of stakeholder in this action as such requests could easily lead to unbalanced policies and actions Follow-up suggestion was submitted in response to the above with the more modest suggestion of adding "and	submitter's interest in the matter. We prefer not to draw specific attention to one type of stakeholder in this action as such requests could easily lead to unbalanced policies and actions Follow-up suggestion was submitted in response to the above with the more modest suggestion of adding "and	Amend "with their needs and interests" to
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541	Rail and ferries	developing new transport	Change to RPTP	aspirations and advances in technology" . Recommend adding "and aspirations" part.	aspirations and advances in technology" . Recommend adding "and aspirations" part.	"with their needs, interests, and aspirations" in E P1.
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p.44 ORC can collaborate with local communities and organisations, including developers of new transport technology, in conjunction with our territorial authorities to support community-led projects that improve public transport infrastructure and capacity	No changes to RPTP	We agree with the sentiment expressed and the submitter's interest in the matter. We prefer not to draw specific attention to one type of stakeholder in this action as such requests could easily lead to unbalanced policies and actions	We agree with the sentiment expressed and the submitter's interest in the matter. We prefer not to draw specific attention to one type of stakeholder in this action as such requests could easily lead to unbalanced policies and actions	
Brian Fitzpatrick	Remarkables Park Limited	RPTP-0541		p. 62-64 QT network aspirations: add bullet points "Extension of ferry service to Kawarau River, connecting to Remarkables Park, Shotover Country and Lake Hayes Estate" and "Aerial ropeway service introduced and operating on a Frankton network linking Remarkables Park, Queenstown Airport and the BP transport hub."	No changes to RPTP	We do not have a current basis to include these in our plans.	We do not have a current basis to include these in our plans.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
		,	•	, , ,				•
				p. 62-64 QT network aspirations:				
				add bullet points "Regular ferry				
				service connecting terminals on				
				the Kawarau River, at Remarkables				
				Park, Shotover Country and Lake				
				Hayes Estate, to Queenstown Bay"				
				and "Aerial ropeway system				
				extended along Frankton Road				
				connecting through the Frankton				
Brian	Remarkables Park			network to the southern and		We do not have a current basis to include these in our	We do not have a current basis to include these in our	
Fitzpatrick	Limited	RPTP-0541	Rail and ferries	eastern corridors."	No changes to RPTP	plans.	plans.	
				p.62-64 QT network aspirations:		While we acknowledge the particular proposal that is	While we acknowledge the particular proposal that is	
				Additionally, there may be a future		being promoted and that the specific technology may	being promoted and that the specific technology may	
				study of the case for other modes		receive some emphasis in places, a more generic phrasing	receive some emphasis in places, a more generic phrasing	
				to service this area, including an		of "offline solution" emphasises the function over the	of "offline solution" emphasises the function over the	
Brian	Remarkables Park			off-line aerial ropeway option and		technical detail, which is appropriate from a mode-	technical detail, which is appropriate from a mode-	
Fitzpatrick	Limited	RPTP-0541	Rail and ferries	a direct ferry service.	No changes to RPTP	neutrality perspective	neutrality perspective	
Amanda	The Lightfoot		Fares	Supports retaining free fares for	No changes to RPTP -		Change to Plan: There will be a uniform 40% concession	Child (5-12 years) concession discount listed
Robinson	Initiative	RPTP-0542	concessions	everyone under 18	noting	Child and youth concession value decision	for 5-18 year olds in all of Otago.	in F P3 changed from 100% to 40%
				Request ORC reframe rates				
				increases as improved				
Amanda	The Lightfoot			opportunities to boost investment				
Robinson	Initiative	RPTP-0542	Funding	in public transport	No changes to RPTP	Noted with thanks	Noted with thanks	
				Supports community transport,				
				but wants more public transport				
Amanda	The Lightfoot		Community	services in the Upper Clutha area		Noted with thanks. Our plan also includes working to	Noted with thanks. Our plan also includes working to	
Robinson	Initiative	RPTP-0542	transport	more generally	No changes to RPTP	improve regional connectivity	improve regional connectivity	
						The Queenstown Public Transport Business Case	The Queenstown Public Transport Business Case	
						programmeme, is a suite of interventions to work towards	programmeme, is a suite of interventions to work towards	
						improved public transport in Queenstown. The first	improved public transport in Queenstown. The first	
				Opposes the focus areas on the		improvements will be beginning in July. We agree there	improvements will be beginning in July. We agree there	
				grounds that they don't go far		are a lot of challenges with delivering public transport in	are a lot of challenges with delivering public transport in	
Amanda	The Lightfoot			_	No changes to RPTP -	Queenstown, and our intent is to progress with these	Queenstown, and our intent is to progress with these	
Robinson	Initiative	RPTP-0542		_	noting	over time and as funding permits.	over time and as funding permits.	
				Request ORC works with central				
Amanda	The Lightfoot		l .	<u> </u>	No changes to RPTP -			
Robinson	Initiative	RPTP-0542	institutions	GPS that supports mode shift	noting	This is outside the scope of the plan	This is outside the scope of the plan	
						We have a good working relationship with our TAs and	We have a good working relationship with our TAs and	
				Wants ORC to enable first and last		collectively are working to improve first and last mile	collectively are working to improve first and last mile	
				mile solutions by working with Tas,			connections. Unfortunately this is not a priority in the GPS	
				and wants bus stops within a 10		so funding is constrained. Our network design section	so funding is constrained. Our network design section	
Amanda	The Lightfoot		Active	minute walk of public transport	No changes to RPTP -	talks about access to stops based on walk distances/time	talks about access to stops based on walk distances/time	
Robinson	Initiative	RPTP-0542	transport	services	noting	relative to topography.	relative to topography.	
_								
Amanda	The Lightfoot		1	Supports increasing adult bee card	I -		No change from Draft Plan. The base adult fare will be	
Robinson	Initiative	RPTP-0542	Fares base fare	fares, but wants to keep fares low	base fare decision		\$2.50 across Otago.	

		Submitter #			Staff			
Name			Tania			Initial staff seemans	Final vacuum after deliberations	Becommended estimate along
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
							No change to the Draft Plan. Zonal fares are supported in	
				Supports introducing zones, and			the Plan, with final details to be developed. The panel	
				may even need to consider using			notes an expectation that prices for multiple fare zones	
Amanda	The Lightfoot				No changes to RPTP -		are based on small/moderate increments of the base fare,	
Robinson	_	RPTP-0542	Fares zones	equitable approach is used	zone fare decision		and that there are a small number of zones.	
RODITISOTI	initiative	KF1F-03-42	l ares zones	equitable approach is used	Zone fare decision		and that there are a small number of zones.	
				Would like the Mosgiel bus to turn				
				into South Road, Caversham, then				
				along David Street and into Hillside				
				Road. This would mean that				
				passengers would not have to				
				transfer to another route to get to				
				Pak n Save or the Warehouse. The		The Mosgiel route will operate via South Dunedin	The Mosgiel route will operate via South Dunedin	
				return route to Mosgiel should		(although not Caversham) from July. We will review how	(although not Caversham) from July. We will review how	
Dale Jenkins		RPTP-0543	Routes	follow this route too.	No changes to RPTP	the service performs under these changes	the service performs under these changes	
					in a change of the ch			
						A Dunedin to Oamaru service is included in this Plan as	A Dunedin to Oamaru service is included in this Plan as	
	CCS Disability Action -			Wants a regular bus service from		an integral service for Otago, but availability of funding	an integral service for Otago, but availability of funding	
	Local			Waitaki to Dunedin, including a		will dictate timing of such improvements. Currently this	will dictate timing of such improvements. Currently this	
	Advisory Committee -		Oamaru	Dunedin hospital shuttle service	No changes to RPTP -	service is planned to be introduced for in the next 10	service is planned to be introduced for in the next 10	
Jacqui Eggleton	Waitaki	RPTP-0544	service	working with St. John	noting	years. Improving access to health care is a high priority.	years. Improving access to health care is a high priority.	
				-	-			
	CCS Disability Action -			Supports ongoing Total Mobility				
	Local			services, as it plays a critical role in				
	Advisory Committee -			helping the disabled community				
Jacqui Eggleton	Waitaki	RPTP-0544	Accessibility	access opportunities	No changes to RPTP	Noted with thanks	Noted with thanks	
	CCS Disability Action -			Requests an on-demand service		This is supported and considered as a future integral	This is supported and considered as a future integral	
	Local			within Oamaru, rather than a fixed		service with the plan, noting that funding is not currently	service with the plan, noting that funding is not currently	
	Advisory Committee -		Oamaru	route service as this is better for	No changes to RPTP -	available for such a service. We acknowledge the interest	available for such a service. We acknowledge the interest	Add a local Oamaru service to the integral
Jacqui Eggleton	Waitaki	RPTP-0544	service	disabled people	noting	in On-demand services	in On-demand services	services in the plan.
					No changes to RPTP -	A solution has been reached and bike racks are now	A solution has been reached and bike racks are now	
Janet Pribble		RPTP-0545	Bikes on buses	Wants bike racks back on buses	operational	available again.	available again.	
				Recommends changes to fares				
				should be consulted on separately				
				to the draft RPTP to better		During 19 February 2025 Council meeting, Council		
Councillor	Queenstown-Lakes			understand the effects of fare	No changes to RPTP -	approved for the increase in Bee card fare and child	No change from Draft Plan. The base adult fare will be	
Gavin Bartlett	District Council	RPTP-0546	Fares base fare	changes on patronage	base fare decision	concession values to be consulted on as part of the RPTP.	\$2.50 across Otago.	
				Onnesse the manager of the control		Form comitee impression and a second to the second	Form, coming to an arrangement of the control of th	
Councilles	Queenstown-Lakes			Opposes the removal of planned ferry service improvements in the		Ferry service improvements remain in our long-term	Ferry service improvements remain in our long-term	
		RPTP-0546	1		No changes to DDTD	programme through the Business Case and we	programme through the Business Case and we	
Gavin Bartlett	District Council	KP1P-0546	Rail and terries	For MM A4, recommend a more	No changes to RPTP	acknowledge community interest.	acknowledge community interest.	
				proactive approach for				
Councillor	Queenstown-Lakes		Bus stop	infrastructure rather than waiting	No changes to RPTP -	Noted thank you. MM A4 to be removed as duplication	Noted thank you. MM A4 to be removed as duplication	
Gavin Bartlett	,	RPTP-0546	infrastructure	for evidence of demand	noting	with MM A3, which adequately covers this area.	with MM A3, which adequately covers this area.	
Gaviii Bai tiett	District Couriell	KF 17-0340	mirastructure	Mentions that the urban form	lioting	with white A3, which adequately covers this died.	with why A3, which duequately covers this area.	
			Collaboration	factors in Appendix E align with				
Councillor	Queenstown-Lakes		with	the Te Putahi Ladies Mile				
Gavin Bartlett	'	RPTP-0546	institutions	development Masterplan	No changes to RPTP	Noted with thanks	Noted with thanks	
Saviii Bai tiett	2.5trice courien	5546	iotitations	Supports community transport,	onunges to Iti II	The state of the s	The state of the s	
				but acknowledges that some		Noted with thanks. Yes we also acknowledge that is may	Noted with thanks. Yes we also acknowledge that is may	
				places like Wanaka are growing		not be a long term solution for Wanaka. Our plan does	not be a long term solution for Wanaka. Our plan does	
Councillor	Queenstown-Lakes		Community	and it might not be the best		include working to improve regional connectivity, with	include working to improve regional connectivity, with	
		RPTP-0546	transport	solution there	No changes to RPTP	particular focus on connecting the Upper Clutha area.	particular focus on connecting the Upper Clutha area.	
		1 00 .0	1		3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	I Share a shar	The state of the s	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	g	,		QLDC requests to be more		11 11 11 11		2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1
				involved with ORC and Ministry of				
				Education in ongoing discussions				
Councillor	Queenstown-Lakes			on the planned changes to school	No changes to RPTP -			
	,	RPTP-0546	School services		follow up action	Noted, and we will pass on to MOE.	Noted, and we will pass on to MOE.	
				Supports increase in adult bee				
				card fare, but only on the				
				provision that other alternative		Our funding policy FS A3 pg. 83 states our intent to work		
				ways to increase private share are		with our partners and other stakeholders to increase		
Councillor	Queenstown-Lakes			explored. If fares are to increase,	No changes to RPTP -	private revenue sources and alternative ways of funding	No change from Draft Plan. The base adult fare will be	
		RPTP-0546		make them minimal	base fare decision	PT.	\$2.50 across Otago.	
Curin Durinett	2.00.100 000.10.1	1 11 00 10		Supports the focus areas and		Reliability is of high importance, and captured in our	Reliability is of high importance, and captured in our	
				objectives, but thinks more		design principles in focus area 4 of the plan. The plan also	design principles in focus area 4 of the plan. The plan also	
				attention needs to be paid to		emphasises achieving greater frequencies over time,	emphasises achieving greater frequencies over time,	
Councillor	Queenstown-Lakes			frequency and reliability of the	No changes to RPTP -	however this is not possible due to current funding	however this is not possible due to current funding	
	•	RPTP-0546	Focus areas	network	noting	constraints.	constraints.	
Gaviii Bartiett	District Courier	111 0540	1 ocus urcus	network	inoting .	constraints.	constraints.	
						Thank you for your submission. Public transport links		
						between Wānaka and Queenstown are outlined in the		
						plan for improving regional connectivity, however		
						currently sit in the 10-30 year horizon due to lack of		
						funding and alignment with central government priorities.		
						Servicing Wanaka and the wider Upper Clutha area is		
				Wants ORC to work more closely		more challenging g given the land use development.		
				with the Wanaka Upper Clutha		Based on a desk top study (Otago Community and		
				Community Board to bring public		Accessible Transport Study) and a review of the 22/23		
				transport services, while		trial, viable public transport is not affordable to the user	Based on feedback we are giving greater priority to	
			Marketing,	acknowledging the role of land use		or the community without co-funding. We will work	Wanaka in our indicative maps; however we do not yet	
Councillor	Queenstown-Lakes		promotion,	planning in establishing an	No changes to RPTP -	closely with the Wanaka Upper Clutha Community Board	have funding or an evidence base to support this	
		RPTP-0546	-	efficient public transport system	follow up action	to look for solutions.	investment so we caution that this is currently indicative.	Minor changes to future network maps
Gaviii Bartictt	District Courien	1111-03-40	crigagement	Recommends the inclusion and	Tollow up action	to look for solutions.	investment so we caution that this is currently indicative.	Willion Changes to ratare network maps
				consideration of the means to				
				carry bicycles and micro mobility				
				on all scheduled services as clear				
Councillor	Queenstown-Lakes			actions, which will help with mode	No changes to RPTP -	This point is captured in VO P2 Vehicle standards and ORC	This point is captured in VQ P2 Vehicle standards and ORC	
	District Council	RPTP-0546	Bikes on buses	· ·	noting	requirements on pg32	requirements on pg32	
Gaviii Bartiett	District Courier	111 0540	DIRES ON DUSES	Silit	inoting .	requirements on pg52	requirements on pg32	
						Time of use charging legislation, policy and procedures	Time of use charging legislation, policy and procedures	
						are in their infancy in NZ. The Plan includes a funding	are in their infancy in NZ. The Plan includes a funding	
				Wants more information about		action FS A2 on page 83 that states we will 'Collaborate	action FS A2 on page 83 that states we will 'Collaborate	Amend FS A2 wording to: 'Collaborate with
				time of use charging in		with our partner agencies to coordinate and align parking		our partner agencies to coordinate and align
				Queenstown, and to outline what		strategies	strategies	parking strategies, time-of-use charging and
				a proactive approach to meeting		and other travel-demand management tools to improve	and other travel-demand management tools to improve	other travel demand management tools to
			Collaboration	the increased demands related to		the value of public transport and achieve wider regional	the value of public transport and achieve wider regional	improve the value of public transport and
Councillor	Queenstown-Lakes		with	the implementation of time of use	No changes to RPTP -	carbon-reduction and mode-shift outcomes.'. Time of use	1	achieve wider regional carbon-reduction and
		RPTP-0546	institutions	charging might look like	noting	charging is considered a travel-demand management tool.	include specific reference to 'time of use charging'.	mode-shift outcomes'.
Javiii Dai tiett	2.5trice courien	5546	ocitations	and mark look like		and one of the construction of the control of the c		
				Requests a definition of what a		We are using a broad definition of small town to mean	We are using a broad definition of small town to mean	
Councillor	Queenstown-Lakes		Community	'smaller town' is with respect to		any areas outside of our main urban networks and	any areas outside of our main urban networks and	
	District Council	RPTP-0546	transport	1	No changes to RPTP	integral services in the context of community transport.	integral services in the context of community transport.	
		1	1 1 1 1	71	1 0	1 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 5	

		Submitter #			Staff			
Name			Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
	0	(-)		, , , , , , , , , , , , , , , , , , , ,				
				Opposes a zone fare structure in				
				Queenstown as it risks			No change to the Draft Plan. Zonal fares are supported in	
				discouraging the uptake of public			the Plan, with final details to be developed. The panel	
				transport in outer zone			notes an expectation that prices for multiple fare zones	
Councillor	Queenstown-Lakes			communities,	No changes to RPTP -		are based on small/moderate increments of the base fare,	
Gavin Bartlett		RPTP-0546	Faros zonos	partutessestesicularly Arrowtown	zone fare decision		and that there are a small number of zones.	
Gaviii Bartiett	District Council	KP1P-0540	Fares zones	QT network aspirations p.62-63:	Zone rare decision		and that there are a small number of zones.	
				The Ministry (of Education)				
				recommends increasing capacity				
				at peak or school times to high-				
				growth suburbs in Lake Hayes.				
				This may be through provision of				
				additional targeted services or				
				increasing frequency of existing				
James Meffan	Ministry of Education	RPTP-0547	School services	services	No changes to RPTP	Acknowledged we will continue to work on this.	Acknowledged we will continue to work on this.	
				QLDC requests to be more				
				involved with ORC and Ministry of				
				Education in ongoing discussions				
				on the planned changes to school				
James Meffan	Ministry of Education	DDTD OF 47			No changes to RPTP	Noted thank you	Noted thank you	
James Menan	IVIIIISTLY OF Education	KP1P-0547	Routes	bus routes.	INO CHANGES TO RETE	Noted thank you	Noted thank you	
				The National accordance to the accordance of				
				The Ministry supports the overall				
				vision and objectives within this				
				plan, including specific measures				
				to provide additional services and				
James Meffan	Ministry of Education	RPTP-0547	Focus areas	capacity for school students	No changes to RPTP	Noted thank you	Noted thank you	
				The Ministry of Education				
				appreciates ORC's steps to				
				providing additional school				
				services as they have pulled				
James Meffan	Ministry of Education	RPTP-0547	School services		No changes to RPTP	Noted with thanks	Noted with thanks	
	,							
				Targeted services p. 58: We				
				support the proposal to enhance				
				connector and high-frequency				
				services to serve schools without				
				targeted services and to offer				
				targeted services for students				
				where there is demand that				
	NATIONAL OF THE PERSON OF THE	DDTD 6	1	cannot be met through core public	N	No. and the state of the state	No. of the last	
James Meffan	Ministry of Education	RP1P-0547	School services	transport services	No changes to RPTP	Noted with thanks	Noted with thanks	
				Integral/Exempt service p. 69:				
				supports services targeted at				
				school travel should be designed				
				to support travel to students'				
James Meffan	Ministry of Education	RPTP-0547	School services	nearest available school	No changes to RPTP	Noted with thanks	Noted with thanks	
				Supports the proposal to continue				
				public transport improvements				
				without NZTA or other central				
James Meffan	Ministry of Education	RPTP-0547	Funding	government funding on a trial basis	No changes to RPTP	Noted with thanks	Noted with thanks	
		1	10	10 · · · · · · · · · · · · · · · ·	1 5			

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
Carolyn Guytonbeck		RPTP-0548	Fares zones	Request for more information on zone fares, such as price. Supports zone fares subject to longer trips' fares remaining affordable.	No changes to RPTP - zone fare decision	Fares for a zonal structure have not been investigated yet. This work will follow any decision to change our fare structure to a zonal system.	No change to the Draft Plan. Zonal fares are supported in the Plan, with final details to be developed. The panel notes an expectation that prices for multiple fare zones are based on small/moderate increments of the base fare, and that there are a small number of zones.	
Alex King		RPTP-0549	General	Praise for the work ORC have done over the years in enhancing the bus service and growing patronage over recent years.		Noted with thanks	Noted with thanks	
Alex King		RPTP-0549	Focus areas	Request for the climate crisis to be a key driver for Otago transport policy.	No changes to RPTP - noting	The climate crisis is a key driver this RPTP and transport policy as noted in the Challenges and opportunities section of the plan on pg 16. Additionally this RPTP elevates the climate emergency with our Focus Area 3 Envrionmental sustainability. The RPTP also sits alongside ORCs Climate strategy 2024	The climate crisis is a key driver this RPTP and transport policy as noted in the Challenges and opportunities section of the plan on pg 16. Additionally this RPTP elevates the climate emergency with our Focus Area 3 Envrionmental sustainability. The RPTP also sits alongside ORCs Climate strategy 2024	
Alex King		RPTP-0549	General	Request to implement an ambitious goal of minimising fossil fuel-emitting vehicle-kilometres from Otago's transport sector, such as 90% reduction over 5 years.	No changes to RPTP - noting	We acknowledge the request however this is outside of the scope of the RPTP. The RLTP deals with the transport sector as a whole. This plan focuses on PT's role in providing an efficent reliable and accessible public transport service that meets community needs in order to reduce car dependency.	We acknowledge the request however this is outside of the scope of the RPTP. The RLTP deals with the transport sector as a whole. This plan focuses on PT's role in providing an efficent reliable and accessible public transport service that meets community needs in order to reduce car dependency.	
Alex King		RPTP-0549	General	Request on p. 93 to add the explicit target to the mode share success measure to increase by 30% per annum (i.e. 7% in 2024, 9% in 2025, 12% in 2026, 15% in 2027, 20% in 2028, 26% in 2029)	No changes to RPTP - noting	The submitter's point is noted. Mode share targets currently sit in Shaping Future Dunedin Transport programmeme business case and DCC Zero Carbon plan and Queenstown Public Trasport Business case.	The submitter's point is noted. Mode share targets currently sit in Shaping Future Dunedin Transport programmeme business case and DCC Zero Carbon plan and Queenstown Public Trasport Business case.	
Alex King		RPTP-0549	Collaboration with institutions	Request to collaborate with other agencies to coordinate with other environmental policy such as carbon taxes, fuel supply limits, parking and wider transport plans.	No changes to RPTP - noting	public transport services meet the needs of the community including coordinating wider transport plans	Focus Area 2 Build trust is about engaging with our communities and investment partners to make sure public transport services meet the needs of the community including coordinating wider transport plans and parking policy. Carbon taxes and limiting fuel supplies is outside the scope of the RPTP.	
Alex King		RPTP-0549	General	Request to strengthen the second ORC transport aspiration (p. 9) to state the substantial elimination of fossil fuel use in Otago within 5 years as an explicit goal.	No changes to RPTP - noting	The trasnsport aspirations listed on pg9 of this plan are directly from ORCs strategic directions 2023-2024. This is outside the socpe of this consultation and plan.	The trasnsport aspirations listed on pg9 of this plan are directly from ORCs strategic directions 2023-2024. This is outside the socpe of this consultation and plan.	
Alex King		RPTP-0549	General	Request on p. 17 to reframe Focus Area 1 from from "useful public transport services" to "the dominant supplier of transport services beyond walking and cycling" for all of Otago's residents	No changes to RPTP - noting	Thank you for your suggestion. We believe the wording 'useful public tranpsort services' captures this intent in a more succinct manner.	Thank you for your suggestion. We believe the wording 'useful public tranpsort services' captures this intent in a more succinct manner.	

		Submitter #			Staff			
Name	Organisation	(UID)	Topic	Summary of feedback/request	recommendation	Initial staff response	Final response after deliberations	Recommended action to plan
						Thank you for your suggestion. The plan is a regional	Thank you for your suggestion. The plan is a regional	
				Request on p. 17 to reword Focus		public transport plan for Otago so is for all Otago	public transport plan for Otago so is for all Otago	
				Area 1 to explicitly mention all		residents. We believe it would be duplication to	residents. We believe it would be duplication to	
				Otago residents including the		specifically mention that in all objectives. Transport	specifically mention that in all objectives. Transport	
				transport disadvantaged, or to		disadvantage people are a key focus of the plan and	disadvantage people are a key focus of the plan and	
				make serving transport		Section 2.8 pg 33 outlines specifically our policy and drive	Section 2.8 pg 33 outlines specifically our policy and drive	
				disadvantaged people its own	No changes to RPTP -	to improve accessibility for those who are transport	to improve accessibility for those who are transport	
Alex King		RPTP-0549	General	focus area.	noting	disadvantaged.	disadvantaged.	
				Request on p. 17 to reword Focus		We acknowledge the submitter's point, and that public	We acknowledge the submitter's point, and that public	
				Area 3 to " a public transport		transport has a key role in reducing fossil fuel use and	transport has a key role in reducing fossil fuel use and	
				system that is key to eliminating all		carbon emissions, but eliminating ALL fossil fure and	carbon emissions, but eliminating ALL fossil fure and	
				fossil fuel usage and carbon	No changes to RPTP -	carbon emmissions in Otago is over ambitious and outside	carbon emmissions in Otago is over ambitious and outside	
Alex King		RPTP-0549	General	emissions in Otago."	noting	the scope of this plan.	the scope of this plan.	
				Request on p. 30 to not				
				deprioritise adhering to a		Thank you for your feedback. Policy SQ A1 prioritises	Thank you for your feedback. Policy SQ A1 prioritises	
				clockface timetable unless it	No changes to RPTP -	repeating clock face schedules as much as practical within	repeating clock face schedules as much as practical within	
Alex King		RPTP-0549	Timetables	results in very minor cost.	noting	the schedulng of multiple services.	the schedulng of multiple services.	
						Thank you for your feedback. The aim of a frequent and	Thank you for your feedback. The aim of a frequent and	
						reliable network is to have services running at a high	reliable network is to have services running at a high	
				Request on p. 30 to remove		frequency to eliminate the need to have timetables or	frequency to eliminate the need to have timetables or	
				timetables for services running		long waits between services. Unfortunately we are not in	long waits between services. Unfortunately we are not in	
				frequently (every 15 minutes or		a position to ensure all services run at 15 min frequencies.	a position to ensure all services run at 15 min frequencies.	
				less) and instead monitor services		The Dunedin fares and frequencies business case plans to	The Dunedin fares and frequencies business case plans to	
				1 '	No changes to RPTP -	progressively improve the frequency on the Dunedin	progressively improve the frequency on the Dunedin	
Alex King		RPTP-0549	Timetables	maximum wait at all stops.	noting	network, but this is not currently funded.	network, but this is not currently funded.	
3				·		·	,	
				Request on p. 30 SQ A1 to remove		Intermediate timing points are important to allow drivers	Intermediate timing points are important to allow drivers	
				the bullet point on the use	No changes to RPTP -	to recover early or late running that has been influenced	to recover early or late running that has been influenced	
Alex King		RPTP-0549	Timetables	intermediate timing points.	noting	by network conditions. Retain this bullet point in SQ A1	by network conditions. Retain this bullet point in SQ A1	
				Request on p. 36 to add TM A6:				
				Allow a hybrid Total Mobility				
				system where a passenger is taken				
				to/from a bus stop and assisted		Thank you for your suggestion. Whilst TM allows for	Thank you for your suggestion. Whilst TM allows for	
				on/off the bus by the Total	No changes to RPTP -	fluctuating needs, this is not possible as the eligibility	fluctuating needs, this is not possible as the eligibility	
Alex King		RPTP-0549	Accessibility	Mobility provider.	noting	criteria for TM is not being able to use the bus network.	criteria for TM is not being able to use the bus network.	
5			,			g : 1 to the the the the the	3 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
				Request on p. 40 to re-frame EQ		Thank you for your suggestion. The key point of this	Thank you for your suggestion. The key point of this	
				A3: "Prioritize public transport		action here is that we aim to increase patronage for	action here is that we aim to increase patronage for	
				investments and policies that		transport disadvantaged, recognising that we need to	transport disadvantaged, recognising that we need to	
				enable a patronage-focused		manage trade offs between patronage oriented and	manage trade offs between patronage oriented and	
				network. A sub-priority is to		coverage oriented networks. Coverage oriented networks	coverage oriented networks. Coverage oriented networks	
					No changes to RPTP -	still have a strong role in servicing people disadvanteged	still have a strong role in servicing people disadvanteged	
Alex King		RPTP-0549	General	disadvantaged people."	noting	by location.	by location.	
8				The state of the s				
				Request on page 48 for a new				
				policy to be introduced as DC P1,		Thank you for your suggestion. We prefer for this plan not	Thank you for your suggestion. We prefer for this plan not	
				with the existing policies re-		to overstate it's reach. Whist the point for 'the public	to overstate it's reach. Whist the point for 'the public	
				numbered. "The public transport		transport service to be designed to displace carbon	transport service to be designed to displace carbon	
				service should be designed to		emissions from existing transport as quickly as possible', it	emissions from existing transport as quickly as possible', it	
				displace carbon emissions from		is not possible for PT to fully decarbonise the whole	is not possible for PT to fully decarbonise the whole	
				the existing transport as quickly as		transport sector of Otago. We feel the plan in its entirety	transport sector of Otago. We feel the plan in its entirety	
				possible, and to enable a complete		is focused on encouraging as many PT trips as possible.	is focused on encouraging as many PT trips as possible.	
				decarbonization of the transport	No changes to RPTP -	Other trips such as freight and commercial are outside of	Other trips such as freight and commercial are outside of	
Alex King		RPTP-0549	General	sector in Otago.	noting	public transport services.	public transport services.	
, wex King		111 11 10343	I Scholar	Sector in Otago.	1	passio dalispore services.	passe transport services.	

		Submitter #			Staff			
Name	Organisation		Topic	Summary of feedback/request		Initial staff response	Final response after deliberations	Recommended action to plan
Alex King	· ·	RPTP-0549	Regional services	Request for our regional expansion to be reframed to "subject to funding and further study" and "speculative" to "obtain necessary funding to establish", and to shorten the	No changes to RPTP -	Thank you for your suggested change, however whilst we advocate to obtain the necessary funding to expand our	Thank you for your suggested change, however whilst we advocate to obtain the necessary funding to expand our	
Alex King		RPTP-0549	General		Change to RPTP	third paragraph.	third paragraph.	Change the first sentence of paragraph 3 on pg 71 to read ' Our aim is for active transport to be the preferred mode for short journeys in urban areas for those who are able.
Alex King		RPTP-0549	Fares concessions	Request on p. 85 to change F P2: add "off-peak use incentive" to the list of fare structure elements	Change to RPTP	Thank you for your point. Whilst this is not an element we use while we have a low flat fare, this is something that could be used in a future fare structure.	Thank you for your point. Whilst this is not an element we use while we have a low flat fare, this is something that could be used in a future fare structure.	Add 'off-peak use incentive' to the bottom of F P2, page 84
Alex King		RPTP-0549	Fares concessions	for youth fares to 50% (from 40%) Request on p. 93 to change on-	No changes to RPTP - base fare decision	Child and youth concession value decision	Change to Plan: There will be a uniform 40% concession for 5-18 year olds in all of Otago.	Child (5-12 years) concession discount listed in F P3 changed from 100% to 40%
Alex King		RPTP-0549	Reliability		No changes to RPTP - noting	We agree that no buses should leave early, however one minture is considered a margin of error when monitoring and evaluating our service providers.	We agree that no buses should leave early, however one minture is considered a margin of error when monitoring and evaluating our service providers.	
Aloy King		RPTP-0549	Conoral	_	No changes to RPTP -	Thank you for your suggestions. We prefer keeping the language broad to enable some discretion. Affordability for our community is always at the forefront of our	Thank you for your suggestions. We prefer keeping the language broad to enable some discretion. Affordability for our community is always at the forefront of our decision making.	
Alex King		RP1P-0549	General	Request for fare changes to happen incrementally (e.g. no	noting	decision making.	No change from Draft Plan. The base adult fare will be \$2.50 across Otago.	
Ala., 16'		DDTD 05:00			No changes to RPTP -	Neteral theories	Incremental change there will be an annual review of	
Alex King Alex King		RPTP-0549	Fares base fare	Request on p. 108 to differentiate on density in the core and the	base fare decision No changes to RPTP - noting	Noted thanks Noted thanks, this definition already includes the distinction of less density on the periphery.	Noted thanks, this definition already includes the distinction of less density on the periphery.	
Alex King		RPTP-0549	Funding	Believes the private share targets are ambitious and should be achieved without significant fare increases, and rather with large	No changes to RPTP - noting	Thank you for your feedback.	Thank you for your feedback.	