

Council Meeting Agenda - 23 June 2021

Meeting will be held in the Council Chamber at Level 2, Philip Laing House
144 Rattray Street, Dunedin



Members:

Cr Andrew Noone, Chairperson	Cr Carmen Hope
Cr Michael Laws, Deputy Chairperson	Cr Gary Kelliher
Cr Hilary Calvert	Cr Kevin Malcolm
Cr Michael Deaker	Cr Gretchen Robertson
Cr Alexa Forbes	Cr Bryan Scott
Hon Cr Marian Hobbs	Cr Kate Wilson

Senior Officer: Sarah Gardner, Chief Executive

Meeting Support: Dianne Railton, Governance Support Officer

23 June 2021 01:00 PM

Agenda Topic	Page
1. APOLOGIES No apologies were noted at the time of publication of the agenda.	
2. PUBLIC FORUM Requests to speak should be made to the Governance Support team on 0800 474 082 or to governance@orc.govt.nz at least 24 hours prior to the meeting; however, this requirement may be waived by the Chairperson at the time of the meeting. No requests were received prior to publication of the agenda.	
3. CONFIRMATION OF AGENDA Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.	
4. CONFLICT OF INTEREST Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
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10.	RESOLUTION TO EXCLUDE THE PUBLIC	621
	That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987), namely:	
	<ul style="list-style-type: none"> - Minutes of the 14 April 2021 public-excluded Council Meeting - Minutes of the 27 May 2021 public-excluded Council Meeting - 3.1 Approval to Proceed with Funding Agreements - 3.2 Facilitation of Landholder Access to Poisoned Rabbit Bait - 4. Adopt recommendations of the 12 May 2021 public-excluded Strategy and Planning Committee 	
11.	CLOSURE	



Minutes of an ordinary meeting of Council held in the
Novotel Queenstown Lakeside Conference Room
on Thursday 27 May 2021 at 8:00 am

Membership

Cr Andrew Noone *(Chairperson)*
Cr Michael Laws *(Deputy Chairperson)*
Cr Hilary Calvert
Cr Alexa Forbes
Cr Michael Deaker
Hon Cr Marian Hobbs
Cr Carmen Hope
Cr Gary Kelliher
Cr Kevin Malcolm
Cr Gretchen Robertson
Cr Bryan Scott
Cr Kate Wilson

Welcome

Chairperson Noone welcomed Councillors, members of the public and staff to the meeting at 08:02 am. Staff present included Sarah Gardner (Chief Executive), Nick Donnelly (GM Corporate Services), Gwyneth Elsum (GM Strategy, Policy and Science), Gavin Palmer (GM Operations), Richard Saunders (GM Regulatory & Communications), Amanda Vercoe (GM Governance, Culture and Customer), Dianne Railton and Liz Spector (Governance Support), Jean-Luc Payen (Manager Natural Hazards), Tim van Woerden (Natural Hazards Analyst), and Sharon Hornblow (Natural Hazards Analyst).

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1. APOLOGIES

Apologies were received for Cr Kelliher and Cr Kevin Malcolm. Cr Hope joined the meeting via Zoom at 8.30am.

Resolution

That the apologies for Cr Kelliher and Cr Malcolm be accepted.

Moved: Cr Noone

Seconded: Cr Laws

CARRIED

2. PUBLIC FORUM

Trish Fraser (Secretary) and Bruce Farmer (Chair) from Sustainable Glenorchy spoke about transportation, mitigating climate change and moving to zero fossil fuels for the Glenorchy and surrounding area. Mr Farmer advised that the community would like to suggest a trial that incorporates Glenorchy, surrounding areas and businesses, to reduce costs and be more efficient. He said the community have set up Glenuber for locals to share rides, which reduces the carbon footprint, and as Glenorchy is a tourist destination a robust bus service is needed. Ms Fraser said the main message is that Sustainable Glenorchy would really like to be part of a trial and if that is a consideration of ORC, they are ready and waiting with an engaged community. Ms Fraser provided a handout for Councillors.

3. CONFIRMATION OF AGENDA

There were no changes to the published agenda.

4. CONFLICT OF INTEREST

No conflicts of interest were advised.

5. CONFIRMATION OF MINUTES

Resolution

That the minutes of the (public portion of the) Council meetings held on 14 April 2021 and 29 April 2021 be received and confirmed as a true and accurate record.

Moved: Cr Wilson

Seconded: Cr Hobbs

CARRIED

6. ACTIONS (STATUS OF COUNCIL RESOLUTIONS)

The status report on the resolutions of the Council Meeting was reviewed. Ms Gardner advised that a Harbour Plan paper will be brought to Council in June 2021 and confirmed that the Delegations item has been completed.

7. MATTERS FOR CONSIDERATION

7.1. Natural Hazards Adaptation in the Head of Lake Wakatipu

The paper updated Council on progress with the Head of Lake Wakatipu natural hazards adaptation project. The project area includes the communities of Glenorchy and Kinloch. Gavin

Palmer (GM Operations), Jean-Luc Payen (Manager Natural Hazards), Tim van Woerden (Natural Hazards Analyst) were present to speak to the report and respond to questions.

Dr Palmer acknowledged Professor James Brasington (University of Canterbury) and Dr Paula Blackett (NIWA), who were present for the report and are also part of the team. Mr Payan spoke to the report on the Head of the Lake Wakatipu, which has a full description of the work to date and what will be happening in the next couple of years. Cr Deaker asked about the ramifications to lakeside communities, and whether the risk is beyond the head of the lake should there be an earthquake/tsunami. Mr Payan confirmed there will be other research work undertaken that would look at the full lake, including Queenstown. Dr Palmer explained that this is a pilot, and it is an approach that could be done in other communities in Otago with hazards risks.

Resolution

That Council:

- 1) **Acknowledges** the need for natural hazards adaptation planning in the head of the Lake Wakatipu project area.
- 2) **Notes** the program of work completed to date.
- 3) **Endorses** the use of the Adaptation Pathways approach in reference to Glenorchy.
- 4) **Supports** the continued collaboration with project partners.

Moved: Cr Scott

Seconded: Cr Deaker

CARRIED

7.2. Forbury Park

The paper outlined an approach to managing natural hazards risks throughout Otago, through agreed principles, and to understand how those principles might guide decision making on future land uses at green-field or brown-field sites, notably Forbury Park in South Dunedin. Gavin Palmer (GM Operations), Jean-Luc Payen (Manager Natural Hazards), Sharon Hornblow (Natural Hazards Analyst) and Anita Dawe (Manager Policy & Planning [via Zoom]), were present to speak to the report and respond to questions.

Chair Noone noted that a letter regarding Forbury Park was received from Ingrid Leary MP for Taieri, which was circulated to Councillors for their information.

Ms Gardner advised that staff are aware of the interest and stated there hasn't been any conversation with staff about Forbury Park, and following the discussion at the Oamaru Council meeting in March 2021, staff prepared the Forbury Park report to give a baseline position, in the event there is any proposal for Forbury Park. Ms Gardner said this is a baseline position, and it is really important that staff educate and help people to understand the dynamics of these systems and places. Ms Gardner noted that there is different information in the community suggesting that everything can be mitigated for a particular proposal. ORC staff cannot make that assessment because we have not been in that conversation.

Following discussions, Cr Scott moved:

Resolution

That Council:

- 1) **Receives** this report.

Moved: Cr Scott
Seconded: Cr Deaker
CARRIED

Following lengthy discussion, Chair Noone moved:

Resolution

- 1) *That the Forbury Park paper be laid on the table while staff prepared revised recommendations.*

Moved: Cr Noone
Seconded: Cr Hobbs
CARRIED

Discussion on the Forbury Park paper resumed at 10.00am, following the end of the Public Council Agenda. Following discussion on the revised staff recommendation, Cr Scott moved:

Resolution

That Council:

- 1) **Notes** the characteristics and natural hazards, based on current information, associated with the Forbury Park site.
- 2) **Endorses** the following positions on potential future redevelopment of the Forbury Park site:
 - a. *Future developments require very careful consideration of natural hazards and to take account the likely changes to the physical environment (including the effects on groundwater for the long term (100 years and longer) of the site.*
 - b. *The Draft RPS 2021 where it seeks to ensure that levels of risk from natural hazards do not exceed a tolerable level, are identified and assessed to determine their likelihood and consequence before any consideration of a development proposal.*
 - c. *The application of a precautionary approach to identifying, assessing and managing risk using avoidance or adaptive management.*
 - d. *The examination of opportunities to use the site to mitigate flood hazard for the wider South Dunedin area when considering any proposal for redevelopment.*

Moved: Cr Scott
Seconded: Cr Deaker
CARRIED

7.3. ECO Fund Applications - March 2021 Funding Round

The report was provided to seek Council approval to fund the recommended ECO Fund applications for the March 2021 round. Gavin Palmer (General Manager Operations) and Euan Hind (Partnership Lead - Biodiversity [via Zoom]), were present to speak to the report and respond to questions. Cr Deaker provided an update on the March 2021 funding round, and thanked the Councillors and staff who were involved in the decision process.

Resolution

That Council:

- 1) **Receives** this report.
- 2) **Approves** the funding recommendations of the ECO Fund Decision Panel for the March 2021 round to a total value of \$123,525.
- 3) **Notes** that the annual review of the ECO Fund is due in July.

Moved: Cr Deaker

Seconded: Cr Hope

CARRIED

7.4. Governance Updates May 2021

The report was to seek approval for updates to key governance documents for the Otago Regional Council. Amanda Vercoe (GM Governance, Culture & Customer) was present to speak to the report and respond to questions.

Resolution

That the Council:

- 1) **Receives** this report.
- 2) **Adopts** the updated terms of reference for the Data and Information Committee.
- 3) **Approves** the nomination of Councillor Kate Wilson to be the alternate representative for the Otago Catchment Community Governance Group.
- 4) **Approves** Councillor Kate Wilson be nominated to replace Councillor Michael Laws on the Queenstown Transport Governance Group
- 5) **Adopts** the updated Standing Orders, with amendments to Standing Order 9.1 and Standing order 21.3.

Moved: Cr Laws

Seconded: Cr Calvert

CARRIED

7.5. Documents Signed Under Council Seal

The paper was to inform the Council of delegations which have been exercised during the period 17 February 2021 through 12 May 2021.

Resolution

That the Council:

- 1) **Receives** this report.

Moved: Cr Laws
Seconded: Cr Noone
CARRIED

8. RECOMMENDATIONS ADOPTED AT COMMITTEE MEETINGS

8.1. Recommendations of the Public Portion of the Strategy and Planning Committee

Resolution

- 1) **Adopt** the resolutions of the 12 May 2021 Strategy and Planning Committee.

Moved: Cr Robertson
Seconded: Cr Wilson
CARRIED

8.2. Recommendations of the Governance, Communications and Engagement Committee

Resolution

That the Council:

- 1) **Adopt** the resolutions of the 13 May 2021 Governance, Communications and Engagement Committee meeting.

Moved: Cr Deaker
Seconded: Cr Laws
CARRIED

9. CHAIRPERSON'S AND CHIEF EXECUTIVE'S REPORTS

9.1. Chairperson's Report

Resolution

That the Chairperson's report be received.

Moved: Cr Robertson
Seconded: Cr Calvert
CARRIED

**9.2. Chief Executive's Report
Resolution**

That the Chief Executive's report be received.

Moved: Cr Robertson
 Seconded: Cr Calvert
 CARRIED

Sarah Gardner provided an update on Three Waters. Ms Gardner advised that Councillors will need to decide the Council's position, for the best option for delivery of water services in Otago. Ms Gardner said that more information should be available before the end June 2021, and she will work through the best option to share the information, either a report to Council or a workshop.

The meeting adjourned for a break at 9.40am and resumed at 10.00am.

Discussion on revised staff recommendations on the Forbury Park paper (7.2) continued at 10.00am, as noted previously.

Cr Laws left the meeting at 10:23 am.

10. RESOLUTION TO EXCLUDE THE PUBLIC

Resolution

That the public be excluded from the following parts of the proceedings of this meeting, namely:

- *Minutes of the public-excluded Council Meeting of 14 April 2021*
- *Bus Driver Living Wage*

Moved: Cr Wilson
 Seconded: Cr Noone
 CARRIED

Cr Robertson left the meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under [section 48\(1\)](#) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
<i>1.1 Minutes of the public excluded Council Meeting of 14 April 2021</i>	To protect the privacy of natural persons, including that of deceased natural persons – Section 7(2)(a); To protect information which if public	

	<p>would;</p> <p>ii. unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information – Section 7(2)(b)(ii);</p> <p>To protect information which is subject to an obligation of confidence where the making available of the information would be likely to:</p> <p>i. prejudice the supply of similar information, or information from the same source, where it is in the public interest that such information should continue to be supplied – Section 7(2)(c)(i);</p> <p>To enable the council to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h);</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i).</p>	
<p><i>3.1 Bus Driver Living Wage</i></p>	<p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i);</p> <p>To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h).</p>	<p>Section 48(1)(a);</p> <p>Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds:</p> <p>(a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>

11. CLOSURE

There was no further business and Chairperson Noone declared the meeting closed at 11.21am.

Chairperson

Date

DRAFT MINUTES



Minutes of an ordinary meeting of Council held in the
Council Chamber on
Wednesday 9 June 2021 at 12:00 PM

Membership

Cr Andrew Noone *(Chairperson)*
Cr Michael Laws *(Deputy Chairperson)*
Cr Hilary Calvert
Cr Alexa Forbes
Cr Michael Deaker
Hon Cr Marian Hobbs
Cr Carmen Hope
Cr Gary Kelliher
Cr Kevin Malcolm
Cr Gretchen Robertson
Cr Bryan Scott
Cr Kate Wilson

Welcome

Chairperson Noone welcomed Councillors, members of the public and staff to the meeting at 12:03 pm. Staff present included Sarah Gardner (Chief Executive), Nick Donnelly (GM Corporate Services), Gavin Palmer (GM Operations), Amanda Vercoe (GM Governance, Culture and Customer), Liz Spector (Governance Support), and Ryan Tippet.

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1. APOLOGIES

There were no apologies.

2. CONFIRMATION OF AGENDA

The agenda was confirmed as circulated.

3. CONFLICT OF INTEREST

No conflicts of interest were advised.

4. MATTERS FOR CONSIDERATION

4.1. LGFA Funding Proposal

This paper was provided to seek Council's approval to join the Local Government Funding Agency (LGFA) and determine the preferred method of membership (guaranteeing or non-guaranteeing). Subject to Council's decision on joining the LGFA, approval was also sought to authorise staff to undertake consultation on that proposal and revise the Treasury Management Policy (TMP). Nick Donnelly (General Manager Corporate Services) was present to speak to the report and respond to questions.

Mr Donnelly said if Council decides to proceed with the process to join the LGFA, community consultation will need to be undertaken because the LGFA is a Council Controlled Trading Organisation (CCTO) and as such, this is required under the Local Government Act 2002 (LGA). Mr Donnelly said the proposal will be advertised in various ways with online submissions being encouraged. He also said staff has recommended the Co-Chairs of Finance form a hearings panel if there are any submitters who wish to be heard. After the consultation period has concluded, Mr Donnelly said staff will bring a paper back to Council for its decision on whether to join the LGFA.

Cr Laws asked if internal borrowing will be used before any LGFA borrowing. Mr Donnelly said staff would recommend borrowing from the LGFA rather than reserves as the cost of such borrowing is less than what the Council is earning on the reserves currently in managed funds. Cr Calvert said joining the LGFA provides opportunities for flexibility in borrowing as well as provides for more transparency and accountability. Cr Kelliher agreed and said the proposal shows sound financial management.

There was no further discussion and Cr Noone asked for a motion.

Resolution

That the Council:

- 1) **Receives** this report.
- 2) **Approves** the proposal to join the Local Government Funding Agency as a guaranteeing member.
- 3) **Approves** the amendments to the Treasury Management Policy.
- 4) **Endorses** formal consultation, as required under the LGA 2002, on the proposal to join the Local Government Funding Agency and the revised Treasury Management Policy.
- 5) **Appoints** the co-chairs of the Finance Committee, Councillors Malcolm and Calvert to constitute a hearings panel to hear any submitters that wish to be heard, deliberate on

the submissions received and make a recommendation to Council on joining the LGFA following completion of the consultation.

- 6) **Notes** that the proposed level of external borrowing included in the draft Long-Term Plan 2021-31 is \$25 million for the 5 years until June 2026 and then reduces \$2 million per annum to \$15 million at June 2031.

Moved: Cr Deaker
Seconded: Cr Kelliher
CARRIED

5. CLOSURE

There was no further business and Chairperson Noone declared the meeting closed at 12:18 pm.

Chairperson

Date

ACTION REGISTER – OUTSTANDING RESOLUTIONS OF (PUBLIC) COUNCIL MEETINGS AT 23 JUNE 2021

Meeting	Report	Status	Action Required	Assignee/s	Action Taken	Due Date	Completed (Overdue)
Council Meeting 2020.08.26	GOV1937 Electoral System for 2022 and 2025 Local Body Elections	In Progress	Work with Electoral Officer to include a poll asking for voter preference for STV/FPP alongside voting papers for the 2022 local elections.	Committee Secretary, General Manager Governance, Culture and Customer	1/09/2020 Committee Secretary Contacted Electoral Officer Anthony Morton of Electionz for information. He will update our file, noting the request to conduct the poll with the 2022 election. He indicated additional cost of approx \$75,000, not including additional comms that will be necessary. 14/09/2020 Committee Secretary Public Notice in ODT on 12/9/20 to meet legislative requirements and to advise ORC intends to conduct a poll on voting systems alongside the 2022 local body elections.	01/01/2022	
Council Meeting 2021.03.24	Notice of Motion - Investigate resource needs and timeline for possible collaborative development of an Otago Harbour Plan with ORC, DCC, Port Otago and Community Input	In Progress	Report back before completion of the LTP process on timeline and resourcing needs for collaborative development of an Otago Harbour Plan with ORC, DCC, Port Otago, iwi and community input.	General Manager Strategy, Policy and Science		27/05/2021	Overdue by: 20 days
Council Meeting 2021.03.24	GOV2113 Local Government New Zealand Annual Conference 2021 Attendance	Assigned	Provide a report to on the 2021 LGNZ Annual Conference to the Governance, Communications and Engagement Committee, August 2021.	Chairperson		11/08/2021	

Council Meeting Agenda - 23 June 2021 - ACTIONS (Status of Council Resolutions)

Meeting	Report	Status	Action Required	Assignee/s	Action Taken	Due Date	Completed (Overdue)
Council Meeting 2021.03.24	GOV2115 Delegations COVID-19 Recovery (Fast Track Consenting) Act 2020	Assigned	Amend the Council's Delegations Manual to include the delegation to make recommendations for panel members under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 to the Chair of the Council.	Chief Executive, General Manager Regulatory and Communications		14/04/2021	Overdue by: 63 days
Council Meeting 2021.06.09	CS2132 LGFA Funding Proposal	In Progress	Continue with next steps to join LGFA including formal consultation and bring recommendation to Council following any public hearings on submissions to the proposal.	General Manager Corporate Services and CFO		30/09/2021	

7.1. Adoption of Long Term Plan 2021/31

Prepared for: Council
Report No. GOV2125
Activity: Governance Report
Authors: Mike Roesler, Corporate Planning Manager
Endorsed by: Nick Donnelly, General Manager Corporate Services
Date: 23 June 2021

PURPOSE

- [1] To present the final version of the Otago Regional Council Long-term Plan 2021 -31 (LTP) for Council adoption.

EXECUTIVE SUMMARY

- [2] The LTP embodies the Council's service delivery intentions, the allocation of resource to deliver on those intentions, and the underpinning sources of funding. This is provided in detail for years 1 to 3, and higher level for years 4 to 10.
- [3] This report, combined with a subsequent Rating Resolution report, enables the Council to meet the 30 June 2021 Local Government Act 2002 timeline, and begin implementing year 1 of the LTP on 1 July 2021.
- [4] At the deliberations meeting on 26-27 May 2021, the Finance Committee directed staff to prepare a Long-term Plan based on estimated final total rates revenue increases of 49.0% in Year 1, 18.4% in Year 2 and 8.7% in Year 3.
- [5] Subsequent to deliberations a further adjustment has been made to reflect the timing of Council moving to new head office accommodation. This was reflected in the draft LTP in Year 4 but these transactions have now been moved forward one year as a site has now been secured for this purpose. The final rates increases included in the LTP for adoption are 48.5% in Year 1, 18.0% in Year 2 and 12.0% in Year 3.
- [6] The total rating requirements above vary slightly to that consulted on (47.5% in Year 1, 17.0% in Year 2 and 10.6% in Year 3). This reflects adjustments Council has made to the draft LTP work programme having considered public submissions. The Financial Strategy as consulted on in the Long-term Plan 2021-31 remains unchanged and can accommodate these adjustments.
- [7] The Revenue and Financing Policy was consulted on in conjunction with the Long-term Plan and now incorporates the resolutions from LTP deliberations on the pest management and Lake Hayes proposals.
- [8] LTP deliberations also resulted in direction to staff on matters related to the consulted on 30 Year Infrastructure Strategy. Responding to submissions, Council has underlined its commitment to involve the community in deciding service levels for flood and
-

drainage activity and the associated funding requirements. The planned 'scheme review' work, as consulted on, remains an important component.

RECOMMENDATION

That the Council:

- 1) **Adopts** the Revenue and Financing Policy as included in the Long-term Plan 2021-31 (attached as Attachment 1).
- 2) **Adopts** the Fees and Charges Schedule as included in the Long-term Plan 2021-31 (attached as Attachment 1).
- 3) **Resolves** that it is financially prudent to have an annual operating deficit in the first three years (2021/22, 2022/23 and 2023/24) of the Long-term Plan 2021-31.
- 4) **Authorises** the Chairperson and Chief Executive to sign the Audit Representation Letter on behalf of Council.
- 5) **Adopts** the Otago Regional Council Long-term Plan 2021-31 as amended post deliberations (attached as Attachment 1).
- 6) **Notes** the Long-term Plan 2021-31 includes the Financial Strategy, Infrastructure Strategy and Significance and Engagement Policy as required under the Local Government Act 2002.
- 7) **Delegates** authority to the Council's Chief Executive in consultation with Council's external auditor to make alterations of minor effect or to correct any minor errors to the adopted Long-term Plan 2021-31.
- 8) **Notes** the Otago Regional Council Long-term Plan 2021-31 contains the assumption that Council will maintain its role and responsibility for public transport
- 9) **Authorises** the Chair to confirm Council's position regarding public transport in a letter to the Mayor of Dunedin City Council.

BACKGROUND

- [9] Since mid-2020 the Council has completed steps to develop its LTP. These included consideration of:
- Strategic directions (i.e. higher level statements of desired results)
 - Current services (i.e. the existing situation)
 - Drivers of change and implications for service delivery and resourcing
 - Financial Strategy and Policy
 - Key proposals for consultation
 - Financial estimates and funding impacts
 - 30 Year Infrastructure Strategy
- [10] These steps culminated in the Council approving a Consultation Document (CD) at its 24 March 2021 meeting to provide the community with a clear overview about the LTP proposal and enable feedback.
- [11] From 9 April 2021, over a five-week period the Council received 560 submissions on the Consultation Document. Of these sixty-five resulted in verbal presentations to the Councillors on 20 and 21 May 2021.

- [12] Deliberation on the public submissions then followed via the Finance Committee at its 26-27 May 2021 meeting in Queenstown. At this meeting public feedback on the key consultation proposals was considered, along with a range of other service requests across the breadth of Council activity.
- [13] This meeting resulted in Council staff being directed to make a range of changes to include in the LTP for Council adoption at its 23 June 2021 meeting.

DISCUSSION

Revenue and Financing Policy

- [14] Clause 10 of Schedule 10, and section 102(1) of the Local Government Act 2002 requires the Council to adopt a Revenue and Financing Policy (RFP) prior to adoption of the LTP. Council took the practical approach of completing and consulting on this policy as part of the LTP process.
- [15] Key proposals relating to this policy were highlighted in the CD and a range of submissions were received and considered as part of the Council LTP Hearings and Deliberation. The two key decisions relating to the funding of Pest Management and the funding of the Lake Hayes work programme are reflected in the RFP provided as Attachment 1 for Council adoption.

Other strategy and policies

- [16] The Financial Strategy and 30 Year Infrastructure Strategy were reviewed as part of the LTP process and were approved by Council for the purpose of consulting within the LTP. Final versions of these strategies are included in the final LTP for adoption.
- [17] An updated schedule of fees charges was also consulted on within the LTP and is also included in the final LTP for adoption. This covers fees and charges under the Resource Management Act 1991, the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987 and the Building Act 2001.
- [18] Council's existing Significance and Engagement Policy has been included in the final LTP although this document is currently being reviewed and will be updated in the 2021/22 year.
- [19] The Council received and considered a range of submissions relating to the 'Balance Budget' CD proposal which was underpinned by the Financial Strategy. Final changes to the LTP from Deliberation are achieved within the parameters of the Financial Strategy and 'Balanced Budget' proposal as consulted.

Financial implications

- [20] The LTP, at Attachment 2 of this report, is provided at this meeting for Council adoption. It includes the resolutions of the 26-27 May 2021 Finance Committee meeting that deliberated on the LTP consultation feedback and final adjustments. The resolutions are reflected in the underlying financial forecasts and/or explicitly noted in the LTP narrative.

- [21] The table below shows the final expenditure and funding requirements that incorporates the Finance and Corporate Committee resolutions. The percentage figures show the changes in total general and targeted rates compared to the preceding year.

Funding Source (\$'000)	Annual Plan 2020/21	LTP Yr 1 2021/22	LTP Yr 2 2022/23	LTP Yr 3 2023/24
General Rates	11,180	19,577	23,113	25,016
Targeted Rates	15,777	20,462	24,128	27,882
Grants	11,474	18,856	18,510	17,760
Other Income	10,770	10,488	10,764	11,753
Fees and Charges	5,050	6,158	6,728	7,451
Reserves	12,012	8,348	8,000	4,365
Investment Income	11,015	13,928	14,928	15,928
Total Funding / Expenditure	77,278	97,816	106,172	110,154

- [22] Total expenditure for the 2021/22 year is forecasted to be \$97.8 million, an increase of \$20.5 million (26.6%) compared to the current 2020/21 Annual Plan.
- [23] The Councils planned expenditure results in total rates revenue increases of 48.5% in Year 1, 18.0% in year 2, 12.0% year 3.

OPTIONS

- [24] There are no options required for Council decision.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [25] The 'Strategic Directions' work initiated with Councillors leading into the LTP process was reflected in the CD and is embodied in the LTP. Only positive feedback was received in submissions about this aspect of ORC thinking.
- [26] More generally this LTP process provided the Councillors and staff with the opportunity to reflect on existing strategy and policy, and importantly identified priority areas where future work will occur. These included:
- Integrated Catchment Management – council staff introduced the framework/thinking of this approach during the LTP process. Following submissions, the LTP now reflects an acceleration of implementing this approach.
 - Revenue and financing Policy – following submissions council staff will report back on options around an independent review of the existing rating basis for all flood protection and drainage schemes. In addition, a policy for assisting environmental enhancement projects regarding consent cost will also be developed.
 - LTP deliberations also resulted in the establishment and funding of a scoping study for an Otago Lakes Strategic Plan, and the establishment of an Otago Harbour Facilities and Management Plan.

Financial Considerations

- [27] These are discussed above under 'Financial Implications'.

Significance and Engagement

- [28] The Council expressed its intent to revise its Significance and Engagement policy following the adoption of the LTP. This is programmed to occur during year 1.

Legislative and Risk Considerations

- [29] The Council's staff have worked to ensure that the LTP process has complied with the various legal requirements, particularly those under the Local Government Act 2002.
- [30] The external audit of the Otago Regional Council LTP 2021-31 did not identify any legal compliance concerns.
- [31] The remaining compliance processes are to receive the auditor's report, adopt the LTP and then set the rates.

Climate Change Considerations

- [32] No consideration relating to this Council decision. Climate change has been a key consideration though-out the LTP process with the result of that consideration now reflected in the LTP presented for adoption.

Communications Considerations

- [33] Council staff will prepare communication(s) to all submitters outlining the Council's final decisions regarding the LTP.

NEXT STEPS

- [34] The adopted Long-term Plan and Audit Representation Letter will be provided to Council's auditor, Deloitte, who will then issue their audit opinion.
- [35] Deloitte have indicated there are no matters that have arisen through the audit that are likely to warrant a modified audit opinion.
- [36] Upon receipt of the audit opinion the final LTP document will be published in hard copy and on Council's website.
- [37] At this meeting Council will also approve the rates resolution for 2021/22 effective 1 July 2021.

ATTACHMENTS

1. ORC Long-term Plan 2021-2031 [7.1.1 - 203 pages]

Otago Regional Council Long-term Plan 2021-2031

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Kia ora Koutou

Building a better future for you and for our environment

Focusing on our future is more important than ever, and your submissions on our Long-term Plan (LTP) informed us that you largely agree. We need to take a big step up to do our part.

There are undoubtedly challenges ahead as central government responds to broader concerns of New Zealanders about the environment and climate change. In particular, the replacement of the Resource Management Act with three new pieces of legislation could have a large impact on us and how we work with you in the future.

This comes on top of last year's significant water quality policy changes, as central government responded to increased community expectations of the quality of our cherished waterways. We have added staff and resources to support these changes and have also looked at what other work programmes are important to you.

With these changes in mind and the feedback from your submissions, it's clear that our top four priorities must be: water, biosecurity and biodiversity, transport and air. In this LTP we have attempted to balance your needs with those projects we must undertake.

You agreed with us that we need to invest more to keep pests out of Otago and minimise the damage caused by established pests. You also understood the need to increase rates to achieve a sustainable funding source for our planned work with more submitters supporting this option than the option with more debt funding. Submissions about how we should fund Lake Hayes remediation raised a lot of discussion at the council table; while a majority of submitters supported our preferred option for a new targeted rate, we ultimately agreed with the view that a regional perspective to funding, underpinned by a regional work programme is needed. We decided that at this stage, spreading the cost across all of the Queenstown Lakes district would be an appropriate interim step.

As we read through your submissions and heard from some of you, it was clear we could still do more to better support your priorities for our region. We are therefore accelerating our integrated catchment management, developing a lakes strategy, and establishing a harbour plan. We have also allocated \$50,000 to subsidise some consent fees for activities that support community environmental restoration projects.

While climate change is a lens on all that we do, we are committed to reducing regional carbon emissions. Our current work to understand our emissions is an important start. We acknowledge the recent release of the Climate Change Commission's report and that we must provide better public transport and work to get people out of their cars and onto buses and active forms of transport.

As your councillors, we understand this proposed Long-term Plan (LTP) includes a significant increase in the rates you could pay for year one of this plan, with smaller increases in future years. We are fortunate that this rise is moderated by the subsidisation of General Rates (the rates we all pay across Otago) through dividends from Port Otago.

Thank you for your input and support of this LTP. There's a lot of work to be done but we're excited about what it means for our future here, in Otago.

Ngā mihi nui
Andrew Noone
Chair
Otago Regional Council

Audit Report

Part 1 Overview

Why does this document matter?

The purpose of the Long-term Plan is to provide direction for Council decision-making and set Council work programme priorities and detailed budgets for the first three years, in less detail to ten years and beyond for our flood protection and drainage infrastructure. It provides a framework that enables the Council to connect with and demonstrate important matters to the community, and with that improve certainty about what can be expected

As a country we value democracy and associated principles of transparency, accountability and public participation and this document was developed in a process that invited and considered public feedback. A consultation document 'Have Your Say On Our Future' was made available to enable this and over 560 submissions were received, including over 70 verbal presentations. Feedback focused on the key proposals of; pest management delivery, funding of pest management, balanced budget, and funding of Lake Hayes. Extensive feedback was also received across the range of Council activity.

The elected Otago Regional Councillors considered this feedback, and made the following decisions that directed Council on final adjustments to the draft plan as consulted. This included:

Consultation Proposals

- Changing service levels for pest management activity

The Council presented two consultation options being: option 1, an immediate and significant increase in capacity and capability to manage pests; option 2 (preferred), a moderate increase in staff capacity to undertake more education, engagement, and enforcement to manage pests.

Feedback from the community was split with 45% support for option 1 and 55% for option 2. While Council acknowledged the strong support for option 1 it decided to stay with its preferred option 2 with the latter reflecting the broader considerations of rates affordability and other service priorities.

- How we will fund increased service for pest management

The Council presented three consultation options being: option A, a Regional General Rate based on capital value (CV); option B (preferred), a Regional Targeted Rate with biosecurity activity costs are shared across all ratepayers based on their land value (LV); option C, mixed rating with biosecurity activity costs are split 50:50 being half paid as a targeted rate by rural and lifestyle ratepayers via land value. The other half applied to all ratepayers via the general rate (capital value).

The Council decided to stay with the preferred option B with 67% of submissions in support. Council acknowledged the submitter support and commentary associated with options A and C. It was noted that 17% of submissions supported option C, an option even more closely aligned with funding principles espoused in the Regional Pest Management Plan.

- Balancing the budget

The Council presented two consultation options being: option 1 (preferred) an increase in total rates to achieve an immediate and sustainable funding source for our operational expenditure; option 2 to use a 'general reserve offset' (reserves) to enable the smoothing of rates increases over the next 10 years to sustainably fund our operational expenditure. Total rates yr1 (47.5%), yr2 (17%), yr3 (10.6%), thereafter average (3.5%)

The Council decided to stay with the preferred option 1 with 62% of submissions in support. The Council noted that a high portion of comments received were associated with option 2 and reflected strong concerns

about rates affordability. This feedback fettered the pressure from the community on Council to add more work to the draft LTP. The impact on total rates following Council deliberations was within the parameters of the consulted Financial Strategy and this proposal, being; yr1 (48.5%), yr2 (18%), yr3 (12%), thereafter average (4%) and within a range (2.8% to 6.4%).

- *Funding the rehabilitation of Lake Hayes*

The Council presented three consultation options being: option 1 (preferred), a new targeted rate for Lake Hayes; option 2, fund via existing river and water management targeted rate; option 3, a new uniform targeted rate.

After consideration of community feedback the Council revised its initial preference for option 1 to option 2 with the latter being applied for years 1 and 2 LTP. The change in Council's position reflected a view that less weighting should be placed on the Castalia economic benefits report in favour of taking an increasingly regional approach to waterway remediation over time. This decision was predicated on an understanding that a clear and consulted regional work programme was required before a regional or non-targeted funding approach could be taken.

Our must do projects

- *Land, Water and Biodiversity*

Submissions reinforced the importance and support for integrated catchment management. Council decided to advance the timing of this work programme to that consulted.

Submissions reinforced the Council's prioritization of Land and Water activity. Council reinforced this aspect of the draft LTP with a directive to establish and fund a scoping study for an Otago Lakes Strategic Plan. It will be done in association with relevant stakeholders with a view to creating lake management plans aimed at improving the environmental and amenity value of these water bodies. An initial budget of \$100,000 in each of years 1 and 2 were added.

An additional \$40,000 per annum was included for ECO Fund grant awards

- *Air*

Council noted the submissions expressing the importance of addressing air quality issues across various airsheds in the region. Council agreed but mindful of all the regional priorities and funding constraints decided to stay with the draft LTP decision to pause this programme of work.

- *Safety and Resilience*

Submissions relating to this group of activities continue to demonstrate an increasing awareness and concern about our collective understanding of natural risks and what our options are. Climate change is clearly a critical issue and is firmly on the Councils radar and reflected in LTP work programmes that remains as consulted. It is however flagged as a dynamic issue with for example increasing direction from national government and as such this LTP is likely to reflect adjustments via future Annual Plan process.

A small number of submissions emphasized an important issue regarding services and funding for flood protection and drainage activity. In response Council will consider options around an independent review of the existing rating basis for all flood protection and drainage schemes and provide potential cost details in year 1 of the LTP.

- *Transport*

Council endorsed the programme as consulted with provision added to resolve the 'living pay' issue for bus drivers. As discussed above for 'Safety and Resilience' activity there are significant assumptions that can change, for example central government direction and funding, and impact future service delivery.

- *Regional Leadership*

Council made two adjustments to the draft LTP in response to submissions being: establishment of a harbour facilities and management plan in a collaboration with Iwi, Community boards and groups, Dunedin City Council and Port Otago with budgeted funds of \$100,000 in each of financial years 2 and 3 LTP; and a policy for assisting with resource consent costs for environmental enhancement projects being implemented with budget of \$50,000 included in the LTP.

The Otago Region

Otago is the second largest physical region in New Zealand, making up 12% of New Zealand's land mass. It spans from the eastern coastline, across the vast central plains, to the Southern Alps that border the western regional boundary. There are five territorial authorities in Otago: Dunedin City Council, Queenstown Lakes, Waitaki District, Central Otago and Clutha district councils.

Otago's population at the 2018 Census was 225,186,¹ a regional increase of 11% since the 2013 Census. Dunedin City has the largest population of the territorial authorities at 126,255, followed by Queenstown Lakes District at 39,153, Waitaki District at 22,308, Central Otago District at 21,558 and Clutha District at 17,667. The fastest growing district between 2013 and 2018 was Queenstown Lakes, increasing 28% from 28,224 people in 2013 to 39,153 in 2018, making it one of New Zealand's fastest growing urban areas.

Otago's economy centres around agriculture, tourism, historical gold and mineral mining, and education. Tourism usually contributes roughly a quarter of the region's gross domestic product. This is typically the highest of any region in New Zealand and primarily concentrated in the Queenstown Lakes District.

Hydroelectric dams and wind farms² provide a large portion of regional energy requirements. Additional secondary sources of power include steam, liquid fuel, biomass and solar. Substantial rivers with high flow periods make the region ideal for hydroelectric generation. Significant hydroelectric generation facilities are located in Central Otago, Clutha, and Queenstown Lakes districts. These facilities provide the national grid with significant renewable energy and have also altered the hydrology of the rivers in places, including the creation of large lakes such as Lake Dunstan and Lake Roxburgh. Additionally, Otago has three wind farms, in Dunedin, Clutha and Central Otago.

Climate

The Otago region experiences two distinct climates due to the geographic variety between the temperate coastal areas, and the almost continental inland areas. The coastal settlements experience a cyclic weather pattern that alternates frequently between a warmer and drier climate, and a cooler, damper climate. Central Otago's climate in particular is famously characterised by hot, dry summers and contrastingly cold, frosty winters.

General temperature ranges for the entire Otago region fall between 18°C to 24°C on summer afternoons, and -2°C to 3°C during winter nights.³ The average summer temperatures in Central Otago range between 10°C and 30°C, while the average winter temperatures range from -6°C to 15°C.⁴ Central Otago has held national records for both New Zealand's hottest and coldest temperature readings.

The heaviest regional rainfalls occur typically over western areas of Otago such as around the Lakes District and the Southern Alps, averaging 2000 mm per year. In contrast, the average rainfall in Central Otago is the lowest in New Zealand averaging around 400-500 mm per year.

Coast

¹ 2018 Census place summaries: Stats NZ. (n.d.). Retrieved June 29, 2020, from <https://www.stats.govt.nz/tools/2018-census-place-summaries/otago-region>

² Fitzgerald, W. (2019). *Dunedin Energy Study 2017-2018*. University of Otago.

³ Macara, G. R. (2015). *The Climate and Weather of Otago*, Second Edition. *NIWA SCIENCE AND TECHNOLOGY SERIES*, 67th ser.

⁴ Central Otago Climate. (n.d.). Retrieved June 24, 2020, from <https://www.centralotagonz.com/living-here/central-otago-climate>

The Otago coastline stretches for 480 km and is extremely diverse – with environments ranging from pebble beaches, basalt formations, rolling farms, striking cliff heads and sandy beaches. Significant coastal settlements include Dunedin and Oamaru, with Otago’s port based in Port Chalmers, Dunedin. Dunedin harbour is the region’s only commercial freight handling harbour, however there are commercial fishing ramps in Oamaru, Moeraki, Karitane and Taieri Mouth. The ecology of the Otago coast is varied and diverse.

Coastal erosion and the steady decline of the regional coastline is well documented, posing a long-term threat to residential and commercial coastal developments. Additionally, the dumping of wastewater into the ocean, including pollution in Otago Harbour and sedimentation, is cause for concern.

Water Bodies

The Otago region has significant freshwater resources: surface water, natural and artificial lakes, groundwater, and wetlands. Otago’s communities are reliant on these water resources for their social, cultural, national and economic wellbeing. Rivers and lakes make up most of the regional surface water. Otago’s lakes constitute about 23% of New Zealand’s total lake surface area. The primary catchments are Lakes Wanaka, Wakatipu and Hāwea, all of which feed into Otago’s largest river, the Clutha River/Mata-Au. Underground geological formations, capable of trapping and holding water, create groundwater sources. Many of the regional groundwater sources contain useable water. Wetlands make up many significant landscape and ecosystem elements in Otago, including blanket and string bogs, saline areas, swamp forest remnants, shallow lake complexes, estuarine saltmarshes, and valley floor swamps.

Natural Character and Landscapes

Otago’s environment captures the spiritual and cultural significance of water flowing from the mountains to the sea. Otago’s natural character is diverse and reflects the region’s striking natural, wild beauty and more modified yet rich cultural heritage. The character of the coast ranges from untouched imposing coastal cliffs to long stretches of sandy beaches; to river mouths, estuaries and inlets; to urbanised and developed pockets, and harbourside waterfronts such as in Oamaru and Dunedin. Moving inland, the natural character and landscapes change dramatically. Rolling plains in central Otago are separated by mountain block ranges, while steep hillsides of tussock, deep gorges and farmland feature in south and central Otago. This land is dissected by flowing bodies of water, towering mountains, and fascinating geological formations. The natural barrier of the Southern Alps forms Otago’s western regional boundary.

Urban Form

Urbanised areas in Otago only cover about 1% of total land area, however 87% of the regional population resides in urban settlements. There are variations in the levels of urbanisation – 58% of Clutha’s population is urbanised, compared with 95% in Dunedin.⁵

The Queenstown Lakes District urban population is roughly 91%, however the location’s outstanding landscape has determined how the urban form has developed and will continue to restrict options for how it evolves and create challenges.

In the remainder of the region, smaller urban settlements are geographically scattered, maintaining clear distinctions between rural and urban forms, and with significant variability in growth pressures and infrastructure capacity. Population growth is not the only driver of urban change pressures in Otago. Many areas face low or no growth, and all areas are expected to have an aging population. Maintaining infrastructure and services as well as accommodating changing needs and preferences will be a challenge for almost all urban areas.

⁵ The figures and rural/urban area definitions in this paragraph are taken from Statistics New Zealand Urban/Rural Classification at the SA2 geographic level from the 2018 Census.

Elected Representation

Twelve Otago Regional Council members are elected to represent the region's four constituencies—Dunedin, Dunstan, Moeraki, and Molyneux. They in turn elect a chairperson who facilitates decisions about the committee structure that Council uses for decision-making, the appointment of a Chief Executive Officer, and chairing the Council meetings that sits over the recommending committees. Importantly the elected arm of Council employs a Chief Executive Officer (CEO) to lead the Council organization and its staff. The CEO is responsible for the delivery of advice to the elected arm and ultimately services to the community. An election is planned for late 2022 being year 2 (every three years) of this LTP along with the CEO's contract (initial 5 years).

The Dunedin Constituency is represented by six Councillors and is comprised of Central Dunedin and the Waikouaiti Coast, West Harbour, Otago Peninsula and Saddle Hill community board areas located within the Dunedin City territorial area.

The Dunstan Constituency is represented by three Councillors and is comprised of the Central Otago District and Queenstown Lakes District territorial areas.

The Moeraki Constituency is represented by one Councillor and is comprised of the Otago portion of Waitaki District territorial area (part of the Ahuriri and Corriedale wards) and the entirety of the Oamaru and Waihemo wards.

The Molyneux Constituency is represented by two Councillors and is comprised of the Clutha District territorial area and the Mosgiel-Taieri and Strath-Taieri community board areas located within the Dunedin territorial area.

Partnering with Mana Whenua

The Otago Regional Council values its relationship with Kāi Tahu Papatipu Rūnaka. We continue to work with our iwi partners, to give effect to the Treaty of Waitangi partnership, strengthen it and acknowledge the unique, enduring relationship iwi have with this land.

For LTP 2021/31, the Otago Regional Council is committed to work in partnership with mana whenua to incorporate Te Ao Māori in our work. Working in partnership will deliver better outcomes for Otago, and fulfil on the principles and requirements for engaging with iwi under the Local Government Act and Resource Management Act.

For Council, these legislative requirements are considered a bottom line. We aspire to go beyond these statutory responsibilities to ensure meaningful engagement with Mana Whenua which recognises the principles of partnership of The Treaty. This also recognises the value that engagement with Māori adds through the sharing of their knowledge and wisdom as Mana Whenua.

Te Rūnanga o Ngāi Tahu is the tribal representative body of Ngāi Tahu Whānui, a body corporate established 24 April 1996. The takiwā (area) of Ngāi Tahu Whānui includes the entire area of Otago Region, as set out in section 5 of the Te Rūnanga o Ngāi Tahu Act 1996.

Te Rūnanga o Ngāi Tahu encourages consultation in the first instance with the Papatipu Rūnanga. There are four Kāi Tahu ki Otago Rūnaka being:

- Te Rūnaka Moeraki;
- Kati Huirapa Rūnaka ki Puketeraki;
- Te Rūnaka o Ōtākou; and
- Hokonui Rūnaka.

There are three Ngāi Tahu ki Murihiku rūnanga with interests in the region as well, which are:

- Awarua Rūnanga
- Waihopai Rūnanga
- Ōraka-Aparima Rūnanga

The Otago Regional Council has current processes and initiatives that give effect to the principles and requirements set out in national legislation. These facilitate participation and building of capacity of Kāi Tahu Papatipu Rūnaka. They include:

- Mana to Mana: Kāi Tahu ki Otago Rūnaka Chairs and Councillors meet to discuss governance related issues of interest to either side
- Two iwi representatives from Kāi Tahu ki Otago are members of the ORC Strategy and Planning Committee
- Memorandum of Understanding and Protocol (2003) between Otago Regional Council, Te Rūnanga Ngāi Tahu and Kāi Tahu ki Otago for Effective Consultation and Liaison
- Charter of Understanding (2016) signed with Te Ao Marama Inc. and Southland Rūnanga
- Co-Governance: Land and Water Regional Plan Governance Group, with two iwi representatives and two ORC councillors to guide the development of the Land and Water Regional Plan
- Partnership approach with iwi, Aukaha and Te Ao Marama in policy development to ensure that iwi views are being incorporated. The Papatipu Rūnaka consultancy services, Aukaha, representing Otago Rūnaka, and Te Ao Marama Inc, representing the Southland Rūnaka, provide a first point of contact and facilitate engagement in resource management processes.
- Partnership funding to support Aukaha to deliver and participate in Council processes.
- Regular liaison with Aukaha at a Council staff level.

The ORC is giving effect to these processes and initiatives via our planned LTP work program that includes:

- Commencing discussions on establishing a Mana Whakahono Agreement under the Resource Management Act 1991 in the future (timing to be confirmed)
- Refreshing ORC's Significance and Engagement Policy in 2021/22 to confirm how we work in partnership with iwi and to make the priority of the partnership more visible
- Giving effect to the ORC 'Strategic Directions 2020', including working with mana whenua to establish a project to implement:
 - Our vision for Otago: Te Ao Māori and Mātauranga Kāi Tahu are embedded in Otago communities
 - Our commitments: Partner with mana whenua and make Mātauranga Kāi Tahu an integral part of our decision-making
- Committing to sustainable funding of Aukaha and Te Ao Marama to assist with business planning in both organisations
- Encouraging a sense of connection, partnership, and engagement, by building the cultural competence of ORC staff and supporting diversity through Te Reo, Treaty of Waitangi and Tikanga workshops over 2021-2025
- Building cultural awareness and integration of Te Ao Māori (the Māori world view) into the ORC's work and culture.

Financial and Infrastructure Strategies – overview

The Local government Act 2002 requires Council to adopt both a Financial Strategy and an Infrastructure Strategy as part of the LTP process. These strategies are included in the body of this document with this section providing the respective executive summaries.

They provide oversight to elected and executive leadership about how Council will deliver its services in a financially sustainable and prudent way.

Financial Strategy

Purpose

This strategy sets out how the Otago Regional Council will manage its finances over the next 10 years. It outlines the financial direction Council wishes to take on matters such as levels of future rating, borrowings and investments and discusses factors that influence those areas. These matters have a significant influence on Council's ability to deliver on its strategic priorities including: aligning with national direction on fresh water reform; strengthening our leadership on strategic issues such as climate change, urban development and community wellbeing; and ensuring our operational response to maintaining and improving Otago's natural environment and public transport is appropriate. Delivering on these priorities must be done in consideration of what is affordable to the community and this Financial Strategy sets out a path for the prudent and sustainable funding of this Long-Term Plan.

Overview of the Strategy

Council faces a significant financial challenge in this Long-term Plan. Central government requirements have increased as have community expectations. In the 2020-21 Annual Plan Council was required to respond to external reviews and increased its work programme by \$10M. Council was cognisant of the unplanned rates increase this would create and decided to fund \$3.9M of this increase from general reserves with a view to reviewing and accessing how this could be funded when the Long-term Plan was prepared.

Subsequent to that decision Council also decided to reserve fund a further \$1M to reduce rates increases further in light of Covid-19. Since the 2020-21 Annual Plan was adopted further legislative requirements has meant further unbudgeted expenditure has been necessary in the current year as additional staff and resources are added in regulatory, planning and environmental monitoring areas to meet Councils increased statutory obligations.

These increases and the funding shortfall in the current year means Council is facing a significant increase in rates before any new activity is even contemplated in the Long-Term Plan itself. On top of that many targeted rate reserves are already in deficit and increases as indicated in previous long-term plans remain necessary to ensure those deficits are repaid.

Over the next 10 years the key financial challenges and how Council is proposing to address them in this financial strategy are:

- There is a significant increase in planned and unplanned expenditure occurring in the current 2020-21 year and that requires a corresponding increase in funding in year 1 of the Long-Term Plan. Where possible expenditure has been phased over the first 3 years, but a lot of the increase is required immediately meaning there will be a significant step up in expenditure in year 1.
- To reduce the rates increase, Port Otago dividends are forecast to increase from current levels and provide \$13M in year 1 rising to \$20M in year 10.
- There will also be an increased use of reserves over the life of this plan including using general reserves to permanently fund the 2020-21 general rates offset rather than adding that amount to the rate requirement.

- A new targeted rate is being introduced for biosecurity activity and an existing targeted rate applied to Lake Hayes remediation work. This will allow the increases or up-front expenditure in these activities to be deficit funded and funding increases smoothed over following years.
- Council has renamed and repurposed the river management targeted rates to include other water body activity. This will now include funding specific lake and water body remediation initiatives within each river and water management within each district.
- The use of external borrowing is included in this 10-year plan. This will reduce the interest cost for reserves that are in deficit and will allow cashflow to be managed efficiently as internal borrowing is forecast to exceed the level of Council's financial assets.

Infrastructure Strategy

This 10 year Long-term Plan provides for the delivery of flood protection and drainage schemes to protect people and property from flood events and to maintain the productive capability of land. It also provides a programme of river and waterway management to maintain river and stream channel capacity and stability.

Importantly these activities form the basis of the Otago Regional Council Infrastructure Strategy (IS) that provides the rationale for the 10 year programme of work described in the LTP. As a minimum it looks across the next 30 years focusing on issues of relevance to the community, the available options or requirements to manage those issues, and importantly the region's infrastructure assets.

Providing and maintaining infrastructure requires good asset management practices and strategic thinking. ORC regularly undertakes asset condition and performance monitoring of its flood protection and drainage infrastructure. Combined with modelling and other investigative activities, this informs asset maintenance, renewal and replacement programmes.

The IS identifies planning assumptions and uncertainties that underpin the work programme and associated projects included in the LTP. There is a higher degree of certainty about the expenditure forecast for the first three years. The level of certainty decreases over the planning horizon with projects and programmes identified in the subsequent two decades (years 11-30) likely to change in response to new information, changes in demand, and future needs.

The IS recognises the need and urgency to make better use of information systems and tools in managing assets, and to develop new thinking to assist in making decisions about what is required for the future.

Critical infrastructure assets

Most of Otago's flood protection schemes have been built to protect local communities and agriculture on adjacent floodplains. Their benefits also include providing access to key transport infrastructure and protecting critical lifeline networks such as electricity substations. The schemes are essential to managing communities' natural hazard risks, empowering economic prosperity and contributing to community resilience and well-being.

ORC's critical infrastructure assets (as identified in asset management plans) are:

- The flood banks that protect Outram, Mosgiel, Balclutha, Alexandra, the Silver Fern Farms Finegand Plant, and Dunedin International Airport.
- The Waipori Pump Station which drains 95% of the West Taieri Drainage Scheme.
- In the Leith Flood Protection Scheme, the protection works through the university area (Dundas St to Forth St). Failures in these assets would cause flooding in much of Dunedin's CBD, including State Highway 1.

- The Shotover Training Line is critical to the performance of the Shotover Delta infrastructure. If this did not function properly then Lake Wakatipu would be affected and there would be flooding in surrounding townships, including Queenstown's CBD.

ORC owns and manages three flood protection schemes and three drainage schemes as well as a combined flood protection and drainage scheme. They are the Alexandra Flood Protection Scheme, the Leith Flood Protection Scheme (mentioned above), the Lower Clutha Flood Protection and Drainage Scheme, the Lower Taieri Flood Protection Scheme, the West Taieri Drainage Scheme, the East Taieri Drainage Scheme and the Tokomairiro Drainage Scheme. ORC also owns but commissions external management for parts of the Lower Waitaki River Control Scheme.

Key issues

Six significant issues have emerged for ORC's infrastructure work programme over the next 10 years. They include:

Condition of Infrastructure

ORC's infrastructure has been constructed over 150 years. As it ages, it can degrade, may need replacing or the technology it relies on may become redundant. This signals a bow wave of asset renewals, repairs and upgrades that will require investment and funding within the next 30 years. Improved asset condition information will be required to achieve this.

Preferred management approach - to adopt a risk-based approach to prioritise and schedule asset renewals to proactively manage renewals and investment over the lifetime of this strategy.

Funding

Flood protection and drainage infrastructure is fundamental to the continuing economic prosperity of Otago. It protects many residential, commercial, and agricultural assets. Significant investment is needed to maintain these infrastructure networks.

Preferred management approach - to maintain the current funding policy but establish future reviews to align services with sustainable sources of funding.

Climate change

If current and improved levels of service are to be delivered, significant investment will be required to address climate change impacts on scheme infrastructure.

Preferred management approach - to adopt a more planned and integrated approach by providing for the efficient installation of increased flood capacity, incorporating resilience into the future design of new infrastructure or renewals, and investing in improved understanding of future climate change effects.

Legislation and Regulatory

Community values and central government's expectations for environmental outcomes have changed and continue to change at pace. Examples that will impact on ORC schemes are the national freshwater improvement programme, fish passage requirements, biodiversity opportunities, tracks and trails on or around assets, and co-benefits.

Preferred management approach - to seek improved environmental performance and integrate asset diversification by achieving multiple outcomes wherever possible, including adopting a more natural and adaptable approach by integrating environmental enhancement. This will be progressed by continuing to actively manage scheme effects and working with local landowners to achieve full regulatory outcomes across activities, including those associated with biodiversity and recreational opportunities.

Natural Hazards

Otago's diverse landscape spans flat coastal lowlands and intensively used alluvial floodplains, to large sparsely populated and steep mountainous areas. Otago is exposed to a broad range of natural hazards that can include flooding, landside, seismic activity, coastal erosion, tsunami and storm surge. All are major hazards to flood protection and drainage infrastructure.

Preferred management approach - to maintain and improve current practice around hazard readiness, response and recovery as ORC continues to learn from past events. This will include increased efforts to raise awareness and educate communities on local natural hazard risks. ORC will continue to increase understanding and plan for risks related to natural hazards.

Growth and Development

Changes to the RMA (Section 6) in 2017 highlighted the increasing level of natural hazard risk and the need to ensure growth and development does not increase these risks and associated costs. While household projections for Dunedin City are estimated to decelerate, some growth is proposed in areas of high or increasing natural risk, and there is a need for information to be available to assist in decision-making and managing community expectations. Over the longer term there is potential for some acceleration of land use change outside urban areas, placing additional pressures on flood protection and drainage services to provide protection. A better understanding is needed of the likely distribution of growth and the additional demands this could place on flood management services.

Preferred management approach - to maintain current practice but to consider innovative approaches to address population growth or decline and to manage demand through land use controls. Collaboration with territorial authorities will need to continue to effectively mitigate the impact of increased runoff through land use change and development. This will include identifying areas of potential risk and may also include opportunities for innovative approaches to manage the impacts of development. There is an ongoing need to ensure sufficient information is available to assist in informing where there may be risks associated with development. Subject to further discussion and agreement with the relevant territorial authorities, ORC aspires to take an integrated, multi-agency approach to land use planning.

In addition to this ORC will seek to better understand the impact a failure of its assets and levels of service would have on other key infrastructure in an immediate and wider region. Work is required to develop a sound understanding of the strategic importance that these other key assets hold socially and economically, and how the performance of ORC schemes and assets may directly or indirectly affect their function.

Scheme Performance

Each of the significant issues outlined above will have an impact on a scheme's overall performance. Levels of service are currently based on a scheme's existing design standards (related to an historical flood event).

Preferred management approach - to maintain levels of service to current standards while noting there will be instances where intervention will be required, and standards will need to be increased. Scheme performance reviews of the Lower Taieri and Lower Clutha, which will include consultation with benefiting communities, landowners and other affected stakeholders, are due to begin within the first five years of this strategy. Options will look at increasing the level of service while allowing for climate change either now or in the future. Increasing levels of service, with or without climate change adaption, will result in increased costs for the beneficiaries and wider communities.



Part 2 Community Outcomes

This section reflects what outcomes the Council seeks to achieve and its approach to achieving these outcomes. More details are available in ORC's Strategic Directions, which are available online ([add link](#)).

What ORC seeks to achieve

The purpose of local government under the Local Government Act (2002) is to:

- [1] Enable democratic local decision-making and action by, and on behalf of, communities and
- [2] Promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

The Council has identified these aspects of the four wellbeings it can most contribute to. The community outcomes below capture what Council seeks to achieve, through the range of its activities over the next 10 years. These community outcomes were developed in consultation with the community.



Communities that connect with, and care for, Otago's environment

Otago's people are included in decisions made about the environment, and feel empowered to act for the environment, through a community group, or by themselves.

Our natural world and how we care for it contributes to how Otago's communities connect. All residents and visitors in Otago have access to nature, and to Otago's outstanding landscapes, and to its rivers and lakes and coast, be it for fishing, swimming, boating, or for Kāi Tahu customary uses.

Otago's people have a deep appreciation of Otago's heritage, and its natural and cultural landscapes (wāhi tupuna).



An environment that supports healthy people and ecosystems

All living things depend upon the health of the ecosystem they are a part of:

- Otago's ecosystems are diverse, healthy and resilient, and we protect and restore our threatened and indigenous species and ecosystems.
- The mauri of Otago's natural environment is restored.
- Otago people enjoy healthy air quality, good water quality, and all the other "ecosystem services" nature provides to enhance the community's health, and its social, cultural, economic wellbeing.



Communities that are resilient in the face of natural hazards & climate change and other risks

Our communities are aware of climate change and are adapting to its effects on the region. Otago communities, like most of New Zealand, are exposed to the possibility of a wide range of natural hazards: floods, droughts, earthquakes and landslides. Vulnerability to those risks is reduced by building in low risk areas or designing buildings and infrastructure to cater for these risks.

Otago's people and communities are well equipped to respond to emergency events, be they a pandemic, a natural disaster, or other man-made emergencies.



A sustainable way of life for everyone in Otago

Otago's people enjoy quality of life, and make environmentally sustainable choices, so that future generations can also enjoy a healthy environment. As a community, we minimise, re-use and recycle waste effectively, and adopt "best" environmental practices to reduce our environmental footprint.

Our communities are built to accommodate environmentally sustainable choices and our industries and economy are viable for the long term while taking responsibility for their environmental impacts. We all play our part in reducing our greenhouse gas emissions.



Te Ao Māori and Mātauranga Kāi Tahu are embedded in Otago communities

Kāi Tahu whānui are the tangata whenua of and have mana whenua over Otago. Otago is whenua tūpuna (a cultural landscape), treasured for its wāhi tapu (sacred places), spiritual values, traditions, waterways, places and place names, mahinga kai, cultural values and associations and associated mātauranga.

As first peoples of the land the iwi established creation traditions and ancestral associations with land, water and sea, with rights to the resources being based on whakapapa and a kinship with the natural world. With rights came the responsibility to manage and maintain values and resources in a manner that future generations would enjoy the same benefits, responsibilities and knowledge. Mātauranga is the accumulated knowledge and observations, codified for example in waiata, pepeha, customs and traditions transferred across the generations to inform and guide resource use and protection. In traditional times the kaitiaki were the Ātua (supernatural beings), the children of Rakinui and Papatūānuku, the advent of new people (settlers) to the land caused tangata whenua to take on the role of kaitiaki due to the rapid change and impacts that were occurring to the natural world.



Sustainable, safe & inclusive transport

People travel safely in Otago, on land and on water. Otago's people transition away of fossil-fuel private cars, and increasingly choose to travel by bus, on foot or on a bike.

Public transport is accessible, and offers a sustainable, safe and inclusive means of transport.

Achieving Community Outcomes

Everything ORC does and will be doing in the next years contributes to achieving the six outcomes below. This is highlighted at the start of each section of Part 3 of this document.

It is the Council's intention to establish a community outcome monitoring and reporting approach. During year 1 of this LTP measures based on information available to Council and indeed its partners will be considered and where appropriate included in the approach.

It is hoped that over time the results of this approach will provide insight into Council's performance and assist future decision-making about priorities and allocation of resource.

Part 3 – What we will deliver

In this section you'll find an outline of our work represented as ten activities grouped under four key headings:

Our work activities:

- Regional Leadership
 - Governance and Community Engagement
 - Regional Planning
 - Regulatory
- Environment
 - Land and Water
 - Biodiversity
 - Air
- Safety and Resilience
 - Climate Change and Hazards
 - Flood Protection, Drainage and River Management
 - Emergency Management
- Transport
 - Transport (including Regional Land Transport and Public Transport)

Regional Leadership

This Group of Activities include the following council activities:

- Governance and Community Engagement
- Regional Planning
- Regulatory

Contribution to Community Outcomes



The Regional Leadership group contributes to the achievement of all the community outcomes as described in Part 2. It provides direction and influence over all matters that Council is required and expected to be involved with. The Regional Planning and Regulatory activities provide important levers to elected regional councilors to set direction on resource management for Otago and to influence how individuals, communities and organisations contribute to achieving desired results.

Significant Negative Effects

The Council has not identified any significant negative effects associated with this group of activity.

Group Revenue and Expenditure (10yrs) - Regional Leadership

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
5,920	Governance and Community Engagement	5,728	6,327	6,351	6,638	7,092	6,998	7,179	7,663	7,558	7,749
1,925	Regional Planning	3,681	3,500	3,998	3,786	3,888	3,990	4,093	4,200	4,308	4,417
8,904	Regulatory	12,363	13,301	14,427	15,222	15,650	16,085	16,421	16,877	17,332	17,796
16,749	Expenditure	21,771	23,128	24,776	25,645	26,630	27,072	27,693	28,740	29,198	29,962
11,589	General rates	15,706	16,340	17,730	18,230	18,733	19,243	19,654	20,188	20,721	21,263
188	Targeted Rates	188	200	210	220	230	240	250	260	270	280
4,554	Fees & Charges	5,300	5,805	6,495	6,843	7,035	7,228	7,423	7,625	7,830	8,036
75	Grants	75	75	75	75	75	75	75	75	75	75
296	Other Income	270	276	282	289	295	302	308	315	321	328
47	Reserves	233	432	(16)	(11)	262	(15)	(16)	277	(19)	(20)
16,749	Revenue	21,771	23,128	24,776	25,645	26,630	27,072	27,693	28,740	29,198	29,962

Governance and Community Engagement

What we do

This activity includes work to support Otago's elected regional council representatives to complete their duties. It also ensures the council can enable and strengthen democracy at a regional level through our support of structures and process. Examples include:

- Elected member committee structure, council meetings,
- Secretariat support for the 'Otago Mayoral Forum'
- Partnership with Kāi Tahu and Iwi liaison

- Council communications and engagement capacity and expertise to assist with connecting council and the community

Why we do it

Supporting governance, good decision-making, and connecting and engaging with our communities are essential features of a civilized society. Connecting the community in a timely and accessible way to decision-making and the work of Council is critical. Legislation also enshrines principles, powers, duties and functions that underpin this activity and the need for it.

Key work for years 1 to 3

This LTP maintains the level of capacity associated with council’s activity to date, albeit with a modest increase associated with capacity to support partnership with Kāi Tahu and Iwi liaison. Planned projects are identified above in Part 2 ‘Partnering with Manu Whenua’.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Provide and promote governance processes and democratic decision making that is robust and transparent for the community.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Percentage of council agendas that are publicly available two working days or more before a meeting	2019-20: <i>Achieved</i>	100%	100%	100%	100%
Percentage of official information requests responded to within 20 working days of being logged.	2019-20 98.5%	100%	100%	100%	100%

LOS: Develop and deliver robust and effective corporate planning and reporting.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Work with our external auditor to provide acceptable process and deliverables to decision-makers and the community.	2019-20: <i>Achieved</i>	Unmodified audit reports received	Unmodified audit reports received	Unmodified audit reports received	Unmodified audit reports received

LOS: Build mana whenua participation in Council decision making through a treaty-based partnership approach in our engagement.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Work done in partnership with iwi; increase the number of outputs and groups working together on projects	<i>new measure</i>	Establish baseline	Maintain or Increase numbers	Maintain or Increase numbers	Maintain or increase numbers
Build the bicultural competency of ORC staff and councillors.	<i>new measure</i>	≥50 participants in programme per year	≥50 participants, in programme per year	≥50 participants, in programme per year	≥30 participants, in programme per year

LOS: Provide relevant, timely and accessible communications and engagement activities which enable the community to understand and participate in ORC's programmes and decision making.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Survey is conducted to understand and improve community awareness, perceptions and expectations of ORC	<i>new measure</i>	Survey completed to establish baselines and a report made public.	Survey results show increased community awareness and improved perception of ORC performance	Survey results show increased community awareness and improved perception of ORC performance	TBC
Customers express high levels of satisfaction with customer service provision	<i>new measure</i>	Determine methodology and conduct benchmarking of customer satisfaction.	Customer satisfaction levels are maintained or improve.	Customer satisfaction levels are maintained or improve.	Customer satisfaction levels are maintained or improve.

Regional Planning

What we do and why

This activity includes work that provides overarching strategic direction and support across all Council activity and particularly work under the ‘Environment’ section of this LTP. It provides leadership with an important lever to effect change where needed. Much of the work under this activity is required by national legislation and also assists the council and Otago community to align with national direction.

The Regional Policy Statement (RPS) is a critical component of this activity that umbrella’s the various plans required under the Resource Management Act. These plans include water (fresh water, land and coast), air, and waste.

There is also a requirement for strategic direction on non-RMA plans, such as biodiversity, and for issues that Council deems important such as climate change and understanding community wellbeing to support better decisions impacting Otago communities.

As part of this activity we work with our partners to give effect to strategic direction. An important component is working with Otago’s city and district councils on resource management matters and urban development. Foundational work to develop an efficient transition to integrated catchment action planning to form the basis of planning, engagement and operational investment, will also be undertaken as part of this activity.

Key work for years 1 to 3

This LTP reflects a stepped increase in capacity to provide direction on non-RMA plans, important regional issues, urban development, and to support our partnership with Kāi Tahu and Iwi liaison. We will do more to develop our understanding of broader regional wellbeing issues and what that means for Council and its partners. Leadership will be provided with better advice to make decisions and respond to community needs.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Support Otago’s councils and communities to manage environmentally sustainable urban growth.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Develop an integrated planning framework that enables well managed urban growth across Otago	<i>new measure</i>	Establish partnership agreements with DCC and QLDC by 30 June	Develop draft regional Urban Development Strategy by 30 June	Joint ORC and DCC/QLDC HBA* update and joint FDS** completed by 30 June	no target

*Housing and Business Capacity Assessment (HBA)

** Future development strategy (FDS)

LOS: Develop and maintain an environmental planning framework that aligns with national directions and enables sustainable management of natural and physical resources.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Complete review of existing Regional Policy Statement (RPS)	<i>2020-21: on track</i>	Respond to hearing recommendations within specified timeframes	Make RPS operative by 30 June 2023	no target	no target
Lead the development, implementation and review of Integrated Catchment Plans (ICP), in collaboration with iwi and community.	<i>new measure</i>	Commence development of an Integrated Catchment Planning programme and report to Council on progress by 30 June	Commence spatial systems and analysis to inform and define ICP programme by 30 June	Prepare Integrated Catchment Plan (Target detail to be determined)	Prepar Integrated Catchment Plans (Target detail to be determined)

LOS: Collect information on Otago regional wellbeing (economic, social, cultural, and environmental) and identify significant issues.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Report on community wellbeing indicators	<i>new measure</i>	Develop baseline wellbeing indicators and report	Annual report on wellbeing indicators and issues	Annual report on wellbeing indicators and issues	Annual report on wellbeing indicators and issues

LOS: Collect and make publicly available accurate, relevant and timely information on climate change in Otago.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Information on climate change in Otago is shared with the community and stakeholders.	<i>new measure</i>	no target	Regional GHG* inventory completed by 30 June 2022	no target	Regional GHG inventory completed by 30 June 2024 OCCRA** completed and made publicly available by 31 Dec 2026

* Green House Gas Inventory

**Otago Climate Change Risk Assessment

LOS: Lead a regional approach to climate change in partnership with local councils and iwi.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Report on regional stakeholder engagement and collaboration on climate change	<i>new measure</i>	No target (programme commences Yr2)	Complete an annual report on regional climate change collaboration	Complete an annual report on regional climate change collaboration	Regional partnership priorities and approach defined and formalised by 30 June 2025. 2025-2031: Regional partnership approach implemented

Regulatory

What we do and why

As a regulatory authority we provide services to ensure that activities in Otago are consistent with both national and regional rules. This activity gives effect to the Council's Regional Plans under the Resource Management Act, and other specific requirements under Maritime Transport Act, and Building Act. Our regulatory work includes:

- Consent processing
- Compliance monitoring (with consents) and contaminated sites
- Incident response, investigations and enforcement
- Harbours and waterway management

A common theme across this work is our role of applying the rules developed under the various legal/ planning frameworks, and how we work with the communities and individuals to achieve desired results for Otago.

Judgement is required on what the appropriate balance is between enforcement (that can result in legal proceedings), and influencing via advice, education and sometimes support. It provides elected leadership with an important lever to effect change where needed and in an appropriate way. The desire for this dual approach is reflected in our regional plans and bylaws.

We have already taken significant steps with implementing an internal review that recommended substantive improvement in Council service. The steps have included additional staffing for: consent processing, increasing compliance audits, input into plan changes, and incident response coverage to better reflect the demand across the region. The focus of this additional capacity is on Land and Water and reflects Council's broader priority to implement a freshwater framework that aligns Otago with national objectives on freshwater reform.

Key work for years 1 to 3

A significant step in capacity (staff) occurred in 2020/21 as a result of an internal review. This LTP is focused on completing the implementation of that review, and importantly delivering the desired and increased service including:

- Consent processing – the LTP continues to build, particularly in year 1, on the stepped change in staff capacity that occurred in 2020/21. We will focus on managing expiring consents with the assumption that most will result in applications for replacement, including Deemed Permits. While some uncertainty exists about new consents, such as for intensive winter grazing, there will be other critical work to undertake.
- Compliance monitoring - a stepped change in staff capacity in year 1 reflects the increase in consenting activity in terms of field work, the associated administration and supporting systems. The work programme increases the level of on-site engagement with farmers and consent holders for an education-first approach to the National Environmental Standards Fresh Water (NESFW).
- Incident response, Investigations and Enforcement – some redeployment of staff capacity to compliance monitoring activity is budgeted.
Service delivery over this LTP will reflect the Council's desire to assist those involved in consent activity with understanding the changes, the requirements, and overarching reasons. There is clearly a lot of change that will continue to occur on how Otago manages its fresh water resource – this activity is crucial piece of the integrated delivery jigsaw.
- Harbours and waterways management – modest increase in work that supports education and enforcement of the bylaw via the addition of a trainee harbour master from December 2021 and a small craft in Central Otago.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Provide effective, efficient and customer centric consenting processes under the Resource Management Act (RMA) 1991 to enable the lawful use of natural and physical resources.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Percentage of resource consent applications processed in accordance with Resource Management Act 1991 legislative timeframes.	2019-20: 98.9%	≥98%	≥98%	≥98%	≥98%
Percentage of public inquiries for consent information completed within 7 working days.	<i>new measure</i>	establish baseline	maintain or increase	maintain or increase	maintain or increase

LOS: Provide effective and efficient compliance monitoring, investigations and enforcement services and take appropriate actions to ensure the lawful use of natural and physical resources.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Percentage of performance monitoring returns completed each year, as per the Compliance Audit and Performance Monitoring Schedule targets.	<i>new measure</i>	≥90%	≥90%	≥90%	≥90%
Percentage of programmed inspections/audits completed each year, as per the Compliance Audit and Performance Monitoring Schedule targets.	<i>new measure</i>	≥85%	≥90%	≥90%	≥90%
Percentage of significant non-compliances identified where action is taken in accordance with Compliance Policy.	<i>new measure</i>	100%	100%	100%	100%

LOS: Provide effective and efficient environmental response services to pollution incidents or notifications of non-compliant activities.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Maintain 24-hour/7 day a week response for environmental incidents.	2019-20: <i>Achieved</i>	Pollution hotline staff available/on call 24/7	Pollution hotline staff available/on call 24/7	Pollution hotline staff available/on call 24/7	Pollution hotline staff available/on call 24/7
Maintain 20 appropriately trained responders for maritime oil pollution incidents.	<i>new measure</i>	20 responders attend 3 exercises per year	20 responders attend 3 exercises per year	20 responders attend 3 exercises per year	20 responders attend 3 exercises per year

LOS: Develop and maintain robust regulations and procedures to enable safe use and navigation of our region's ports, harbours, coastal areas and inland waterways.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Maintain compliance with Port and Harbour Marine Safety Code.	<i>new measure</i>	Annual self review is completed and deemed to be code consistent.	Annual self review is completed and deemed to be code consistent	External review is completed* and deemed to be code consistent.	Annual self review is completed and deemed to be code consistent

*External review is conducted by Maritime NZ every 3 years.

LOS: Promote and encourage safe use of ports, harbours, coastal areas and inland waterways and take appropriate action in response to non-compliance and incidents.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Major incidents on Otago's harbours and waterways will be responded to.	<i>new measure</i>	Major incidents and ORC's response are reported quarterly	Major incidents and ORC's response are reported quarterly	Major incidents and ORC's response are reported quarterly	Major incidents and ORC's response are reported quarterly
On-water engagement, education of recreational users and safety campaigns are documented and reported annually.	<i>new measure</i>	Report to council by 30 June	Report to council by 30 June	Report to council by 30 June	Report to council by 30 June

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Funding Impact – Regional Leadership Group

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Sources of operating funding											
11,589	General rates, uniform annual general charges, rates penalties	15,706	16,340	17,730	18,230	18,733	19,243	19,654	20,188	20,721	21,263
188	Targeted rates	188	200	210	220	230	240	250	260	270	280
75	Subsidies and grants for operating purposes	75	75	75	75	75	75	75	75	75	75
4,554	Fees and charges	5,300	5,805	6,495	6,843	7,035	7,228	7,423	7,625	7,830	8,036
260	Internal charges and overheads recovered	260	266	272	279	285	292	298	305	312	318
0	Local authorities fuel tax, fines, infringement fees, and other receipts	0	0	0	0	0	0	0	0	0	0
16,667	Total operating funding (A)	21,529	22,686	24,782	25,646	26,358	27,077	27,700	28,453	29,207	29,972
Applications of operating funding											
11,036	Payments to staff and suppliers	15,230	15,983	16,402	16,412	17,084	17,206	17,603	18,311	18,429	18,841
0	Finance costs	0	0	0	0	0	0	0	0	0	0
5,386	Internal charges and overheads applied	6,352	6,950	8,206	9,064	9,375	9,692	10,014	10,350	10,691	11,039
8	Other operating funding applications	8	8	8	9	9	9	9	9	10	10
16,430	Total applications of operating funding (B)	21,590	22,940	24,616	25,484	26,468	26,907	27,626	28,670	29,130	29,890
237	Surplus (deficit) of operating funding (A – B)	(61)	(254)	167	162	(110)	170	73	(217)	77	82
Sources of capital funding											
0	Subsidies and grants for capital expenditure	0	0	0	0	0	0	0	0	0	0
0	Development and financial contributions	0	0	0	0	0	0	0	0	0	0
0	Increase (decrease) in debt	0	0	0	0	0	0	0	0	0	0
0	Gross proceeds from sale of assets	0	0	0	0	0	0	0	0	0	0
0	Lump sum contributions	0	0	0	0	0	0	0	0	0	0
0	Other dedicated capital funding	0	0	0	0	0	0	0	0	0	0
0	Total sources of capital funding (C)	0	0	0	0	0	0	0	0	0	0
Applications of capital funding											
Capital expenditure—											
0	• to meet additional demand	0	0	0	0	0	0	0	0	0	0
0	• to improve the level of service	30	0	0	0	0	0	0	0	0	0
30	• to replace existing assets	20	51	21	21	22	23	23	24	24	25
207	Increase (decrease) in reserves	(111)	(305)	146	141	(132)	148	50	(241)	53	57
0	Increase (decrease) of investments	0	0	0	0	0	0	0	0	0	0
237	Total applications of capital funding (D)	(61)	(254)	167	162	(110)	170	73	(217)	77	82
(237)	Surplus (deficit) of capital funding (C – D)	61	254	(167)	(162)	110	(170)	(73)	217	(77)	(82)
0	Funding balance ((A – B) + (C – D))	0	0	0	0	0	0	0	(0)	0	(0)

Environment

This Group of Activities include the following council activities:

- Land and Water
- Biodiversity and Biosecurity
- Air quality

Contribution to Community Outcomes



The Environment group contributes to the achievement of all the community outcomes as described in Part 2 with the exception 'sustainable, safe and inclusive transport'. Land and water is our priority with biodiversity woven into the outcome of 'a sustainable way of life for everyone on Otago'. Working to maintain and improve this priority aspect of the environment in a way that 'Mātauranga Kāi Tahu are inbedded' and 'connects communities' with Otago's environment is important.

The outcome 'an environment that supports healthy people and ecosystems' is also embodied in this activity group with pest management supporting people's livelihoods (eg. achieve productive land) and air quality having a direct link to people's health (eg. air emissions).

Overall direction

Environmental management is at the heart of what the regional council does. Our focus is to enhance the overall effectiveness of environmental management by:

- Continuing the review of our regional plans (for water, air and coast), while still working with community groups, stakeholders and land managers to promote good environmental outcomes
- Increasing our level of work in biosecurity management
- Continuing to promote well-coordinated and cross-agency biodiversity initiatives across the region
- Transitioning towards integrated catchment management, to create synergies in our activities that seek to protect freshwater, land, the coastal environment, or ecosystems
- Increasing our science capacity with a focus on environmental monitoring to better inform our regional planning and to better understand Otago's environment

Due to funding pressures, we are pausing most of our air quality work – except for monitoring - over the next two years. Beyond that, we'll be striving to develop more effective solutions to manage air pollution in Otago.

Significant negative effects

The Council has not identified any significant negative effects associated with this group of activity.

Group Revenue and Expenditure (10yrs) - Environment

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
10,888	Land & Water	16,034	18,040	18,552	18,994	18,995	19,484	20,310	20,833	21,174	21,697
	Biodiversity & Biosecurity										
4,153		9,149	9,390	9,824	11,082	11,357	11,657	11,958	12,271	12,585	12,902
518	Air	482	815	786	1,676	2,782	4,605	4,652	4,763	4,945	4,992
15,560	Expenditure	25,665	28,245	29,162	31,752	33,134	35,746	36,919	37,866	38,705	39,590
11,793	General rates	13,938	17,078	18,196	19,361	19,463	20,011	20,571	21,150	21,730	22,287
890	Targeted Rates	3,373	5,171	6,575	7,022	7,304	7,589	7,825	8,069	8,314	8,561
5	Fees & Charges	200	205	210	215	220	225	230	236	241	247
905	Grants	3,877	2,536	2,179	4,218	5,420	7,237	7,404	7,577	7,751	7,924
629	Other Income	964	364	364	364	364	364	364	364	364	364
1,338	Reserves	3,313	2,890	1,638	573	363	319	524	470	305	207
15,560	Revenue	25,665	28,245	29,162	31,752	33,134	35,746	36,919	37,866	38,705	39,590

Land and Water

What we do

- We assess and monitor the health of Otago’s fresh- and coastal water and their ecosystems and investigate the risks and issues likely to affect their values;
- We prepare, assess, and review the Regional Plan: Water and Coast
- We carry out non-regulatory interventions that support sustainable land management practices and environmental initiatives that enhance Otago’s water bodies and coast.

Why we do it

Otago’s water bodies and its coast are highly valued by the community:

- 82%⁶ of Otago’s rivers and lakes are swimmable; and support a wide range of recreational activities
- Freshwater is a key resource for domestic use, agriculture and electricity;
- Otago’s waters provide the habitats for 25 species of indigenous freshwater fish, of which 18 are classified as threatened or at risk; and for a large range of marine life and sea birds.

Water also plays a significant role in Kāi Tahu spiritual beliefs and cultural traditions. When the natural environment is strong and healthy, the people are strong and healthy and so too is their mana.

Degrading freshwater quality is a key community concern in the region. Although parts of the region have good or excellent water quality, some catchments have degraded water quality and there have been a greater number of degrading water quality trends than improving trends across ORC’s monitoring sites between 2006 and 2017. There have also been strong pressures on water allocation in some parts of the region.

ORC has a key role to play to ensure Otago’s water bodies and coast support healthy ecosystems, and a healthy community:

- Only ORC has the power to control the use of water, land, and the coast under the Resource Management Act (1991)

⁶ This estimate applies to larger rivers and lakes, defined as “rivers that are fourth order in the River Environment Classification system and lakes with a perimeter of 1.5km or more” – ORC Policy Committee Report – 29 Nov 2018 - PPRM1843

- It must engage with the region’s communities to define visions and objectives for the region’s freshwater bodies, and identify the methods to achieve these visions and objectives (National Policy Statement for Freshwater (2020))
- It has the technical expertise and knowledge to advise on the region’s environmental health, issues and risks, and to monitor the health of Otago’s water.

Key projects

In addition to strengthening ORC’s environmental monitoring programme, and keeping support for catchment groups and land managers who deliver desired environmental outcomes, we will also deliver the following key projects to support long-term improvements.

- Preparation of the Land and Water Regional Plan
 - Notified in 2023
 - Will define freshwater objectives, as required by national legislation and set policies and rules for decision-making
 - Includes science support (eg. modelling, freshwater accounting, land use mapping, groundwater resources, ecological threshold analysis)
- Review of the Regional Plan: Coast for Otago
 - Notified by 2025-2026
 - Update existing rules and policies based on latest information and legislation and set policies and rules for decision-making
 - Includes science support (ie coastal monitoring, mapping and analysis)
- Environmental Enhancement
 - Priority site specific projects of Lake Hayes, Tomahawk Lagoon and Lake Tuakitoto
 - Develop a regional perspective, including a programme and funding approach for enhancement and remediation
 - Complete scoping study for an Otago Lakes Strategic Plan
- Preparation of Integrated Catchment Plans
 - Integrates actions for water, ecosystems, biodiversity, and biosecurity, and natural hazards mitigation
 - Year 1 - establish the new worksteam
 - Year 2 - resources to commence planning including spatial systems and analysis (additional 3fte)
 - Year 3 onwards - Planning and implementation (additional 6fte)

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Monitor the state of Otago's freshwater resources and coastal environment and make accurate, relevant and timely information publicly available.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Implement a regional coastal environment monitoring programme	<i>new measure</i>	Develop regional coastal monitoring programme by 30 June	Complete annual report on monitoring programme	Complete annual report on monitoring programme	Complete annual report on monitoring programme

Implement freshwater and estuarine environment monitoring programmes	<i>new measure</i>	Complete annual report on monitoring programmes	Complete annual report on monitoring programmes	Complete annual report on monitoring programmes	Complete annual report on monitoring programmes
Percentage of data captured that is available to public	<i>new measure</i>	95% of data captured from SOE network (coast & water)	95% of data captured from SOE network (coast & water)	95% of data captured from SOE network (coast & water)	95% of data captured from SOE network (coast & water)

LOS: Monitor Otago's land use and make accurate, relevant and timely information on sustainable land use publicly available .					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Develop and implement a regional land use monitoring programme	<i>new measure</i>	Develop regional land use monitoring programme	Complete annual report on monitoring programme	Complete annual report on monitoring programme	Complete annual report on monitoring programme
Percentage of data collected that is available to public.	<i>new measure</i>	no target (programme established in Yr2)	95%	95%	95%

LOS: Provide a robust and integrated environmental planning framework for Otago's land, water and coast resources.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Complete the Land and Water Regional Plan (LWRP)	<i>new measure</i>	Report to Council on proposed management options for 3 FMU* or Rohe by 30 June	Report to Council on proposed management options for 5 FMU or Rohe by 30 June	Notify LWRP by 31 December 2023	no target
Complete a review of the Regional Plan Coast	<i>new measure</i>	no target (programme commences Yr 2)	Issues and options papers developed by 30 June	Community engagement for development of Regional Plan - Coast completed by 30 June	Notify Regional Coastal Plan for Otago by 30 June 2026.

*Freshwater Management Unit

LOS: Support Catchment Groups in Otago to deliver their environmental outcomes and objectives.				
Performance measures	Targets			
	2021/22	2022/23	2023/24	2024-2031
'Otago Catchment Communities' is supported to meet deliverables and targets of funding agreement.	Funding is administered as per agreement	Funding is administered as per agreement	Funding is administered as per agreement	Funding is administered as per agreement
	Report on deliverables and targets achieved by 30 June	Report on deliverables and targets achieved by 30 June	Report on deliverables and targets achieved by 30 June	Report on deliverables and targets achieved by 30 June

LOS: Promote and enable best practice land management for soil conservation, water quality preservation, the efficient use of water and to enhance Otago's biodiversity and ecosystems.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Land owner/community led projects promoting best practice land management for soil conservation, water quality and the efficient use of water are identified and supported.	<i>new measure</i>	Three or more projects supported per year	Three or more projects supported per year	Three or more projects supported per year	Three or more projects supported per year

LOS: Collaborate with iwi, communities and landowners to develop and deliver a programme of actions to improve water quality and indigenous biodiversity in selected degraded waterbodies.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
At least three site specific action plans for selected degraded waterbodies are developed, prioritised, and implemented.	<i>new measure</i>	Projects confirmed and priority actions identified by 30 September	Projects confirmed and priority actions identified by 30 September	Projects confirmed and priority actions identified by 30 September	Projects confirmed and priority actions identified by 30 September
		90% of priority actions undertaken as scheduled	90% of priority actions undertaken as scheduled	90% of priority actions undertaken as scheduled	90% of priority actions undertaken as scheduled

Biodiversity and Biosecurity

What we do

- We lead and facilitate collaboration on biodiversity programmes and initiatives in the region.
- We investigate, monitor and provide information about Otago's biodiversity, including improving our understanding of its vulnerability to climate change
- We lead pest and biosecurity management in the region
- We promote and support community and farmer initiatives to protect and enhance Otago's biodiversity and ecosystems

Why we do it

Otago's biodiversity is under threat as a result of both past and current human activities. Recent mapping (ie 2020) has shown that some ecosystem types are as low as 3% of their historical distribution and there are 10 ecosystems (of 62) with a distribution of less than 10 ha. At the species level, some 44% of Otago's bird species are threatened or at risk; 88% of lizard species; and 72% of indigenous fish species. Current threats to biodiversity include invasive species (both weeds and predators), vegetation clearing, habitat fragmentation and grassland "improvement", poor water quality (nutrients and sediments), dredging and overfishing. Climate change adds significantly to the risks of continuing decline.

There are many agencies and stakeholders across different land tenures involved in and/or with an interest in biodiversity in Otago. Knowledge and data to inform development of programmes and initiatives for protection and restoration is not collated or coordinated across the region.

At a national level the 2020 *Te mana o te Taieo*, National Indigenous Biodiversity Strategy, articulated the urgency of addressing biodiversity decline in New Zealand and the draft National Policy Statement on Indigenous Biodiversity identified a key role for regional government in leading collaboration and coordinating efforts.

ORC is the only agency with a remit across all of Otago to promote biodiversity protection and enhancement. It has a key role in facilitating regional collaboration, including both developing a monitoring approach and seeking to partner in projects and initiatives. While ORC currently has its own Biodiversity Strategy and Action Plan, these need to be refined and updated alongside development of the regional strategy, to reflect new knowledge about Otago's biodiversity values which is now available, and which can provide priorities to better target action.

Pest management supports Otago's ability to enable thriving biodiversity (the variety of life in a given habitat), maintain healthy ecosystems and use natural resources for economic gain (eg TB free land). Under the Biosecurity Act 1993, Otago's Regional Pest Management Plan (RPMP) identifies 51 species to be managed by land occupiers, with oversight from us.

Key work for years 1 to 3

- Development of a regional partnership approach to indigenous biodiversity

We are taking more of a leadership role in the region by facilitating and coordinating a regional biodiversity hui and working with TA's, other regional agencies and Kai Tahu to develop a regional strategy to inform partnerships and future regional investment in biodiversity protection, restoration and enhancement.

- Increase indigenous biodiversity knowledge and develop a monitoring approach

We will be investing more to improve our knowledge about Otago's biodiversity over this LTP through [continuing and building on our mapping and inventory work](#). This informs the development of our monitoring framework for indigenous biodiversity that is planned for implementation from year 2. This

monitoring framework will provide a better understanding of the vulnerability of Otago’s biodiversity, including to climate change.

- Implementing the RPMP

This LTP includes a moderate increase in staff capacity to undertake more education, engagement and enforcement to manage pests. This additional work consolidates our existing role as defined under the RPMP. Our work programme will build capacity and capability over years 1 to 3 LTP

Our investment for economic outcomes through rabbit control will substantially increase. Increased inspections, monitoring and support of local rabbit control groups will improve rabbit management for Otago. Management of other biosecurity threats, for example in marine ecosystems, will need to be progressively developed over time as resources permit.

Current regional-scale pest and predator projects addressing biodiversity threats, such as wilding conifer and possum control will continue to be supported and their coverage over time will increase.

Partnerships to maintain the gains already achieved by OSPRI’s Tbfree work and Predator Free Dunedin start from 2022-23. To improve the effectiveness and efficiency of these operations, strategies will be progressively developed to inform on-ground investment for the future. As part of this we will increase our investment in biosecurity data and information systems to ensure that progress is monitored and that actions are as effective and efficient as possible.

- Supporting on-ground biodiversity restoration, enhancement and protection initiatives

The Eco Fund grants programme will gradually expand over the LTP providing increasing opportunity for local groups to access support for their activities.

Otago Catchment groups and their environmental enhancement initiatives will continue to be supported and increasingly ORC will be looking to invest in landscape restoration and enhancement as an integrated part of our regional pest and predator control programmes.

Education and awareness about Otago’s biodiversity and how to protect/restore it will be progressively integrated into our farm support programmes and in the longer term into our approach to farm plans.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Monitor the state of Otago’s indigenous biodiversity ecosystems and make accurate, relevant and timely information publicly available					
Performance Measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Develop and implement a regional indigenous biodiversity ecosystems monitoring programme	<i>new measure</i>	No target (programme not being undertaken)	Develop monitoring programme (including requirements of NPSIB*) by 30 June	Complete annual report on monitoring programme	Complete annual report on monitoring programme
Percentage of data captured that is available to public.	<i>new measure</i>	No target	No target	95% of data captured from SOE network (biodiversity)	95% of data captured from SOE network (biodiversity)

*National Policy Statement on Indigenous Biodiversity

LOS: Collaborate with iwi, DOC and other key organisations to develop, coordinate and deliver a programme of actions to enhance indigenous biodiversity.					
Performance measures	Targets				
	Baseline results	2021/22	2022/23	2023/24	2024-2031
Actions listed in the Biodiversity Action Plan (BAP) are prioritised and progressed.	<i>new measure</i>	Priority actions achieved within timeframes specified in annual work plan	Priority actions achieved within timeframes specified in annual work plan	Priority actions achieved within timeframes specified in annual work plan	Priority actions achieved within timeframes specified in annual work plan
Partnerships established in line with the Biodiversity Action Plan and joint projects developed.	<i>new measure</i>	Establish baseline number of partnership engagement activities and events	Maintain or increase number of partnership engagement activities and events	Maintain or increase number of partnership engagement activities and events	Maintain or increase number of partnership engagement activities and events
		joint projects scoped and milestones identified	joint projects developed and progress against milestones publicised	joint projects developed and progress against milestones publicised	joint projects developed and progress against milestones publicised

LOS: Provide support and funding to selected initiatives and organisations across the region which deliver biosecurity, biodiversity and environmental outcomes that align with our strategic objectives.					
Performance measure	Targets				
	Baseline results	2021/22	2022/23	2023/24	2024-2031
Complete a report on the initiatives and organisations supported and the key deliverables achieved.	<i>new measure</i>	Report to Council by 30 June.	Report to Council by 30 June.	Report to Council by 30 June.	Report to Council by 30 June.
Percentage of funding administered as per agreements.	<i>new measure</i>	100%	100%	100%	100%

LOS: Develop and deliver practices and programmes that give effect to the Regional Pest Management Plan (RPMP).					
Performance measure	Targets				
	Baseline results	2021/22	2022/23	2023/24	2024-2031
Priority targets within the Biosecurity Operational Plan (BOP) are identified and achieved as per annual work plan.	<i>new measure</i>	Priority actions achieved within timeframes specified in annual work plan.	Priority actions achieved within timeframes specified in annual work plan.	Priority actions achieved within timeframes specified in annual work plan.	Priority actions achieved within timeframes specified in annual work plan.

Air

What we do

- We monitor air quality and pollutant emissions, and investigate emission sources;
- We prepare, assess, and review the Regional Plan: Air
- We carry out non-regulatory interventions that support clean heating and warm homes; and the reduction of other harmful emissions.

Why we do it

Some of Otago’s communities have among the worst air quality in New Zealand. Unlike in many other countries, air pollution in Otago is mostly driven by emissions from home heating, and thus is seasonal and mostly observed in winter. Arrowtown, Clyde, Cromwell, Alexandra and Milton are the pollution hotspots of the region. Outdoor burning is an additional factor to air pollution.

The link between air quality and human health has been well established. The pollutant of most concern in Otago is particulate matter (PM). Particulate matter can result in a range of health effects depending on where it ends up in the human body. Fine particles can penetrate deep into the lungs, and ultrafine particles can find their way into the bloodstream. The most vulnerable are the very young, the elderly, and people with pre-existing respiratory or cardiovascular disease.

Air pollution in Otago is closely linked to home heating and to the quality of Otago’s housing.

ORC has a key role to play to protect Otago’s people from the risks of air pollution. Only ORC has the power to control discharges of pollutants to air under the Resource Management Act (1991) and must implement the National Environmental Standards for Air Quality (2004);

Key projects

While we will keep monitoring air quality over the next 10 years, we will pause our air quality activities over the first 2 years (2021-2022/2022-2023). From July 2023, we will swing back into actions and carry out the following projects:

- Review of the Regional Plan: Air for Otago
 - Notified by 30 June 2025
 - Update existing rules and policies based on latest information and legislation
- Air quality programmes
 - Developed & implemented from 2023-2024
 - Suite of actions that support clean heating and warm homes

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Monitor Otago’s air quality and make accurate, relevant and timely information publicly available.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Implement regional air monitoring programme.	<i>acheived</i>	Complete annual report on monitoring programme	Complete annual report on monitoring programme	Complete annual report on monitoring programme	Complete annual report on monitoring programme

Percentage of data captured that is available to public.	<i>new measure</i>	95% of data captured from SOE network (air monitoring)	95% of data captured from SOE network (air monitoring)	95% of data captured from SOE network (air monitoring)	95% of data captured from SOE network (air monitoring)
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LOS: Provide a robust and integrated environmental planning framework for Otago’s air resource.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Complete review of the Regional Plan – Air.	<i>new measure</i>	no target (programme commences Yr2)	Issues and options papers developed by 30 June	Community engagement for development of Regional Plan - Air completed by 30 June	Regional Plan - Air notified by 30 June 2025

LOS: Develop and implement partnerships and programmes to reduce harmful emissions and support clean heating, warm homes and clean air.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Clean heat, clean air implementation programme has a high level of local engagement in targeted air sheds.	<i>new measure</i>	no target (programme commences Yr 3)	no target (programme commences Yr 3)	Establish engagement levels in all targeted air sheds	Engagement levels improve in all targeted air sheds

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Funding Impact – Environment Group

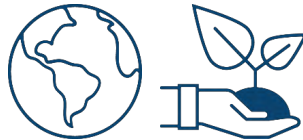
Annual Plan 2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Sources of operating funding										
11,793										
	13,938	17,078	18,196	19,361	19,463	20,011	20,571	21,150	21,730	22,287
890	3,373	5,171	6,575	7,022	7,304	7,589	7,825	8,069	8,314	8,561
905	3,877	2,536	2,179	4,218	5,420	7,237	7,404	7,577	7,751	7,924
5	200	205	210	215	220	225	230	236	241	247
364	964	364	364	364	364	364	364	364	364	364
0	0	0	0	0	0	0	0	0	0	0
13,958	22,352	25,355	27,524	31,179	32,771	35,426	36,395	37,397	38,401	39,384
Applications of operating funding										
10,894	19,472	20,514	21,087	23,087	24,339	26,604	27,218	27,856	28,494	29,132
0	0	0	0	0	0	0	0	0	0	0
3,563	4,412	5,496	6,811	7,507	7,766	8,025	8,289	8,564	8,844	9,129
0	0	0	0	0	0	0	0	0	0	0
14,457	23,884	26,010	27,897	30,594	32,105	34,629	35,507	36,420	37,338	38,261
(499)	(1,532)	(655)	(374)	585	666	798	888	977	1,062	1,123
Sources of capital funding										
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
Applications of capital funding										
Capital expenditure—										
0	0	0	0	0	0	0	0	0	0	0
135	1,090	1,293	537	441	260	180	236	189	193	197
455	340	486	220	166	220	338	518	542	404	333
(1,089)	(2,962)	(2,434)	(1,131)	(23)	187	280	134	246	465	593
0	0	0	0	0	0	0	0	0	0	0
(499)	(1,532)	(655)	(374)	585	666	798	888	977	1,062	1,123
499	1,532	655	374	(585)	(666)	(798)	(888)	(977)	(1,062)	(1,123)
0	0	0	(0)	(0)	0	0	(0)	0	0	(0)

Safety and Resilience

This Group includes the following council activities:

- Natural Hazards and Climate Change
- Flood Protection, Drainage and River Management
- Emergency Management

Contribution to Community Outcomes



The Safety and Resilience group of activity contributes primarily to the achievement of the outcome 'communities that are resilient in the face of natural hazards & climate change and other risks' as described in Part 2. The outcome of 'a sustainable way of life for everyone in Otago' is also shown because the choices our communities make about how they live with, and utilise the natural environment have consequences over the long term.

Overall Direction

Risk management and building resilience is a key focus for ORC and we have continued to build on our previous LTP with additional expenditure for this group of activity. This reflects signals from government and our community about climate change and the need act.

The challenge is to support our communities to understand the implications of risk and to make informed decisions. Our priority focus areas for the next 10 years in safety and hazards are flood protection, drainage control and river management. Climate change is a critical and related issue. We are focused on developing a comprehensive spatial approach to natural hazard risks to inform future priorities, at the same time as undertaking specific projects for the risks we already know about.

Our LTP contains an Infrastructure Strategy. It identifies the flood and drainage schemes that we manage and highlights key issues that influence the services we provide. From these issues we understand that:

- There is complexity that needs to be better understood about how climate change and development impacts on catchments
- We need to improve our asset management planning to better understand how change impacts on our service and the decisions the community faces
- Our plan to maintain service levels is shadowed by uncertainty about our communities' expectations regarding managing changing risk (e.g. climate change impacts) and the associated costs

We work collaboratively on these issues with government, city and district councils, and technical advisory groups.

This LTP maintains current services and address the issues outlined above.

While our planned capacity for natural hazards activity is increasing we have maintained our resource associated with climate change adaptation over the short term. This reflects our funding priorities particularly for fresh water work and an expectation that our level of work will build as direction from central government consolidates.

This LTP maintains the existing level of capacity for emergency management response.

Significant Negative Effects

The Council has not identified any significant negative effects associated with this group of activity.

Group Revenue and Expenditure (10yrs) – Safety & Resilience

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
2,131	Natural Hazards & Climate Change	2,732	3,763	3,551	3,348	3,642	3,764	3,689	3,807	3,691	3,795
11,371	Flood Protection, Drainage & River Management	12,010	12,400	11,894	12,030	12,091	11,528	13,579	11,204	11,464	12,524
2,658	Emergency Management	2,759	2,796	2,960	3,110	3,196	3,283	3,369	3,460	3,552	3,644
16,161	Expenditure	17,500	18,959	18,405	18,488	18,930	18,575	20,637	18,471	18,707	19,963
2,952	General rates	3,116	3,859	4,167	4,268	4,099	4,192	4,716	4,473	4,325	4,720
8,848	Targeted Rates	9,611	10,002	10,680	11,394	12,045	12,626	13,276	13,942	14,498	15,155
249	Fees & Charges	408	462	484	481	492	504	516	528	540	553
0	Grants	1,700	1,558	613	434	208	213	36	37	38	39
245	Other Income	736	831	877	915	940	964	989	1,015	1,041	1,067
3,866	Reserves	1,929	2,247	1,584	997	1,146	75	1,104	(1,525)	(1,735)	(1,570)
16,161	Revenue	17,500	18,959	18,405	18,488	18,930	18,575	20,637	18,471	18,707	19,963

Natural Hazards and Climate Change

What we do

- We set direction on the management of natural hazard risks and support decision making for the mitigation of natural hazards, climate change and other risks.
- We provide information and warnings about natural hazards, climate change and other risks.
- We engage with people, communities, iwi partners, and other stakeholders in the region to develop partnerships and implement projects to address natural hazards, climate change and other risks and to increase awareness and understanding.

Why we do it

The Otago region is exposed to a wide variety of natural hazards that impact on people, property, infrastructure and the wider environment. The natural hazards threats range from coastal erosion and flooding in lowland coastal areas to alluvial fan deposition, landslip, rock fall, and river breaches in alpine areas of the region. There is a need to consider all of these and their interactions as well as the additional risk and uncertainty created by climate change. The RMA requires that natural hazards risks and climate change are addressed as part of regional scale planning.

While high risk places have been identified there is a need to have comprehensive spatial mapping of the risks to inform planning and decision making. Within communities and businesses there are also different levels of awareness and risk tolerance to hazards, including the implications of climate change and the need for adaptation. Community engagement and communication, including as part of planning for natural hazards and climate change adaptation, is needed to inform the community, and facilitate the awareness and planning necessary to ensure resilient communities.

Key work for years 1 to 3

- Develop comprehensive risk mapping of natural hazards across Otago
- Continue to lead the South Dunedin climate change adaptation project in partnership with DCC
- Planning and strategy development for managing flood risk for Lindsay Creek and Clutha Delta.
- Managing natural hazard and climate adaptation risk for Roxburgh and the Head of Lake Wakatipu in conjunction with District Councils
- Continue to monitor and provide information on natural hazards and events, including making improvements to the coastal hazard monitoring network.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Provide information on natural hazards and risks, including the effects of climate change, so that communities and stakeholders can make informed decisions.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Relevant and up to date natural hazards information is available via the web-based Otago Natural Hazards Database	<i>2019-20: Achieved</i>	Database information is checked and updated monthly	Database information is checked and updated monthly	Database information is checked and updated monthly	Database information is checked and updated monthly
Percentage of flood warnings at pre-determined levels that are issued in accordance with the methods and timeframes specified in the flood warning manual.	<i>new measure</i>	100%	100%	100%	100%

LOS: Collaborate with communities and stakeholders to develop and deliver natural hazards adaptation strategies.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Complete regional natural hazards risks assessment (NHRA) and develop a regional approach for prioritising adaptation* to inform adaptation planning and implementation.	<i>new measure</i>	Commence natural hazard risk assessment and investigation of prioritisation approach.	Report to Council on progress of natural hazard risk assessment and prioritisation approach	Complete natural hazard risk assessment and define a regional approach for prioritising adaptation.	Develop a regional prioritisation plan for natural hazard risks adaptation.
Implement prioritised* natural hazard risks adaptation works.	<i>new measure</i>	Work in priority areas** is delivered as per plan by 30 June	Work in priority areas** is delivered as per plan by 30 June	Work in priority areas** is delivered as per plan by 30 June	Work in priority areas** is delivered as per plan by 30 June

		The Head of Lake Wakatipu natural hazards adaptation strategy progresses as per annual work plan	The Head of Lake Wakatipu natural hazards adaptation strategy progresses as per annual work plan	The first Head of Lake Wakatipu natural hazards adaptation strategy completed by 30 June	Actions developed, implemented and reviewed, as per Head of Lake Wakatipu natural hazard adaptation strategy
		Collaboration framework for South Dunedin and Harbourside natural hazards adaptation strategy is defined by 30 June	South Dunedin and Harbourside natural hazards adaptation strategy progresses as per annual work plan	South Dunedin and Harbourside natural hazards adaptation strategy progresses as per annual work plan	Actions developed, implemented and reviewed, as per South Dunedin and Harbourside natural hazard adaptation strategy

* The regional approach for prioritising adaptation is based on natural hazard risk and other criteria

** Priority areas include Head of Lake Wakatipu and South Dunedin and Harbourside

Flood Protection, Drainage and River Management

What we do

Council operates and maintains seven flood protection and drainage schemes throughout Otago. The schemes, associated infrastructure assets and more specific detail such as the issues, service standards and work programmes are provided in our Infrastructure Strategy (IS).

Core functions include:

- Maintenance, renewal, and development of infrastructure
- Investigation, development and renewal of amenity projects
- Operation of flood protection and drainage schemes during floods
- Bylaw processing and monitoring of technical compliance with bylaws
- River management including the control of channel erosion, willow maintenance, vegetation control, removing obstructions, and repairing critical erosion works.
- Management of gravel extraction through third party consents.
- Processing of consents in conjunction with Council's Natural Hazards activity where consent applications may affect flood protection assets and/or rivers.

Why we do it

While there is a relationship between the purpose of our flood protection and drainage work there is also a fundamental difference. Flood protection schemes are intended to protect people and property from flood events. Drainage schemes are designed to maintain the productive capability of land on an ongoing basis but within the limitation of the flood protection schemes.

River and waterway management works are carried out to maintain river and stream channel capacity, channel stability and environmental outcomes in scheduled rivers and waterways.

Council also has responsibilities under the Soil Conservation and Rivers Control Act 1941, and other requirements such as ensuring our infrastructure is appropriately managed, and the management and maintenance of Otago rivers.

Operational and Capital Work Programme - 10 years LTP, 30 years Infrastructure Strategy

Up to date information about Council's planned operational and capital works programme is provided on the Long-term Plan website page. The figures presented for years 1 to 3 represent a more detailed level of planning, years 4 to 10 is more indicative, and years 11 to 30 are more subject to changes in strategic direction. An example of the latter planning horizon is the impact completing the year 1-2 scheme performance reviews will have on future services.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Provide the standard of flood protection and control agreed with communities.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Major flood protection and control works are maintained, repaired, and renewed to the key standards defined in relevant planning documents.	<i>new measure</i>	≥80% of planned maintenance programme completed*	≥85% of planned maintenance programme completed*	≥90% of planned maintenance programme completed*	≥90% of planned maintenance programme completed*
		Schemes function to their constructed design standards	Schemes function to their constructed design standards	Schemes function to their constructed design standards	Schemes function to their constructed design standards
		≥90% of renewals programme completed*	≥90% of renewals programme completed*	≥90% of renewals programme completed*	≥90% of renewals programme completed*

LOS: Respond efficiently and effectively to damage from natural hazard events.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Damage identified, prioritised and a repair programme communicated with affected communities in a timely manner.	<i>new measure</i>	Programme developed and communicated within 3 months of the event	Programme developed and communicated within 3 months of the event	Programme developed and communicated within 3 months of the event	Programme developed and communicated within 3 months of the event

LOS: Maintain channel capacity and stability, while balancing environmental outcomes and recognising mana whenua values in rivers.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Percentage of identified and reported issues that have been investigated and appropriate action determined and communicated to affected landholders within 20 working days.	2019-20: 100%	100%	100%	100%	100%

Percentage of planned maintenance actions achieved each year	<i>new measure</i>	≥90%	≥90%	≥90%	≥90%
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Emergency Management

What we do and why

This activity is responsible for the co-ordination of hazard reduction, readiness, response and recovery for emergency events. It is provided in partnership with councils, emergency response organisations and other stakeholders of the Otago region.

The work of the Otago CDEM Group is administered and co-ordinated by the Otago Regional Council, while governance and operations are overseen by the Coordinating Executive Group (CEG) and the Otago CDEM Joint Committee.

This Committee has the statutory responsibility for civil defence emergency management in Otago. It is a statutory committee of Council under the Civil Defence Emergency Management Act 2002 (the Act) and the Local Government Act. Ultimately it is responsible for:

- Integrating and coordinating civil defence emergency management planning and activities
- Ensuring the response to and management of the adverse effects of emergencies within Otago
- Overseeing the coordination of the response and recovery activities across a range of agencies.

Key work for years 1 to 3

In response to the COVID-19 pandemic Council included additional funding in the 2020-21 Annual Plan for a fixed term increase in emergency management staffing in the Queenstown area. The Council plans on maintaining its staffing levels for this activity.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Support the Otago CDEM Group in improving the resilience of Otago to civil defence emergencies.					
Performance measure	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Support is provided to the Otago CDEM Group as per the CDEM Act and Otago CDEM Partnership Agreement	<i>new measure</i>	Fulfil all requirements as the administering authority.	Fulfil all requirements as the administering authority	Fulfil all requirements as the administering authority	Fulfil all requirements as the administering authority

LOS: Provide resources to coordinate an efficient and effective region-wide response to a civil defence emergency.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
An adequate* Emergency Coordination Centre (ECC) facility and staffing are available	<i>new measure</i>	Adequate staff* who are trained and available for any activation of the ECC.	Adequate staff* who are trained and available for any activation of the ECC.	Adequate staff* who are trained and available for any activation of the ECC.	Adequate staff* who are trained and available for any activation of the ECC.
		An appropriate facility** is available for activation at all times	An appropriate facility** is available for activation at all times	An appropriate facility** is available for activation at all times	An appropriate facility** is available for activation at all times
ECC activated in a timely manner	<i>2019-20: achieved</i>	ECC activated within 1 hour of Group Controller's decision to activate	ECC activated within 1 hour of Group Controller's decision to activate	ECC activated within 1 hour of Group Controller's decision to activate	ECC activated within 1 hour of Group Controller's decision to activate

*An appropriate ECC facility is an IL4 rated building (67% of building code) with power and communication contingencies.

**Adequate staffing consists of staff who are trained (two staff trained as leads across each of the six functions) and available (a minimum of four staff per function) for any activation of the ECC.

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Funding Impact Statement – Safety and Resilience

Annual Plan 2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Sources of operating funding										
2,952	3,116	3,859	4,167	4,268	4,099	4,192	4,716	4,473	4,325	4,720
	General rates, uniform annual general charges, rates penalties									
8,848	9,611	10,002	10,680	11,394	12,045	12,626	13,276	13,942	14,498	15,155
	Targeted rates									
0	1,700	1,558	613	434	208	213	36	37	38	39
	Subsidies and grants for operating purposes									
249	408	462	484	481	492	504	516	528	540	553
	Fees and charges									
245	245	251	257	263	270	276	283	289	296	302
	Internal charges and overheads recovered									
0	0	0	0	0	0	0	0	0	0	0
	Local authorities fuel tax, fines, infringement fees, and other receipts									
12,294	15,081	16,132	16,201	16,840	17,114	17,811	18,827	19,270	19,697	20,769
	Total operating funding (A)									
Applications of operating funding										
8,769	9,338	10,638	11,252	10,645	10,386	10,648	11,009	11,291	11,338	11,728
	Payments to staff and suppliers									
0	0	0	0	0	0	0	0	0	0	0
	Finance costs									
2,579	2,565	2,717	3,207	3,521	3,639	3,760	3,883	4,011	4,141	4,273
	Internal charges and overheads applied									
0	0	0	0	0	0	0	0	0	0	0
	Other operating funding applications									
11,347	11,903	13,355	14,460	14,166	14,025	14,408	14,892	15,302	15,479	16,001
	Total applications of operating funding (B)									
947	3,177	2,777	1,741	2,674	3,089	3,403	3,935	3,968	4,218	4,768
	Surplus (deficit) of operating funding (A – B)									
Sources of capital funding										
0	0	0	0	0	0	0	0	0	0	0
	Subsidies and grants for capital expenditure									
0	0	0	0	0	0	0	0	0	0	0
	Development and financial contributions									
0	0	0	0	0	0	0	0	0	0	0
	Increase (decrease) in debt									
0	0	0	0	0	0	0	0	0	0	0
	Gross proceeds from sale of assets									
0	0	0	0	0	0	0	0	0	0	0
	Lump sum contributions									
0	0	0	0	0	0	0	0	0	0	0
	Other dedicated capital funding									
0	0	0	0	0	0	0	0	0	0	0
	Total sources of capital funding (C)									
Applications of capital funding										
Capital expenditure—										
0	0	0	0	0	0	0	0	0	0	0
	• to meet additional demand									
680	100	102	105	0	1,650	1,126	576	1,179	603	0
	• to improve the level of service									
3,201	3,995	3,855	2,104	2,580	1,436	1,149	3,352	141	759	2,037
	• to replace existing assets									
(2,934)	(918)	(1,181)	(468)	94	3	1,128	7	2,648	2,856	2,732
	Increase (decrease) in reserves									
0	0	0	0	0	0	0	0	0	0	0
	Increase (decrease) of investments									
947	3,177	2,777	1,741	2,674	3,089	3,403	3,935	3,968	4,218	4,768
	Total applications of capital funding (D)									
(947)	(3,177)	(2,777)	(1,741)	(2,674)	(3,089)	(3,403)	(3,935)	(3,968)	(4,218)	(4,768)
	Surplus (deficit) of capital funding (C – D)									
0	0	0	0	0	0	0	0	0	0	0
	Funding balance ((A – B) + (C – D))									

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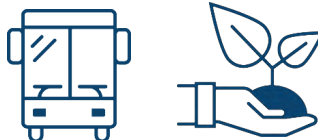
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Transport

There is one activity also named Transport. It includes the key work programmes of:

- Regional Land Transport Plan
- Public Transport Dunedin
- Public Transport Queenstown
- Regional Total Mobility Service

Contribution to community outcomes



The Transport group contributes to the achievement of the community outcomes ‘Sustainable, safe & inclusive transport’ and ‘a sustainable way of life for everyone in Otago’ as described in Part 2. Council provides direction and influence over public passenger transport matters working within and having regard to the central government strategic and funding framework. The decisions council takes within this framework about the services it provides, in particular to the population centres of Dunedin and Queenstown influence the achievement of these outcomes.

Significant Negative Effects

The Council has not identified any significant negative effects associated with this group of activity.

Group Revenue and Expenditure (10yrs) – Transport

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
28,808	Transport	32,880	35,840	37,811	44,971	43,168	43,183	44,838	44,952	46,083	46,999
28,808	Expenditure	32,880	35,840	37,811	44,971	43,168	43,183	44,838	44,952	46,083	46,999
743	General rates	745	763	851	827	848	924	888	910	991	954
5,852	Targeted Rates	7,290	8,756	10,416	11,911	13,972	14,642	15,825	16,383	16,840	17,243
241	Fees & Charges	250	256	262	268	275	281	288	295	301	308
10,493	Grants	13,203	14,341	14,893	18,141	17,142	16,935	17,559	17,385	17,736	17,956
9,600	Other Income	8,517	9,293	10,229	10,984	11,439	11,906	12,388	12,893	13,414	13,949
1,879	Reserves	2,874	2,432	1,160	2,840	(508)	(1,505)	(2,110)	(2,915)	(3,199)	(3,411)
28,808	Revenue	32,880	35,840	37,811	44,971	43,168	43,183	44,838	44,952	46,083	46,999

Regional Land Transport Plan (work programme)

What we do and why

Transport features strongly in our changing world, with climate change, technology and our expectations of lifestyle all in the mix. We are already seeing the opportunities of non-fossil fuelled and autonomous vehicles, along with the use of smart technology in the provision of transport services. Embracing change will require significant decisions about the transport network and how it's used and will provide positive benefits over the long run.

For ORC's part we need to be responsive to Government Policy Statement on Land Transport 2018, Government direction on climate change and urban development. Our regional transport system is an enabler of economic growth and social cohesion, connecting businesses, providing access to and between communities, and ensuring that we can import and export goods.

The LTP provides for a Regional Land Transport Programme that co-ordinates transport planning across the region. It enables a resilient, multi-modal transport system for the safe efficient and effective movement of people and goods around the region. The Otago and Southland Regional councils share this planning function through the support of a Regional Transport Committee.

Key work for years 1 to 3

By statute, the Committee is responsible for the preparation, review and implementation of the Regional Land Transport Plan. It shapes decisions and actions about Otago's land transport system and reflects central government's strategic direction including:

- Improving accessibility to transport and create more choice in how we travel
- Reducing the impacts of transport on climate change
- Improving urban environments and public health
- Reducing deaths and serious injuries

A new Regional Land Transport Plan must be developed every 6 years and the plan reviewed after 3 years of operation. A new plan must be prepared by 30 June 2021 for the period 2021-2031. This RLTP will influence decisions taken throughout this LTP cycle and potentially beyond.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Advocate for Otago's regional transport planning priorities and aspirations at a national level					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
The Regional Land Transport Plan (RLTP) is reviewed and submitted in line with the Land Transport Management Act 2003 and any guidance issued by the New Zealand Transport Agency (NZTA)	<i>new measure</i>	RLTP implementation progress reported annually to Regional Transport Committee	RLTP implementation progress reported annually to Regional Transport Committee	RLTP review completed and adopted by Council by 30 June 2024	RLTP completed and adopted by Council by 30 June 2027

Public Transport Dunedin and Queenstown (programme)

What we do and why

This LTP has been completed on the assumption that the ORC will continue to maintain responsibility for the provision of public passenger transport over the next 10 years. The work programme covers the operation of the buses (Dunedin and Queenstown) and ferries (Queenstown), as well as the 'Total Mobility' scheme.

We contract operators to provide bus services in Dunedin, bus and water ferry services in Queenstown, and to provide the Total Mobility scheme. Orbus, our public transport network, is our largest work programme. Our LTP supports this strategic direction by outlining how we will continue to improve Otago's public passenger transport services. This includes planning, working with partners on the long-term vision for public transport across the region and on the delivery of infrastructure that supports public transport services in Dunedin and Queenstown, and renewing contracts (with service improvements) for Dunedin and Queenstown public transport services as required.

The next 10 years will be a challenging but exciting period for our public transport system as it responds to changes from population growth and movement, to uncertain economic conditions. Technology is improving and more accessible, at the same time we have national goals to lower carbon emissions. Public transport will need to become the preferred mode of travel for more people more often to support broader societal, economic and environmental outcomes.

Importantly this LTP signals, during this 10 year planning horizon, significant decisions on public transport infrastructure, particularly in Queenstown. At this stage the Council is working with its partners to bring this vision to life for future community consideration.

This programme faces challenges including:

- COVID impact on patronage numbers for the Queenstown. These are not expected to return to pre-COVID levels in the short-term.
- Private motor vehicle use - a large number of urban residents are opting to use alternative modes of travel, largely single occupancy private car trips. This means the Otago region, particularly the areas paying the targeted transport rate, is not fully benefiting from public transport. Higher patronage provides more funding for more public transport service improvement - a virtuous cycle that reduces traffic volumes, reduces greenhouse emissions, reduces the need for infrastructure to accommodate private vehicles (eg carparking, roading), improves safety, and encourages more active lifestyles.
- Financial sustainability delivering a service that attracts desired levels of patronage whilst remaining financially sustainable for our customers, ratepayers and our funding partners is an important issue. Expenditure on public transport needs to be at a level our communities can afford. To date the service has been operating with a shortfall, even with the Waka Kotahi 51% contribution. This shortfall has been supported by reserve funds and additional one-off grants. The transport reserves are in deficit reflecting this situation. Without the transport services making a positive contribution (via fares), there are reduced funds to keep making desired changes and improvements. The Dunedin Public Transport Joint Committee - consisting of Otago Regional Council and Dunedin City Council and NZTA will consider funding, including fares over this LTP cycle.

Key work for years 1 to 3

Over the next three years the Otago Regional Council work programme has included:

- Dunedin bus service contract renewals in year 2 that will provide opportunity for further service improvements
- Adjustments and provisions to reflect and accommodate the ‘living wage’ issue for bus drivers.
- Assumptions on fare revenue for Dunedin services are based on pre-COVID levels
- Assumptions on Queenstown bus services are based on a delayed recovery of patronage due to COVID. Contract renewals with associated service improvements are planned in year 4 of this LTP and development of Queenstown public transport in Year 7 and 8.
- Assumptions on changes in the bus fleet to low greenhouse emission are based on the timing of contract renewals, Government funding and procurement process, and an open mind regarding the type of technology.
- Targeted rating (i.e. those in the areas where there is direct benefit for the services provided) has increased by \$1.5M in Year 1 LTP compared to the current year (from \$5.8M to \$7.3M).
- The maximum Total Mobility fare subsidy remains unchanged with Council currently subsidizing 50 percent of the total fare up to a maximum of \$25 per trip.

Level of Service Statements, Measures and Targets

The service statements (LoS), measures and targets for this activity are defined in the table(s) below.

LOS: Provide efficient, reliable and accessible public transport services that meet community needs.					
Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Annual public transport boardings in Queenstown per capita	<i>new measure</i>	increase	increase	increase	increase
Annual public transport boardings in Dunedin per capita	<i>new measure</i>	increase	increase	increase	increase
Overall passenger satisfaction with Wakatipu Public Transport system at annual survey.	2021: 96% 2019: 97%	97%	97%	97%	97%
Overall passenger satisfaction with Dunedin public transport system at annual survey	2021: TBC 2019: 88%	93%	97%	97%	97%
Percentage of scheduled services delivered (reliability)*	<i>new measure</i>	95%	95%	95%	95%
Percentage of scheduled services on-time (punctuality – to five minutes)**	<i>new measure</i>	95%	95%	95%	95%
Percentage of users who are satisfied with the provision of timetable and services information	<i>new measure</i>	establish baseline	maintain or increase	maintain or increase	maintain or increase
Percentage of users who are satisfied with the overall service of the Total Mobility scheme	<i>new measure</i>	establish baseline	maintain or increase	maintain or increase	maintain or increase

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Funding Impact Statement – Transport Group

Annual Plan 2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Sources of operating funding										
743	745	763	851	827	848	924	888	910	991	954
	General rates, uniform annual general charges, rates penalties									
5,852	7,290	8,756	10,416	11,911	13,972	14,642	15,825	16,383	16,840	17,243
	Targeted rates									
10,493	13,203	14,341	14,893	18,141	17,142	16,935	17,559	17,385	17,736	17,956
	Subsidies and grants for operating purposes									
241	250	256	262	268	275	281	288	295	301	308
	Fees and charges									
9,600	8,517	9,293	10,229	10,984	11,439	11,906	12,388	12,893	13,414	13,949
	Internal charges and overheads recovered									
0	0	0	0	0	0	0	0	0	0	0
	Local authorities fuel tax, fines, infringement fees, and other receipts									
26,929	30,005	33,408	36,651	42,131	43,676	44,688	46,948	47,867	49,282	50,410
	Total operating funding (A)									
Applications of operating funding										
27,159	31,573	34,418	36,174	38,837	40,437	41,505	43,120	43,187	44,297	45,166
	Payments to staff and suppliers									
2	0	0	0	0	0	0	0	0	0	0
	Finance costs									
766	727	843	1,121	1,239	1,282	1,325	1,369	1,415	1,462	1,509
	Internal charges and overheads applied									
0	0	0	0	0	0	0	0	0	0	0
	Other operating funding applications									
27,926	32,300	35,260	37,296	40,075	41,718	42,830	44,489	44,602	45,759	46,675
	Total applications of operating funding (B)									
(996)	(2,294)	(1,852)	(644)	2,056	1,957	1,858	2,459	3,265	3,523	3,736
	Surplus (deficit) of operating funding (A – B)									
Sources of capital funding										
0	0	0	0	0	0	0	0	0	0	0
	Subsidies and grants for capital expenditure									
0	0	0	0	0	0	0	0	0	0	0
	Development and financial contributions									
0	0	0	0	0	0	0	0	0	0	0
	Increase (decrease) in debt									
0	0	0	0	0	0	0	0	0	0	0
	Gross proceeds from sale of assets									
0	0	0	0	0	0	0	0	0	0	0
	Lump sum contributions									
0	0	0	0	0	0	0	0	0	0	0
	Other dedicated capital funding									
0	0	0	0	0	0	0	0	0	0	0
	Total sources of capital funding (C)									
Applications of capital funding										
Capital expenditure—										
0	0	0	0	0	0	0	0	0	0	0
	• to meet additional demand									
600	0	0	0	1,074	1,100	0	0	0	0	0
	• to improve the level of service									
0	0	0	0	3,222	0	0	0	0	0	0
	• to replace existing assets									
(1,596)	(2,294)	(1,852)	(644)	(2,240)	857	1,858	2,459	3,265	3,523	3,736
	Increase (decrease) in reserves									
0	0	0	0	0	0	0	0	0	0	0
	Increase (decrease) of investments									
(996)	(2,294)	(1,852)	(644)	2,056	1,957	1,858	2,459	3,265	3,523	3,736
	Total applications of capital funding (D)									
996	2,294	1,852	644	(2,056)	(1,957)	(1,858)	(2,459)	(3,265)	(3,523)	(3,736)
	Surplus (deficit) of capital funding (C – D)									
(0)	(0)	(0)	0	0	0	(0)	(0)	0	0	(0)
	Funding balance ((A – B) + (C – D))									

Part 4 – Financial Information (including planning assumptions)

Planning Assumptions

This section includes the significant forecasting assumptions and the more detailed non-financial assumptions that the Council has used to inform the completion its draft financial estimates and work programmes.

Significant Forecasting Assumptions

The significant forecasting assumptions made in preparing this Long Term Plan are set out below. Actual results achieved are likely to vary from the information presented and these variations may be material.

Sources of Funds for Future Replacement of Significant Assets

Sources of funds for the future replacement of significant assets are in accordance with Council's financing policy. For scheme related assets, these are funded through scheme depreciation, reserves, targeted rates from defined scheme areas, grants where possible and where necessary, borrowings. Council assets are funded from the asset replacement reserve and where necessary, general reserves and borrowings. This assumption is assessed as having a low level of risk.

Growth Change Factors

Economic growth in Otago is dominated by tourism, primary production and education. Economic growth is not expected to impact directly on the level of work carried out by Council, given the nature of its activities.

Primary production growth is dependent on the availability of water. Council has included in this plan increased work on water management issues in this regard.

Population within certain areas of Otago is forecast to grow over the next 10 years, more significantly in the Queenstown Lakes and Central Otago.

Changes in population will impact on the level of certain activities carried out by Council, such as transport, demand on resource use, environmental incidents, civil defence and emergency management and natural hazards.

Council's work programmes have considered the projected growth in the region, with new initiatives and resources being provided to address the impacts of population growth. This assumption is assessed as having a medium level of risk.

Inflation

The financial information is based on the following adjustments for inflation, the BERL forecasts being used as the basis for price level changes:

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Staff rates	-	2.4%	2.5%	2.5%	2.6%	2.6%	2.6%	2.7%	2.7%	2.7%
Other	-	2.4%	2.5%	2.5%	2.6%	2.6%	2.6%	2.7%	2.7%	2.7%

The risk of this assumption is assessed as having a medium level of uncertainty. Reliance is placed on the Reserve Bank's use of monetary controls to keep inflation within 3%.

NZ Transport Agency (Waka Kotaki) Subsidy Rates

The following rates of subsidy used are based on rates currently advised by the NZ Transport Agency:

- Transport planning and public passenger transport to receive 51% subsidy;

- Total Mobility to receive 60% subsidy;
- Total Mobility flat rate payments to receive 100% subsidy.

The risks of these assumptions are assessed as having a low to medium level of uncertainty. The NZ Transport Agency has given no indication that the rates may change during the period. If the subsidy for total mobility was to decrease, the impact would be directly on general rates. Any changes in subsidy for public passenger transport would impact directly on targeted rates, fares and/or the scope of services.

Useful Lives of Significant Assets

The useful lives of significant assets are as recorded in asset management plans or based upon current financial standards. Depreciation has been calculated in accordance with current accounting policy. This assumption is assessed as having a low level of risk.

Revaluation of Non-Current Assets

The non-current assets that are revalued annually are Council's investment properties and its shareholding in Port Otago Limited. With respect to the Port Otago Limited investment, the actual results are dependent on factors outside the control of Council and the management of Port Otago Limited. For the purposes of this plan, an assumption has been made that the value of Council's investment in Port Otago will grow in value by around 4% every year of the plan.

Investment properties are assumed to increase in value by 1%.

The risk of these assumptions is assessed as having a high level of uncertainty. However, the revaluation of non-current assets does not directly impact rates.

Forecast Return on Investments

Forecast returns used in the estimates are as follows:

- Rate of return of 2% per annum on cash balances and the managed fund.
- All Port Otago Limited dividends will be received fully imputed and accordingly no taxation liability will arise in respect of them.

The risk of this assumption is assessed as having a low to medium level of uncertainty because Port Otago Limited has a stable trade base. Shipping trends over past years have been consistent, as are predictions for future trade, allowing for stable dividend payments. With respect to earning rates, the Statement of Investment Policy and Objectives for Council's managed fund estimates Council's rate of return at between 1.5% - 2.3% plus inflation. As investment income is used to reduce general rates, any change in return on investments will impact directly on the level of general rates.

Capital Expenditure

Various projects require spending of a capital nature. The estimates are prepared using actual costs, adjusted for inflation, where known, or "Rough Order of Costs". These have been determined using methods such as current known costs.

The risk of the assumptions made on capital expenditure are assessed as having a medium level of uncertainty due to risks outside of Council control, such as the cost of construction materials, freight etc. over long timeframes.

Capital purchases in respect of flood and drainage schemes are funded by those schemes and so any variation in costs will impact on their depreciation and reserves. Variations in other capital expenditure will impact on Council's Asset Replacement Reserve.

Investment Properties

This plan assumes that Council will not sell any of its investment properties over the next 10 years.

Legislation

This plan assumes that there will be some changes in the legislation under which Council operates that will impact on its work programmes over the next 10 years. Council is aware of new requirements from central government. Council's work programme has taken account of the known changes coming. The risk of this assumption is low. Changes in Government policy may directly impact the responsibilities of Council.

Climate Change

The assumption is made that climate change will have impacts on parts of Otago over the next 10 years. The infrastructure strategy notes the climate context over next 30 years. To help address this assumption, Council has incorporated some work programmes in the Flood Protection and Control works activity and in the Safety and Hazards activity to address the risk of potential additional flooding. The risk of this assumption being incorrect is low.

Natural Disasters and Adverse events

The assumption is made that there could be major natural disasters over the next 10 years that could cause widespread and significant damage to Council's infrastructural assets, i.e. our flood and drainage schemes. What, when, where and how big are impossible to predict, but this Long Term Plan provides for us to be ready to respond. Such initiatives include Council's civil defence and emergency management work programme, the retention of Council's Emergency Response Fund and a proactive approach to managing asset resilience through renewals. This assumption has a high level of uncertainty.

Fare Revenue

Covid-19 has had an impact on patronage for both Dunedin and Queenstown public transport networks. Dunedin patronage is expected to reach pre-covid levels in year 1 and grow 2% per annum. The Queenstown network is impacted more so due to the tourism downturn, patronage to expected to be 70% of pre covid levels in year 1, 80% in year 2, 90% in year 3 and back to pre-covid levels in year 4. This assumption has a medium level of risk

Non Financial Assumptions

Demographic change	
An increasing and aging population	
What we know	<ul style="list-style-type: none"> Statistics New Zealand subnational population estimates (as at 30 June 2020) suggested that Otago's population in 2020 was 245,300. Between 2019 and 2020, Otago's population grew by 5,600 people or 2.4%, which was the third highest growth rate amongst New Zealand's regions and higher than New Zealand average of 2.1%. In terms of population by age group, Otago's under-15 age group was estimated to be 15.8% of the total population, which was lower than the New Zealand average of 19% while Otago's over-65 age group was estimated to be 16.5% of total population, which was higher than the New Zealand average of 15.6%; The annual peak numbers of visitors to the region in recent times has been estimated to be around 141,000, which is more than half of the resident population.
Assumptions	<ul style="list-style-type: none"> In the next 10 years (2020-2030), the region's population is projected to increase by 10% (24,590 people) to reach 264,855 residential population under the most likely growth scenarios provided by the district councils. Otago's districts are projected to continue to have different population growth rates. Queenstown-Lakes and Central Otago are projected to have the highest growth rates of 27% and 18% respectively; Clutha district is to have the lowest growth rate of 3%; while Waitaki and Dunedin's population are to grow by 7% and 5% respectively.
Uncertainty level	High
Sources of Uncertainty	<ul style="list-style-type: none"> The regional population projection is based on district level projections done by the district councils via consultancy companies. There are some discrepancies between Statistics NZ and district council's 'base year (2020)' data. The next official subnational population projection by Statistics NZ is due out in March 2021. The currently available projections may not reflect regional or district residential location choices due to unforeseeable international and domestic events/trends (such as COVID-19), and outcomes of future planning processes at the district or regional levels. <p>The region's population growth in the short (1-3 years) to medium term (3-5 years) faces uncertainty and could vary from the projections. In the longer term (5-10 years) population growth could recover due to pent-up demand.</p> <ul style="list-style-type: none"> On one hand, the observed population growth might be lower than the projections due to a lack of international migration. The net international migrants for Otago in 2020 was 3,240 compared to the natural population increase of 590 (total birth numbers minus death numbers). On the other hand, the observed population growth in the region might be higher than the projection from stronger internal migration and attracting a high share of returning New Zealanders, as a result of the ease of remote working, Otago's relative affordability, and a diverse range of well serviced and connected urban, semi-urban and rural living choices at an overall lower density than the rest of NZ. The net internal migrant number of Otago in 2020 was 1,860 people. <p>The theme for visitor numbers is similar to that for the resident population.</p> <ul style="list-style-type: none"> Visitor numbers also could be volatile in the short to medium term. While international visitor numbers are down, domestic visitors have made up for some gaps in some parts of the region. In the long term, visitor numbers are expected to recover due to New Zealand's stable political environment as well as attractive outdoor activities.

<p>Potential impacts/ effects</p>	<ul style="list-style-type: none"> • In the next 10-years, Otago’s population is projected to grow by 10%, i.e. 2,459 more people will be residing in the region every year on average. Almost half of this increase will be in the Queenstown-Lakes district, where its average annual population is projected to increase by 1,200. • Accommodating increasing numbers of people will require greater use of and investment in infrastructure, public transport, and housing; and place greater demands on ecological services to meet those needs and dispose of waste. • Depending on the locational choices (and the planning systems ability to modify these), impacts on air quality, public transport, water use and quality and coastal areas could occur in a minor or significant way. • Population ageing related social and economic issues (e.g., decrease of labour supply, increase of health care and social assistance demand) may become increasingly prominent.
<p>Data sources</p>	<ul style="list-style-type: none"> • Statistics NZ subnational population estimation: at 30 June 2020 https://www.stats.govt.nz/assets/Uploads/Subnational-population-estimates/Subnational-population-estimates-At-30-June-2020/Download-data/subnational-population-estimates-at-30-june-2020.xlsx • Statistics NZ population estimates http://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7510# • District council population and demand projections from various consultation companies.
<p>Challenges, Opportunities & Risks</p>	<ul style="list-style-type: none"> • Population and visitor number growth will put pressure on housing provision, infrastructure, public transportation, amenities, services provision and the environment/natural resources. • Rising house prices could have both negative and positive effects on the economy: <ul style="list-style-type: none"> On the negative side, it becomes more difficult for non-homeowners to get in to the property market; increasing mortgage and rental payments could crowd out spending on goods and services (e.g., entertainment and holidays) for new homeowners; it can also impacts on social wellbeing and health though inducing higher hours worked, overcrowding and lack of options to move to more desirable locations; On the positive side, higher housing price promotes consumer confidence and encourages spending/borrowing/investing and hence encourages economic growth; In the very short term, homeowners are also taking advantage of historical low interest rates and enjoy having more disposable income. • Population ageing could affect productivity. • Population growth could also provide growth opportunities for smaller rural communities.
<p>Implications for ORC</p>	<p>In the short to medium term, international migration and tourism might still be slowly recovering.</p> <ul style="list-style-type: none"> • Public Transport: lower public transport patronage growth, driven mainly by a moderate population increase and elderly population increase but which might be offset by the lack of international visitors and students. <ul style="list-style-type: none"> ○ Queenstown-Lakes District feedback suggested that the district could experience more public transport use due to the Council’s proposed plan to change behaviour. • Harbours: Slowing population growth means that shipping movements might not increase in the next couple of years as international trade slowly recovers back to pre-COVID level for New Zealand.

	<ul style="list-style-type: none"> • Environment: Growth in demand for environment monitoring, planning and compliance programs, such as for water, air and waste (especially those driven by residential development or increased use and exposure to particular environment). <p>In the longer term, international migration and tourism could recover to pre-COVID levels and put increased pressure on the region’s natural and built environment.</p> <ul style="list-style-type: none"> • Public transport: There could be an increasing demand for public transport due to an increasing in ageing population and increasing awareness of need for emission reduction in daily lives. • Harbours: investment in harbour facilities for increased shipping movements may be required to cope with increasing international trade. • Environment: Growth in demand for environment monitoring, planning and compliance programmes continues. Population growth will put increasing pressure on the environment, such as increased demand for waste management and higher demand for water.
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Economic growth	
A diverse economic profile	
What we know	<ul style="list-style-type: none"> • In 2019, Otago’s regional GDP was valued at NZ \$13,227 million (an annual increase of 4.1%, which was higher than the national average of 3%). The top three industries in terms of GDP were <u>Construction</u>, <u>Primary Industries</u> and <u>Rental, Hiring and Real Estate Services</u>. • In 2019, Otago industries sustained 129,085 jobs (an annual increase of 3.1%, which was higher than the national average of 1.9%). The top three industries in terms of employment were <u>Accommodation and Food Services</u>, <u>Construction</u> and <u>Health Care and Social assistance</u>. • Otago districts have different economic structures. Clutha and Waitaki’s economies are focused heavily on the primary sector and have a bigger manufacturing sector than other districts; Dunedin’s economy is relatively concentrated on tertiary sectors (e.g., food and accommodation, retail and health and social services); Central Otago’s economy relies more on both the primary and the tertiary sector; and Queenstown-Lake’s economy has the highest tertiary sector concentration in the region.
Assumptions	<ul style="list-style-type: none"> • Economic modelling suggests that Otago’s GDP growth in the next 10 years (2020 – 2030) will be around 14% in total, which is lower than in the past 10 years (30%). The <u>Construction</u>, <u>Rental, Hiring and Real Estate Services</u> and <u>Retail Trade</u> sectors are estimated to be the top three in the region by GDP, by 2030. • The region’s employment growth in the next 10 years is estimated to be 13% (or 1,700 people per year on average), which is lower than the past 10 years (22%). The <u>Construction</u>, <u>Health Care and Social Assistance</u> and <u>Accommodation and Food Services</u> sectors are estimated to be the top three in the region, by employment by 2030. • The Tourism sector is estimated to be a source of economic growth: tourism related sectors (retail, food and accommodation and arts/recreation) are estimated to grow by 22% in the next 10 years, despite the impact of COVID-19 pandemic, which is expected to have a major impact on these sectors in the short term.
Uncertainty level	Medium/High
Sources of uncertainty	The economic performance of the Otago region is impacted by the global and national economy, national policy, and rapid industrial technological changes. Some more relevant examples include global COVID-19 pandemic, BREXIT, New Zealand RMA reform, Three Waters reform, climate change policies, and industrial automation.
Potential impacts/effects	On the positive side, New Zealand domestic economy seems to be recovering after COVID-19 better than the rest of the world; the buoyant housing market could continue for some time. However, demand for non-food product exports and international tourism have declined and could take some time to recover.

Data sources	Infometrics Economic Forecast for Otago
Challenges, Opportunities & Risks	<ul style="list-style-type: none"> • Uncertainty about the level of impact of global economic performance and national policy directions. • The successful eradication of COVID-19 could be a key to global economic performance, which in turn affects our region's GDP and job growth. • The increase in tourism demand in the long term could put pressure on the region's transport systems, recreational facilities, and natural resources. • The Māori economy will play an increasing role in our region as customary engagement becomes more prominent in every aspect of regional development.
Implications for ORC	<p>The growth of Otago's economy in the next 10 years (2020-2030) is estimated to be slower than the previous 10-year period.</p> <ul style="list-style-type: none"> • In the short term a substantive downturn in the global economy and/or NZ's export earnings would ripple through to impact the ability for sectors within the community to sustain rating demands outlined in the Financial Strategy. Other sources of Council funding may also be affected including Port of Otago dividends. To meet balanced budget requirements Council would need to reconsider planned levels of service and expenditure priorities to align with economic realities. • In the medium term, the reform and development of national natural resource policies, such as the RMA and climate change, could have some uncertain implications on how various industries, especially more intensive farming sectors, operate their businesses. • In the longer term, as international demand for products and tourism/education returns to pre-COVID levels, the pressure of economic development activities on natural resource will become an increasingly prominent issue for the region.
Adverse events	
A wide range of natural hazards and increasing exposure to climate change effects	
What we know	<ul style="list-style-type: none"> • Otago is exposed to a large range of natural hazards including floods, landslides, debris flows, droughts, earthquakes and tsunamis. These pose a risk to the well beings of Otago through impacts on public safety, housing, infrastructure and the economy. • Most of the region's population lives within five kilometres of this coastline and several communities along the coast have a level of exposure to hazards from elevated sea level and coastal erosion.
Assumptions	<ul style="list-style-type: none"> • Otago will experience adverse events. For the purpose of this LTP, it is assumed that: <ul style="list-style-type: none"> ○ There will be one flood event impacting on ORC's flood and drainage infrastructure every year. ○ There will not be any droughts/low flows event – should one happen, it will likely lead to a reprioritisation of work and resources. • Otago's climate is changing, and these changes will continue for the foreseeable future. • Climate change projections for the Otago region include warmer temperatures, with more hot days and fewer frosts. Winter and spring are expected to be wetter, but with significant decreases in seasonal snow likely. More severe extreme rainfall events are anticipated, as is the severity and frequency of windy days. Even with intervention, sea level rise is expected for the next 100 years and more. Hazards associated with these changes in climate are likely to include increased flooding and landslides, drought, coastal inundation and erosion, and increased instances of wildfire.
Uncertainty level	Low to moderate
Sources of uncertainty	<ul style="list-style-type: none"> • Climate model simulations and scenarios – even though the overall impact of climate change on the region's climate are quite well known, there is uncertainty over specific impacts at a local/catchment level. • The number, nature, location and timing of adverse events is unknown.
Potential impacts/effects	Adverse events

	<ul style="list-style-type: none"> • Adverse events can have large impacts on community wellbeing and may result in loss of lives, injuries, and property damage. • Communities/households can become isolated (road closure, damage to infrastructure). <p>Climate change</p> <ul style="list-style-type: none"> • The highest risks from climate change in Otago are to: <ul style="list-style-type: none"> ○ Terrestrial and wetland ecosystems. ○ Water quantity and quality from changes in rainfall, higher temperatures, flooding, drought and reduced snow and ice. ○ Coastal communities, who could be impacted by coastal flooding, coastal erosion, sea level rise or salinity stress. ○ Infrastructure such as flood management schemes, water supply infrastructure and irrigation systems, transport, and landfills. ○ There may also be implications for biosecurity through incursions of new pests and diseases. • Climate change is also likely to affect: <ul style="list-style-type: none"> ○ The economy, the primary sector and tourist sector in particular. ○ Community cohesion, public health and cultural identity and practices of Maori and non-Maori communities.
Data sources	<ul style="list-style-type: none"> • Climate change projections for the Otago Region (2019) prepared by NIWA for ORC. (https://www.orc.govt.nz/media/7591/niwa_climatechangereport_2019_final.pdf) • Otago Climate Change Risk Assessment – unpublished draft.
Challenges, opportunities & risks	<ul style="list-style-type: none"> • Responding to adverse events while still completing the work programme fully (generally, adverse events response divert staff from their day-to-day work). • Completing repair work to ORC infrastructure and river banks within ORC’s flood protection and drainage schemes following adverse events. • Managing the effects of climate change on ORC flood and drainage infrastructure and its performance. • Supporting community adaptation to climate change impacts.
Implications for ORC	<p>Adverse events:</p> <ul style="list-style-type: none"> • Emergency Management: <ul style="list-style-type: none"> ○ An adverse event requiring full activation likely to impact on Council’s ability to carry out all its activities for community readiness. ○ ORC ability (& TA’s) to provide adequate staffing to respond under a full activation scenario. • Biosecurity: <ul style="list-style-type: none"> ○ Catchment specific degradation or loss of habitat. • Natural Hazards: <ul style="list-style-type: none"> ○ Need for the flood warning service / systems to operate effectively. ○ Adverse events may require natural hazards investigations which have not been planned. • Flood protection, drainage and river management <ul style="list-style-type: none"> ○ Unplanned repair work to infrastructure and river banks within ORC’s flood protection and drainage schemes may be needed following adverse events. ○ ORC does not insure its floodbanks, drains and river banks. ○ No allowance has been made in LTP for repairs to scheme assets resulting from adverse events. ORC relies on its reserves to respond to adverse events. • Land and Water / Regulatory <ul style="list-style-type: none"> ○ Response to low flows/droughts requires additional monitoring and will likely lead to a reprioritisation of ORC work programme.

	<p>Climate change impacts:</p> <ul style="list-style-type: none"> • Water and Land: <ul style="list-style-type: none"> ○ Greater likelihood of investigations/monitoring/ engagement for the management of droughts. ○ Expectation that ORC will investigate the impact of climate change on catchment hydrology, climate etc. • Biodiversity <ul style="list-style-type: none"> ○ Carrying out investigations on the impact of climate change on ecosystems and indigenous biodiversity. ○ Monitoring for biosecurity threats and new incursions. ○ Increasing demand for programmes / projects for the protection of indigenous ecosystems/species. • Natural hazards & climate change <ul style="list-style-type: none"> ○ Greater demand for low flow forecasts. ○ Increased participation / involvement in the preparation, review and implementation of community adaptation plans. • Transport <ul style="list-style-type: none"> ○ Need for more emphasis on resilience in transport planning (for both infrastructure and public transport network). ○ Increasing demand for public transport system that supports mode shift from private vehicles. ○ Community expectations that low/no emissions modes of transport will be implemented more actively. • Flood protection, drainage and river management <ul style="list-style-type: none"> ○ Climate change will affect the level of protection provided by ORC flood protection and drainage infrastructure – significant decisions will be required about the levels of future flood protection. • Regulatory: <ul style="list-style-type: none"> ○ Regulatory activity will need to adapt to reflect the legal and community response to climate change. • Regional Planning <ul style="list-style-type: none"> ○ Over the short to medium term, the need for oversight and co-ordination across partner agencies is expected to grow. ○ The ORC’s leadership role will continue to develop including its engagement with the community about climate change.
<p>Technology Increasing innovation that may facilitate more efficient and sustainable uses of natural resources</p>	
<p>What we know</p>	<p>We are in a time of rapid innovation that could transform societies, with the growth of digital technologies and the fusion of technologies bringing the physical, digital, and biological spheres together. Key innovations include smart technologies, blockchains, the internet of things, remote sensing, artificial intelligence and 3D printing.</p>
<p>Assumptions</p>	<p>Technology advances are going to have a profound impact on environmental management (from both council and land users), consumer expectations, and transport systems.</p>
<p>Uncertainty level</p>	<p>High</p>
<p>Sources of uncertainty</p>	<p>Drivers and pace of adoption of new technologies in Otago.</p>
<p>Potential impacts/effects</p>	<ul style="list-style-type: none"> • Monitoring and data management is likely to be increasingly at the centre of environmental management. Remote sensing, the internet of things, drones, or earth observation technologies, will drive significant advances in environmental management, by allowing an active adaptive approach to managing the environment. • There will be increasing expectations of integrating environmental data from various parties and improving access to reliable and up-to-date environmental information.

	<ul style="list-style-type: none"> Worldwide, cities embrace new opportunities including to decarbonise and support new lifestyles. New mobility models are designed, many of which depend on the adoption of new technologies. As expectations change, the public transport offer may have to change. The advent of new technologies facilitates more efficient and sustainable uses of natural resources (e.g. precision farming), but could also create new challenges, with new contaminants possibly emerging as new materials get utilized and our knowledge improves. As a result, there is growing pressure for legislative and regulatory mechanisms to be agile and remove barriers for positive innovations while preventing the uncontrolled spread of other technologies.
Challenges, opportunities & risks	<ul style="list-style-type: none"> Opportunity to lead or promote the adoption of new technologies that support environmental sustainability. Adapting to new technologies and new expectations. Keeping abreast of new risks and opportunities brought about by new technologies and practices. Maintaining data quality assurance in a new model of data integration across various parties and improved data accessibility.
Implications for ORC	<p>Whole organisation Creates the need to:</p> <ul style="list-style-type: none"> Review and adapt monitoring infrastructure and data management approaches/processes in view of new technologies, changing expectations, and regulation. Enhance the agility of environmental management and its ability to adapt to new monitoring systems; new knowledge and risks; and new data analysis tools and frameworks. Review and enhance public access to environmental data and information. Review environmental data governance; data sharing systems; and data storage systems. Provide more effectively for self-service data/information provision. <p>Transport</p> <ul style="list-style-type: none"> The public transport offer may need to be reshaped as needs and expectations change. Infrastructure investments may be needed to support or adopt innovation.
Land use and the environment	
Increasing environmental degradation and development pressures	
What we know	Land use and change/ intensification, in rural and urban areas, has been one of the main drivers of environmental risks and degradation.
Assumptions	<ul style="list-style-type: none"> Population, employment and dwelling growth in the region will be disproportionately concentrated the fast-growing Queenstown and Central Otago districts, and in the already populous Dunedin City. Within those districts, and Waitaki, growth will also be disproportionately concentrated within and around existing urban areas. Rural intensification will continue at a slower rate than before, due to the new regulations that apply until 2025 (NES for freshwater management). Forestry may expand, driven by government's incentives and possible regulation, including for climate change mitigation.
Uncertainty level	High
Sources of uncertainty	<ul style="list-style-type: none"> Long-term effect of COVID 19 on urban growth and on markets in general. Market conditions and drivers of intensification. Location and timing of intensification. Regulation on intensification post-2025 / Changes in regulation (farm plans, new Land and Water Plan). Coming regulation and incentives on climate change mitigation and their impact on land use. Infrastructure investment to support land use intensification.
Potential impacts/effects	<ul style="list-style-type: none"> Risk of environmental degradation. Risk that existing infrastructure (water, transport) is insufficient to meet demand from urban growth.

Data sources	The urban growth assumption reflects both historic and recent data, and existing and evolving planning and policy directions at the national, regional and local levels. This includes National Policy Statements for Urban Development, Regional Policy Statement, District Plans and non-statutory spatial strategies.
Challenges & risks	<ul style="list-style-type: none"> • Managing environmental risks from land use and its intensification: <ul style="list-style-type: none"> ○ Risk that current measures/ policies and rules are not adequate to manage the effects of land use changes/intensification in Otago. ○ Risk that urban growth is managed without sufficient consideration of environmental effects and natural hazards risks. ○ Risk that urban infrastructure is inadequate to support urban growth. • Adapting ORC infrastructure to changing land uses: risk that urban growth continues to affect the level of protection provided by ORC flood protection and drainage infrastructure
Implications for ORC	<p>Whole organisation:</p> <ul style="list-style-type: none"> • Greater involvement in the planning and management of urban growth in the region. <p>Environment:</p> <ul style="list-style-type: none"> • Need for better forecasting and monitoring of land use changes. • Need to adapt rules and policies in Regional Plans, and work programmes, to proactively manage risks from foreseeable land use changes. <p>Regulatory:</p> <ul style="list-style-type: none"> • Greater volume of consent applications, resulting from land use intensification and new national rules on land intensification. This will be experienced at least until 2025, when the NES rules on intensification cease to apply. <p>Flood protection, drainage and river management:</p> <ul style="list-style-type: none"> • Urban growth will continue to affect the level of protection provided by ORC flood protection and drainage infrastructure – significant investments may be needed to provide the current level of protection. <p>Natural hazards and climate change</p> <ul style="list-style-type: none"> • More participation and involvement in informing decisions over development in natural hazards risk areas. • More investigations in natural hazards. <p>Transport:</p> <ul style="list-style-type: none"> • Role of public transport more important as a means of promoting mode shifts in urban areas as a response to urban growth and mobility needs. This may require further investment in infrastructure.

Governance	
Working in a dynamic context - legislation, regulation and policy reform	
What we know	<p>Central government has initiated a large range of reforms or policy work that could impact on the roles, responsibilities, and work programme of regional councils.</p> <p>Those reforms include:</p> <ul style="list-style-type: none"> • A new National Policy Statement for Indigenous Biodiversity, due by May 2021. • A new National Policy Statement for Highly Productive Land, due by the middle of 2021. • A review of the National Environmental Standards for Air Quality. • A Water Services Bill, which strengthens the protection of community drinking water supply. • Regulations for freshwater farm plans. • National directions for greenhouse gas emissions (as part of resource management decisions). <p>A comprehensive reform of the resource management system is also underway over the period of this LTP which is expected to deliver three new key pieces of legislation. The Natural and Built Environments Act, the Strategic Planning Act and the managed Retreat and Climate Change</p>

	<p>Adaptation Act. The reform themes are around needing a fresh and more integrated approach to deal with the increasing resource management challenges facing New Zealand, particularly in the context of climate change, including: halting environmental decline; the need to better recognise Te Tiriti and involve Iwi authorities in resource management decision making; and the need to improve the efficiency and effectiveness of planning to facilitate appropriate and needed urban development.</p> <p>In addition, Central Government has initiated:</p> <ul style="list-style-type: none"> • A reform of how drinking water, wastewater and stormwater services are delivered (3 Waters reform); and • A review of the Public Transport Operating Model. <p>A clearer management framework is also likely to emerge in the coming years, for both climate change adaptation and climate change mitigation.</p> <p>Ngāi Tahu has lodged a statement of claim in the High Court seeking recognition of its rangatiranga over the freshwater in the Ngāi Tahu takiwā.</p>
Assumptions	<ul style="list-style-type: none"> • Where a proposed draft or indication of the proposal has been released to the public, it is assumed that that proposal will be adopted without material or significant changes; • It is expected that: <ul style="list-style-type: none"> ○ The National Policy Statements for Indigenous Biodiversity and for Highly Productive Land will be adopted in the middle of 2021. ○ The review of the National Environmental Standards for Air Quality will be completed by the end of 2021. ○ The Water Services Bill will be adopted in 2021 and implemented from 2022 ○ The regulations for freshwater farm plans will come into force by the end of 2021; and their implementation will be staged over time. ○ The Public Transport Operating Model will be reviewed in 2021. • The reform of the resource management system will be completed within three years - - No specific provision has been made so far for its implementation given the level of uncertainty. • The 3 Waters reform will have no significant impact on ORC's infrastructure services. However, it may impact on ORC's roles and responsibilities in regulating, or reporting on, the adverse effects of stormwater, wastewater and in protecting drinking water supply. • The above two reforms could impact on the make-up of local government – however, no specific provision has been made for implementation given the level of uncertainty. • No other significant reforms will occur beyond those identified above. • The Ngāi Tahu statement of claim will not impact on ORC's roles and responsibilities with regard to freshwater management (see Partnering assumption).
Uncertainty level	Moderate to High
Sources of uncertainty	<ul style="list-style-type: none"> • Nature and timing of reforms currently unplanned. • Changes that will be made to current proposals before adoption. • Timeframes for implementation of those reforms. • Full extent of the reform of the resource management system.
Potential impacts/effects	<p>These new or revised national instruments will require significant implementation efforts from regional councils. They are likely to require:</p> <ul style="list-style-type: none"> • Surveys and additional monitoring investments for freshwater, air quality, highly productive land and indigenous biodiversity. • A rise in number of consent applications, and the establishment of compliance processes for new national regulations (e.g. land use rules in the NES for the management of freshwater). • A greater focus on involving tangata whenua in decision making.

	<ul style="list-style-type: none"> Additional planning processes, with possible changes to the Regional Policy Statements and regional plans, and / or the development of regional strategies. <p>The comprehensive review of the Resource Management Act (1991) is likely to:</p> <ul style="list-style-type: none"> Require or provide for greater involvement of mana whenua in resource management. Set a more active role of central government in resource management. Require the development of regional spatial strategies and combined plans by regional and territorial authorities. Provide powers for managed retreat. Enable both regulatory and market-based mechanisms for resource allocation. Seek the establishment of a national environmental data system. Provide for a greater oversight of the overall system and its performance. <p>It may require the establishment of “compliance hubs” outside of councils, in charge of the monitoring, compliance and enforcement activities associated with plans.</p> <p>A new Water Services Regulator, Taumata Arowai, is being established. The relationship between Taumata Arowai’s role in overseeing stormwater and wastewater services, and regional councils’ function of controlling stormwater and wastewater discharges, has still to be clarified. The new Water Services Bill is likely to reinforce regional council’s responsibilities to protect source drinking water and monitoring and reporting requirements.</p>
Data sources	<ul style="list-style-type: none"> New Directions for Resource Management in New Zealand, Report of the Resource Management Review Panel (June 2020) https://www.mfe.govt.nz/sites/default/files/media/RMA/rm-panel-review-report-web.pdf Water Services Bill http://legislation.govt.nz/bill/government/2020/0314/latest/LMS374564.html Draft National Policy Statement for Indigenous Biodiversity https://www.mfe.govt.nz/sites/default/files/media/Biodiversity/draft-npsib.pdf Valuing highly productive land, a discussion document on a proposed national policy statement for highly productive land https://www.mpi.govt.nz/dmsdocument/36624-Discussion-document-on-a-proposed-National-Policy-Statement-for-Highly-Productive-Land Proposed amendments to the National Environmental Standards for Air Quality https://www.mfe.govt.nz/sites/default/files/media/Air/proposed-amendments-to-the-national-environmental-standards-for-air-quality-consultation-document_0.pdf
Challenges & risks	<ul style="list-style-type: none"> Adjusting work programmes to new requirements/legislation. Funding implementation of new requirements. Having access to staff with required skills to implement new requirements/legislation. <p>Risk is essentially a legal risk (not meeting ORC’s legal obligations). There is also a risk that new legal obligations divert ORC’s resources to legal compliance to the detriment of effective resource management.</p>
Implications for ORC	<ul style="list-style-type: none"> Regional planning / Environment: <ul style="list-style-type: none"> Will have to give effect to new national directions in the Regional Policy Statement for Otago and the Regional Plans for Otago. Need to respond/ provide feedback to central government on their proposed reforms. The development of a regional spatial strategy and combined plans would likely be large projects – they have not been provided for in this LTP work programme given the level of uncertainty. Environment: Will need to give effect to new monitoring/reporting requirements Regulatory: Will have to establish process/system to satisfy the role of the regional council in receiving / monitoring farm plans. Transport: Changes in the contracting model for public transport services.

Partnership and collaboration	
Working together is the way of the future	
What we know	<p>Iwi partnership</p> <p>There is a strong expectation that local government will work in genuine partnership with mana whenua. A recent amendment to the Resource Management Act (1991) has enhanced opportunities for iwi input to the RMA plan-making processes; and introduced provisions for establishing agreements between iwi authorities and councils. These agreements are called “Mana Whakaono ā Rohe” and can be initiated either by the relevant iwi authorities or by councils. To date, ORC has not entered in a Mana Whakaono ā Rohe agreement with Ngāi Tahu, the region’s iwi authority. RMA reforms are expected to further strengthen requirements for Iwi participation in natural resource management.</p> <p>National directions are also increasingly requiring consideration of mātauranga māori in decision-making and monitoring/reporting.</p> <p>Lastly, as stated in the previous section, Ngāi Tahu has lodged a statement of claim in the High Court seeking recognition of its rangatiranga over the freshwater in the Ngāi Tahu takiwā</p> <p>Other collaborative processes</p> <p>Many third parties are involved in ORC’s areas of activities, be they environmental knowledge and science, natural resource management, or transport. ORC has worked in close collaboration with other agencies in some areas (e.g. transport planning – through Way To Go; and Connecting Dunedin - climate change adaptation and natural hazards mitigation). It is also supporting community-driven environmental groups, such as the Otago Catchments Community.</p>
Assumptions	<p>Iwi partnership</p> <ul style="list-style-type: none"> • Ngāi Tahu will initiate a mana whakaono ā rohe agreement in year 2 of this LTP. • Legal requirements and community expectation for meaningful partnerships with mana whenua will strengthen over time. • Mana whenua has sufficient resources to give effect to the partnership. <p>Other collaborative processes</p> <ul style="list-style-type: none"> • Collaboration with third parties is often a key factor in the successful delivery of environmental projects and other services. There is scope to strengthen collaborative links with other agencies, including in such areas as air quality, biodiversity and environmental science. There are also significant opportunities for partnerships with lower South Island local authorities. • Third parties are willing to work in collaboration with ORC and can contribute to key projects in the timeframes underpinning this Long-Term Plan.
Uncertainty level	Low to moderate
Sources of uncertainty	<ul style="list-style-type: none"> • Timing of iwi request for a mana whakaono ā rohe agreement. • Outcome of Ngāi Tahu’s statement of claim. • Adequacy of mana whenua funding arrangements and access to expertise to input to ORC activities within specified timeframes. • Compatibility of ORC’s priorities and work programmes with third parties.
Challenges & risks	<ul style="list-style-type: none"> • Risks of delays in key projects to allow for input/feedback and collaboration by mana whenua and third parties. • Risk of not considering mana whenua’s views, values and interests in decisions; and not reflecting Te Ao Māori and Mātauranga Kāi Tahu in key documents. • Challenge of incorporating Mātauranga Kāi Tahu and Te Ao Māori in ORC’s processes and decisions. • Agility/Flexibility to participate to projects initiated by others.

Implications for ORC	<p>Iwi partnership</p> <ul style="list-style-type: none"> • Governance: <ul style="list-style-type: none"> ○ Responding to iwi request for a mana whakaono ā rohe agreement as required by legislation. ○ Reviewing governance and funding arrangements supporting the partnership between ORC and mana whenua. ○ Enhancing the involvement in mana whenua in ORC’s decision-making processes. • Whole organisation: <ul style="list-style-type: none"> ○ Ensuring adequate level of mana whenua involvement. ○ Integrating Mātauranga Kāi Tahu in monitoring, reporting and decision-making process. ○ Implementing the mana whakaono ā rohe agreement. <p>Other collaboration processes</p> <ul style="list-style-type: none"> • Whole organisation: <ul style="list-style-type: none"> ○ Establish and maintain collaborative relationships and partnerships where appropriate.
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Social change	
Changing cultural diversity and expectations of engagement	
What we know	<p>New Zealand society has experienced more cultural diversity in recent years. Increasing recognition and empowerment of Iwi, immigration, and growing tourism demand continue to bring more and new cultural elements into the previously European-centric society of the southern part of New Zealand.</p> <p>Local communities and other non-state actors (individuals, groups and businesses) have increasing access to data and technology in a way that has never been possible previously. This technology and data access fuels an opportunity for inclusion and empowerment of cultural identities by deliberation, collaboration and co-creation.</p>
Assumption	<ul style="list-style-type: none"> • As the diversity of our communities is increasingly recognised and valued, there is a growing expectation for councils and local government to be more inclusive in their engagement, in particular to give effect to Te Tiriti obligations with respect to Iwi. • As new technologies get adopted, residents will expect local government to keep up with improvements in customer experience and in how they communicate and inform the community. • More traditional ways of engagement remain relevant to reach some parts of the community. • There is also a growing expectation for local government and councils to be more participatory in their decision-making, and to make full use of the range of new technologies supporting community participation.
Uncertainty level	Low
Challenges & risks	<ul style="list-style-type: none"> • Understanding and meeting expectations in terms of community engagement and participation. • Keeping up with technologies and customer experience expectations. • Providing enough information and access to engagement without “over-engaging”.
Implications for ORC	<p>Whole organisation:</p> <ul style="list-style-type: none"> • Strengthening community engagement and participation. • Adopting new technologies to enhance customer experience; and improve ORC’s engagement, communication and information systems. • Providing information and resources which are easy to find and culturally appropriate. • Need for ORC to be diverse, inclusive and reflective of the community it is serving.

Financial Statements

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Statement of Comprehensive Revenue and Expense

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Revenue from non-exchange transactions											
26,957	Rates revenue	40,039	47,242	52,898	56,304	58,767	60,539	63,579	65,449	67,262	69,536
11,474	Grant revenue	18,856	18,510	17,760	22,867	22,845	24,459	25,074	25,075	25,600	25,995
14,074	Other revenue	12,649	13,077	17,241	15,078	15,599	16,133	16,682	17,258	17,849	18,455
Revenue from exchange transactions											
10,100	Dividends	13,000	14,000	15,000	16,000	17,000	18,000	18,500	19,000	19,500	20,000
1,000	Interest & Investments	750	750	750	750	750	750	750	750	750	750
2,678	Other revenue	4,740	5,073	5,583	5,873	6,037	6,203	6,369	6,543	6,717	6,894
66,282	Total Revenue	90,034	98,651	109,231	116,872	120,998	126,085	130,955	134,074	137,678	141,629
Expenditure											
22,743	Employee Benefits	27,417	30,978	33,174	33,964	34,787	35,609	36,431	37,285	38,139	38,993
2,967	Depreciation	3,574	4,090	4,442	4,738	4,591	4,853	4,916	5,158	5,450	5,608
2	Finance Costs	250	256	262	269	275	270	253	236	217	197
46,156	Operating Expenses	60,964	64,916	68,962	72,414	75,311	78,628	81,215	82,494	83,991	85,884
71,868	Total Expenditure	92,206	100,240	106,841	111,385	114,963	119,360	122,815	125,172	127,797	130,682
417	Other Gains/Losses	740	1,006	1,029	1,052	1,076	1,225	1,254	1,282	1,437	1,470
(5,168)	Surplus/(Deficit)	(1,433)	(583)	3,419	6,540	7,111	7,950	9,393	10,184	11,318	12,418
Other Comprehensive revenue and expenditure											
7,000	Revaluation Gain/(Loss)	20,935	21,772	22,643	23,549	24,490	25,470	26,489	27,548	28,650	29,796
1,832	Total Comprehensive revenue and expenditure	19,502	21,189	26,062	30,088	31,601	33,420	35,882	37,733	39,968	42,214

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Depreciation by Activity

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
271	Environment	375	480	533	576	576	626	673	730	785	815
898	Safety & Resilience - Flood	961	999	1,042	1,016	1,064	1,107	1,021	1,032	1,029	1,066
13	Safety & Resilience - Hazards	25	42	47	49	58	71	74	76	78	80
206	Regional Leadership	121	126	129	129	130	133	34	36	34	37
282	Transport	580	580	516	600	350	353	349	349	324	325
1,297	Corporate	1,512	1,862	2,175	2,368	2,412	2,565	2,764	2,934	3,200	3,286
2,967	Total	3,574	4,090	4,442	4,738	4,591	4,853	4,916	5,158	5,450	5,608

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Statement of Financial Position

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Current assets:											
(604)	Cash and cash equivalents	8,466	(1,967)	(2,759)	6,901	5,580	9,456	12,670	14,446	22,512	31,120
23,436	Other financial assets	34,022	34,872	35,744	36,638	42,554	43,618	44,708	50,826	52,096	53,399
9,405	Trade and other receivables	11,398	12,390	13,383	13,375	13,367	13,359	13,351	13,343	13,334	13,325
0	Inventories	0	0	0	0	0	0	0	0	0	0
0	Property intended for sale	0	0	0	0	0	0	0	0	0	0
514	Other current assets	514	514	514	514	514	514	514	514	514	514
32,751	Total current assets	54,400	45,810	46,882	57,428	62,015	66,947	71,243	79,129	88,457	98,359
Non-current assets:											
95,176	Property, plant and equipment	97,646	105,137	107,206	102,624	104,004	104,004	106,145	105,526	104,716	104,395
15,365	Investment property	15,519	15,674	15,831	15,989	16,149	16,310	16,474	16,638	16,805	16,973
543,364	Shares in Port Otago Ltd	564,299	586,071	608,713	632,262	656,752	682,222	708,711	736,260	764,910	794,707
5,392	Intangible assets	6,687	8,046	9,168	9,586	10,569	11,426	12,218	12,972	13,605	14,273
98	Deferred tax asset	98	98	98	98	98	98	98	98	98	98
659,395	Total non-current assets	684,248	715,026	741,016	760,559	787,572	814,061	843,646	871,494	900,134	930,446
692,146	Total assets	738,648	760,836	787,898	817,986	849,588	881,008	914,889	950,622	988,591	1,028,805
Current liabilities:											
10,318	Accounts payable	11,918	12,718	13,518	13,518	13,518	13,518	13,518	13,518	13,518	13,518
1,815	Employee entitlements	2,215	2,415	2,615	2,615	2,615	2,615	2,615	2,615	2,615	2,615
12,133	Total current liabilities	14,133	15,133	16,133	16,133	16,133	16,133	16,133	16,133	16,133	16,133
Non-current liabilities:											
0	Other financial instruments	25,000	25,000	25,000	25,000	25,000	23,000	21,000	19,000	17,000	15,000
0	Total non-current liabilities	25,000	25,000	25,000	25,000	25,000	23,000	21,000	19,000	17,000	15,000
12,133	Total liabilities	39,133	40,133	41,133	41,133	41,133	39,133	37,133	35,133	33,133	31,133
680,013	Net assets	699,515	720,703	746,765	776,853	808,455	841,875	877,756	915,489	955,458	997,672
Equity:											
115,015	Public equity	122,185	128,062	133,986	140,072	147,559	155,748	165,488	175,902	187,153	199,453
523,364	Available for sale reserve	544,299	566,071	588,713	612,262	636,752	662,222	688,711	716,260	744,910	774,707
3,309	Asset replacement reserve	2,316	1,138	931	1,418	1,075	870	559	365	468	623
13,776	Building reserve	7,235	2,147	49	50	51	52	52	53	54	55
8	Environmental enhancement reserve	(40)	(40)	(41)	(42)	(42)	(43)	(44)	(44)	(45)	(46)
3,999	Emergency response reserve	4,059	4,119	4,181	4,244	4,308	4,372	4,438	4,504	4,572	4,640
919	Water management reserve	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
6,318	Kuriwao endowment reserve	6,003	5,594	5,176	4,922	4,664	4,404	4,140	3,873	3,602	3,328
13,304	Asset revaluation reserve	13,458	13,613	13,770	13,928	14,088	14,249	14,413	14,577	14,744	14,912
680,013	Total equity	699,515	720,703	746,765	776,853	808,455	841,875	877,756	915,489	955,458	997,672

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Statement of Changes in Net Assets/Equity

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
678,181	Balance at 1 July	680,013	699,515	720,703	746,765	776,853	808,455	841,875	877,756	915,489	955,458
1,832	Net Comprehensive Income	19,502	21,189	26,062	30,088	31,601	33,420	35,882	37,733	39,968	42,214
680,013	Balance at 30 June	699,515	720,703	746,765	776,853	808,455	841,875	877,756	915,489	955,458	997,672
	Net Movements										
(5,586)	Net surplus transferred to Public Equity	(2,172)	(1,589)	2,391	5,488	6,035	6,725	8,139	8,902	9,881	10,947
69	Public Equity	9,342	7,466	3,533	598	1,452	1,464	1,600	1,512	1,371	1,353
7,000	Available for Sale Revaluation Reserve	20,935	21,772	22,643	23,549	24,490	25,470	26,489	27,548	28,650	29,796
(447)	Asset Replacement Reserve	(993)	(1,179)	(206)	487	(343)	(205)	(312)	(194)	103	155
98	Emergency Response Reserve	60	61	62	63	64	65	66	67	68	69
(79)	Kuriwao Reserve	(315)	(409)	(419)	(254)	(257)	(261)	(264)	(267)	(271)	(274)
417	Asset Revaluation Reserve	154	155	157	158	160	161	163	165	166	168
22	Water Mgt Reserve	(920)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
336	Building Reserve	(6,541)	(5,088)	(2,097)	1	1	1	1	1	1	1
0	Environmental Enhancement Reserve	(48)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)	(1)
1,832	Net Comprehensive Income	19,502	21,189	26,062	30,088	31,601	33,420	35,882	37,733	39,968	42,214
680,013	Balance at 30 June	699,515	720,703	746,765	776,853	808,455	841,875	877,756	915,489	955,458	997,672

Statement of Reserves

Reserve	Opening Balance 1 July 2021 \$000s	Transfers In \$000s	Transfers Out \$000s	Closing Balance 30 June 2031 \$000s
Public Equity	69,235	286,612	(233,221)	122,626
Available for Sale Revaluation Reserve	523,364	251,343	0	774,707
Asset Replacement Reserve	3,309	37,003	(39,690)	623
Emergency Response Reserve	3,999	642	0	4,640
Kuriwao Reserve	6,318	1,979	(4,969)	3,328
Asset Revaluation Reserve	13,304	1,608	0	14,912
Water Mgt Reserve	919	(20)	(900)	(0)
Building Reserve	13,776	(6,503)	(7,218)	55
Environmental Enhancement Reserve	8	837	(891)	(46)
River & Waterway Management Dunedin	1,264	3,950	(4,872)	342
River & Waterway Management Clutha	100	4,653	(4,736)	17
River & Waterway Management Central Otago	373	4,053	(4,560)	(135)
River & Waterway Management Wakatipu	571	3,514	(4,148)	(63)
River & Waterway Management Wanaka	428	3,077	(3,594)	(89)
River & Waterway Management Waitaki	536	4,101	(3,983)	654
Emergency Management	(666)	33,461	(32,111)	684
Alexandra Flood Protection	190	3,207	(2,724)	673
Leith Flood Protection	(15,185)	16,406	(6,519)	(5,298)
Lower Clutha Flood Protection & Drainage	(880)	18,980	(17,211)	889
Lower Taieri Flood Protection	(494)	18,050	(17,309)	247
West Taieri Drainage	(2,270)	17,031	(17,225)	(2,464)
East Taieri Drainage	161	11,217	(12,845)	(1,467)
Tokomairiro	197	1,954	(2,211)	(59)
Shotover Delta	223	2	(225)	0
Stoney Creek	154	1	(155)	0
Lower Waitaki Flood Protection & River Control	4	2,118	(2,117)	5
Public Transport Dunedin	(6,208)	264,722	(256,000)	2,514
Public Transport Wakatipu	(840)	129,448	(129,891)	(1,284)
Dairy Compliance	85	2,349	(2,806)	(372)
Lake Hayes Remediation	(370)	3,958	(3,343)	244
Biosecurity	0	46,626	(46,311)	315
Wilding Pines	(208)	2,229	(2,262)	(241)
Rural Water Quality	1,207	25,820	(26,993)	33
Infrastructure Assets	67,409	24,611	(10,337)	81,684
Total	680,013	1,219,036	(901,377)	997,672

Statement of Cashflows

Annual Plan 2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Cashflows From Operating Activities										
Cash provided from:										
26,957	40,039	47,242	52,898	56,304	58,767	60,539	63,579	65,449	67,262	69,536
16,759	17,396	18,157	22,831	20,958	21,644	22,344	23,059	23,809	24,575	25,358
11,474	18,856	18,510	17,760	22,867	22,845	24,459	25,074	25,075	25,600	25,995
10,100	13,000	14,000	15,000	16,000	17,000	18,000	18,500	19,000	19,500	20,000
1,000	750	750	750	750	750	750	750	750	750	750
66,290	90,041	98,658	109,239	116,880	121,006	126,093	130,963	134,083	137,687	141,638
Cash applied to:										
68,899	88,382	95,894	102,136	106,378	110,097	114,237	117,646	119,779	122,130	124,876
2	250	256	262	269	275	270	253	236	217	197
68,901	88,632	96,150	102,398	106,647	110,372	114,507	117,900	120,014	122,347	125,074
(2,611)	1,409	2,508	6,840	10,233	10,634	11,586	13,063	14,068	15,340	16,564
Cashflows From Investing Activities										
Cash provided from:										
410	410	420	7,430	440	451	462	472	483	494	506
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
410	410	420	7,430	440	451	462	472	483	494	506
Cash applied to:										
0	10,000	0	0	0	5,000	0	0	5,000	0	0
5,401	6,224	11,467	13,044	(705)	4,958	3,666	5,758	3,152	3,084	3,718
900	1,525	1,894	2,019	1,718	2,448	2,505	2,563	2,623	2,683	2,743
6,301	17,749	13,361	15,063	1,014	12,405	6,172	8,321	10,775	5,768	6,462
(5,891)	(17,339)	(12,941)	(7,633)	(573)	(11,954)	(5,710)	(7,849)	(10,292)	(5,273)	(5,956)
Cashflows From Financing Activities										
Cash provided from:										
0	25,000	0	0	0	0	0	0	0	0	0
Cash applied to:										
0	0	0	0	0	0	2,000	2,000	2,000	2,000	2,000
0	25,000	0	0	0	0	(2,000)	(2,000)	(2,000)	(2,000)	(2,000)
(8,502)	9,070	(10,433)	(793)	9,660	(1,321)	3,876	3,214	1,776	8,066	8,608
15,487	(604)	8,466	(1,967)	(2,759)	6,901	5,580	9,456	12,670	14,446	22,512
6,985	8,466	(1,967)	(2,759)	6,901	5,580	9,456	12,670	14,446	22,512	31,120

Reconciliation of Net Surplus to Net Cash from Operating Activities

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
(5,168)	Net Surplus(deficit) from Activities	(1,433)	(583)	3,419	6,540	7,111	7,950	9,393	10,184	11,318	12,418
0	Add(deduct) non cash items:	0	0	0	0	0	0	0	0	0	0
2,967	Depreciation	3,574	4,090	4,442	4,738	4,591	4,853	4,916	5,158	5,450	5,608
(417)	Other (gains)/losses	(740)	(1,006)	(1,029)	(1,052)	(1,076)	(1,225)	(1,254)	(1,282)	(1,437)	(1,470)
7	Bad Debts	7	7	7	8	8	8	8	8	9	9
(2,611)	Net Cash from Operating Activities	1,409	2,508	6,840	10,233	10,634	11,586	13,063	14,068	15,340	16,564

Schedule of Capital Expenditure

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
	Environmental										
60	Air Monitoring	45	92	73	48	17	79	17	18	84	18
5	Pest Management	0	0	0	0	0	0	0	0	0	0
525	Water Monitoring Sites	1,295	1,595	590	463	364	338	634	607	404	401
30	Harbour Mgt	20	51	21	21	22	23	23	24	24	25
0	Biodiversity	90	92	94	97	99	101	104	106	109	111
0	Hazards	470	650	52	54	330	338	58	59	60	62
0	Compliance	30	0	0	0	0	0	0	0	0	0
	Transport										
600	Transport	0	0	0	4,296	1,100	0	0	0	0	0
	Flood Protection & Control Works										
0	Alexandra Flood Protection	0	20	21	0	0	0	0	0	0	0
680	Leith Flood Protection	0	154	105	0	385	0	576	0	603	0
740	Lower Clutha Flood & Drainage	1,000	799	336	118	83	84	52	0	41	46
1,600	Lower Taieri Flood Protection	1,020	973	157	1,611	0	0	2,304	0	0	1,850
563	West Taieri Drainage	1,195	1,157	1,234	709	1,100	1,216	52	1,238	30	55
218	East Taieri Drainage	380	184	178	67	1,166	614	864	0	603	0
80	Tokomairiro	30	20	21	21	22	23	23	24	24	25
0	Wanaka River Mgt	0	0	105	0	0	0	0	0	0	0
	Council										
100	Property	100	5,222	2,203	107	110	113	115	118	121	123
675	Vehicles	675	691	708	725	743	760	778	796	814	832
955	Computers & Software	1,625	1,997	2,124	1,826	2,558	2,618	2,678	2,741	2,804	2,867
20	Plant	20	20	21	21	22	23	23	24	24	25
50	Sundry	50	51	52	54	55	56	58	59	60	62
6,901	Total	8,045	13,771	8,096	10,238	8,174	6,384	8,358	5,812	5,806	6,500

Summary of Accounting Policies

Overview

Reporting Entity

The Council is a regional local authority governed by the Local Government Act 2002.

The Council Group (Group) consists of the Council and its subsidiary Port Otago Limited (100% owned). The Port Otago Limited Group consists of Port Otago Limited, its subsidiaries, associates and joint ventures.

The primary objective of the Council is to provide goods or services for the community or social benefit rather than making a financial return. Accordingly, the Council has designated itself and the Group as public benefit entities for financial reporting purposes.

The prospective financial information contained in this Long Term Plan relates to the Council only as the group parent. The Council has not presented group prospective financial statements because the Council believes that the parent prospective financial statements are more relevant to users. The main purpose of prospective financial statements in the Long Term Plan is to provide users with information about the core services that the Council intends to provide ratepayers, the expected cost of those services and as a consequence how much the Council requires by way of rates to fund the intended levels of service. The level of rate funding required is not affected by subsidiaries except to the extent that the Council obtains distributions from those subsidiaries. Distributions from the Council's subsidiary Port Otago Limited are included in the prospective financial statements of the Council.

The Prospective Financial Statements of Council are to be adopted by Council on 27 June 2018.

Statement of Compliance

The prospective financial statements have been prepared in accordance with PBE FRS 42, Prospective Financial Statements, and in accordance with Tier 1 PBE Standards appropriate for public benefit entities, as it relates to prospective financial statements.

The actual financial results are likely to vary from the information presented in these prospective financial statements, and the variations may be material.

No actual results have been incorporated in these prospective financial statements.

Council is responsible for the prospective financial statements presented, including the appropriateness of the assumptions underlying the prospective financial statements and all other required disclosures.

Basis of Accounting

The prospective financial statements have been prepared on the historical cost basis, except for the revaluation of certain assets. They are presented in New Zealand dollars, rounded to the nearest thousand.

Standards and interpretations issues but not yet adopted

Council has not yet adopted the below standards and expects to adopt them in the period they become mandatory. Council anticipates that the below standards are not expected to have a material impact on the financial statements.

PBE IPSAS 40 : PBE Combinations

PBE IPSAS 41 : Financial Instruments

PBE IPSAS 48 : Service Performance Reporting

Significant Accounting Policies

Revenue Recognition

Revenue from Exchange Transactions

Fees received for the following activities are recognised as revenue from exchange transactions.

- Dividend income is recognised on the date of the dividend declaration.
- Interest revenue is recognised on a time proportionate basis using the effective interest method.
- Revenue from port services is recognised in the accounting period in which the actual service is provided. Revenue from the rendering of services, including relating to contracts and consent application that are in progress at balance date, is recognised by reference to the stage of completion of the transaction at balance date, based on the actual service provided as a percentage of the total services to be provided.
- Rental income from operating leases is recognised on a straight line basis over the term of the relevant lease. Initial direct costs incurred in negotiating and arranging an operating lease are added to the carrying amount of the leased asset and recognised as an expense on a straight-line basis over the lease term.
- Fees and charges are recognised as income when supplies and services have been rendered. Fees received from the following activities are recognised as revenue from exchange transactions: resource consent processing, pest animal and plant contract work, grazing leases and licenses and enforcement work.

Revenue from Non-Exchange Transactions

Fees received for the following activities are recognised as revenue from non- exchange transactions.

- Rates revenue is recognised as income when levied. Council levies general rates for those functions that are assessed as providing benefits to all ratepayers within each of the constituent districts and city, and levies targeted rates where functions benefit a defined group of ratepayers.
- Grants and subsidies are recognised upon entitlement, as conditions pertaining to expenditure have been fulfilled.
- Other fee income from non-exchange transactions is recognised when the supplies and services have been rendered.

Other Gains and Losses

Gains and losses on the sale of investment property, property, plant and equipment are recognised when an unconditional contract is in place and it is probable that the Council will receive the consideration due and significant risks and rewards of ownership of assets have been transferred to the buyer.

Where a physical asset is acquired for nil or nominal consideration, the fair value of the asset received is recognised as revenue. Assets vested in the Council are recognised as revenue when control over the asset is obtained.

Trade and Other Receivables

Trade and other receivables that have fixed or determinable payments that are not quoted in an active market are classified as 'loans and receivables'. Loans and receivables are measured at amortised cost using the effective interest method less impairment.

Trade and other receivables are recognised initially at fair value and subsequently measured at amortised cost using the effective interest method, less provision for impairment. A provision for doubtful debts is established when there is objective evidence that the Council will not be able to collect all amounts due according to the original terms of the receivables. The amount of the provision is the difference between the asset's carrying

amount and the present value of estimated future cash flows, discounted at the effective interest rate. The amount of the provision is expensed in the surplus/(deficit).

Intangible Assets

Computer Software

Computer software assets are stated at cost, less accumulated amortisation and impairment. The amortisation periods range from 1 to 10 years.

(a) Impairment

At each reporting date, the Council and Group reviews the carrying amounts of intangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where the asset does not generate cash flows that are independent from other assets, the Council and Group estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Property, Plant and Equipment

Property, plant and equipment consist of the following.

Operational Assets

Operational assets include Council owned land, endowment land, buildings, and plant and vehicles.

Infrastructural Assets

Infrastructural assets deliver benefits direct to the community and are mostly associated with major flood protection and land drainage schemes. Infrastructural assets include flood banks, protection works, structures, drains, bridges and culverts, and in the passenger transport, Dunedin bus hub and associated shelters.

Transport infrastructure assets and hardware deliver benefits to the transport bus network in Queenstown and Dunedin.

Restricted Assets

Endowment land is vested in the Council by the Otago Regional Council (Kuriwao Endowment Lands) Act. The Act restricts disposition of this land to freeholding initiated by lessees.

(a) Cost

Land and Buildings are recorded at cost or deemed cost less accumulated depreciation and any accumulated impairment losses.

Other property, plant and equipment are recorded at cost less accumulated depreciation and any accumulated impairment losses. Cost includes expenditure that is directly attributable to the acquisition of the assets. Where an asset is acquired for no cost, or for a nominal cost, it is recognised at fair value at the date of acquisition. When significant, interest costs incurred during the period required to construct an item of property, plant and equipment are capitalised as part of the asset's total cost.

(b) Depreciation

Operational assets with the exception of land, are depreciated on a straight-line basis to write-off the cost of the asset to its estimated residual value over its estimated useful life.

Infrastructural assets including flood banks, protection works and drains and culverts are constructions or excavations of natural materials on the land and have substantially the same characteristics as land, in that they are considered to have unlimited useful lives and in the absence of natural events, these assets are not subject to ongoing obsolescence or deterioration of service performance, and are not subject to depreciation. Other

infrastructural assets are depreciated on a straight-line basis to write off the cost of the asset to its estimated residual values over its estimated useful life.

Expenditure incurred to maintain these assets at full operating capability is charged to the surplus/(deficit) in the year incurred.

The following estimated useful lives are used in the calculation of depreciation:

Asset	Life
Operational Assets	
Buildings – Council	10-50 years
Plant and vehicles – Council	3-20 years
Infrastructural Assets	
Floodbanks	Unlimited
Protection works	Unlimited
Drains	Unlimited
Culverts	Unlimited
Structures	8-100 years
Bridges	33-100 years
Transport infrastructure and hardware	5-15 years

The estimated useful lives, residual values and depreciation method are reviewed at the end of each annual reporting period.

(c) Disposal

An item of property, plant and equipment is derecognised upon disposal or recognised as impaired when no future economic benefits are expected to arise from the continued use of the asset.

Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in the surplus/(deficit) in the period the asset is derecognised.

(d) Critical Judgements and Assumptions

The Council owns a number of properties that are held for service delivery objectives as part of the Council’s various flood protection schemes. The receipt of market-based rental from these properties is incidental to holding these properties. These properties are accounted for as property, plant and equipment.

Investment Property

Investment property, which is property held to earn rentals and/or for capital appreciation, is measured initially at cost and subsequently at fair value. Revaluation gains or losses arising from changes in the fair value of investment property are reported in the surplus/(deficit) in the period in which they arise.

Subsequent expenditure is charged to the asset's carrying amount only when it is probable that future economic benefits associated with the item will flow to the Council and the cost of the item can be measured reliably. The fair value of investment property reflects the best use of each property and, amongst other things, rental income, from current leases and assumptions about rental income from future leases in light of current market conditions. The fair value also reflects the cash outflows that could be expected in respect of the property. No depreciation or amortisation is provided for on investment properties.

(a) Fair Value of Property Portfolio Assets

The fair value of the Council's investment property requires estimation and judgement and has been arrived at on the basis of valuations carried out at that date by independent registered valuers who conform with the New Zealand Property Institute Practice Standards. The valuers have extensive market knowledge in the types of investment properties owned by the Council and Group. The fair value was determined using Level 3 valuation techniques via a combination of the following approaches:

- Direct Capitalisation: The subject property rental is divided by a market derived capitalisation rate to assess the market value of the asset. Further adjustments are then made to the market value to reflect under or over renting, additional revenue and required capital expenditure.
- Discounted Cash Flow: Discounted cash flow projections for the subject property are based on estimates of future cash flows, supported by the terms of any existing lease and by external evidence such as market rents for similar properties in the same location and condition, and using discount rates that reflect current market assessments of the uncertainty in the amount and timing of the cash flows.
- Sales Comparison: The subject property is related at a rate per square metre as a means of comparing evidence. In applying this approach a number of factors are taken into account, such as but not limited to, size, location, zoning, contour, access, development potential/end use, availability of services, profile and exposure, current use of surrounding properties, geotechnical and topographical constraints.

Financial Instruments

Financial assets and financial liabilities are recognised on the Council's Statement of Financial Position when the Council becomes a party to contractual provisions of the instrument.

Financial Assets

Financial assets are classified on initial recognition at fair value through surplus or deficit or loans and receivables.

(a) Loans and Receivables at Amortised Cost

Loans and receivables are subsequently measured at amortised cost using the effective interest rate method.

(b) Financial Assets at Fair Value through Surplus or Deficit

Financial assets are classified as financial assets at fair value through surplus or deficit where the financial asset:

- Has been acquired principally for the purpose of selling in the near future;
- Is a part of an identified portfolio of financial instruments that the Council and Group manages together and has a recent actual pattern of short-term profit-taking; or
- Is a derivative that is not designated and effective as a hedging instrument.

Financial assets at fair value through surplus or deficit are stated at fair value, with any resultant gain or loss recognised in the Statement of Comprehensive Revenue and Expense. The net gain or loss is recognised in the

Statement of Comprehensive Revenue and Expense and incorporates any dividend or interest earned on the financial asset. Fair value is determined in the manner described later in this note.

- (i) The Council have classified their managed funds held for trading. This classification has been determined as all assets within this category are available for trading at any point. Financial assets held for trading purposes are classified as current assets and are stated at fair value, with any resultant gain or loss recognised in the surplus/(deficit).
- (ii) Council holds fixed interest bonds via its managed fund portfolio, the maturity dates range between 2022-2030.

(c) Fair Value

The fair values of financial assets and financial liabilities are determined as follows:

Level 1 – the fair value of financial assets and financial liabilities with standard terms and conditions and traded on active liquid markets is determined with reference to quoted market prices. Financial assets in this category include managed fund equities and shares in listed companies.

Level 2 – the fair value of other financial assets and financial liabilities (excluding derivative instruments) is determined in accordance with generally accepted pricing models based on discounted cash flow analysis using prices from observable current market transactions and dealer quotes for similar instruments.

Level 3 – fair value measurements are those derived from valuation techniques that include inputs for the asset or liability that are not based on observable market data (unobservable inputs)

The valuation for the shares in Port Otago Limited is a combination of a discounted cashflow and net tangible assets approach based on information provided by the entity and investment property valuations.

Financial Liabilities

(a) Trade and Other Payables

Trade payables and other accounts payable are recognised when the Council becomes obliged to make future payments resulting from the purchase of goods and services.

Trade and other payables are initially recognised at fair value and are subsequently measured at amortised cost, using the effective interest method.

(b) Borrowings

Borrowings are recognised initially at fair value, net of transaction costs. Borrowing costs attributable to qualifying assets are capitalised as part of the cost of those assets.

Subsequent to initial recognition, borrowings are measured at amortised cost with any difference between the initial recognised amount and the redemption value being recognised in the surplus/(deficit) over the period of the borrowing using the effective interest method.

Employee Entitlements

Provision is made for benefits accruing to employees in respect of wages and salaries, annual leave, long service leave, and sick leave when it is probable that settlement will be required, and they are capable of being measured reliably.

Provisions made in respect of employee benefits expected to be settled within 12 months, are measured at their nominal values using the remuneration rate expected to apply at the time of settlement.

Provisions made in respect of employee benefits which are not expected to be settled within 12 months are measured as the present value of the estimated future cash outflows to be made by the Council in respect of services provided by employees up to reporting date.

Equity

Equity is the community's interest in Council and is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into a number of reserves.

Reserves are a component of equity generally representing a particular use to which various parts of equity have been assigned. Reserves may be legally restricted or created by Council.

Restricted and Council Created Reserves

Restricted reserves are those subject to specific conditions accepted as binding by the Council and which may not be revised by the Council without reference to the Courts or a third party. Transfers from these reserves may be made only for certain specified purposes or when certain specified conditions are met.

Also included in restricted reserves are reserves restricted by Council decision. Council may alter them without references to any third party or the Courts. Transfers to and from these reserves are at the discretion of Council.

Other Disclosures

Balancing of Budget

The Council has resolved, under section 100(2) of the Local Government Act 2002, that it is financially prudent to not balance its operating budget in the first 3 years. The primary reason is to allow Council to use reserves to fund certain one-off operating expenditure.

Reserves are to be used to fund Environmental Enhancement initiatives, research and development for improving Otago's water quality, water management initiatives, climate change adaptation, flood protection designations and lakes monitoring equipment.

Dunedin transport reserves are also used to implement bus service improvements and to complete the bus hub for Dunedin City.

The impact of this decision is that both general rates and the Dunedin transport rate will be kept at appropriate levels, as reserves are available to fund these works.

Rating base information

The projected rating base information for the Otago region is as follows:

Financial Year	Projected Rating Units
2020/21	117,753
2021/22	119,519
2022/23	121,312
2023/24	123,132
2024/25	124,979
2025/26	126,853
2026/27	128,756
2027/28	130,688
2028/29	132,648
2029/30	134,638
2030/31	136,657

Prudence Disclosures

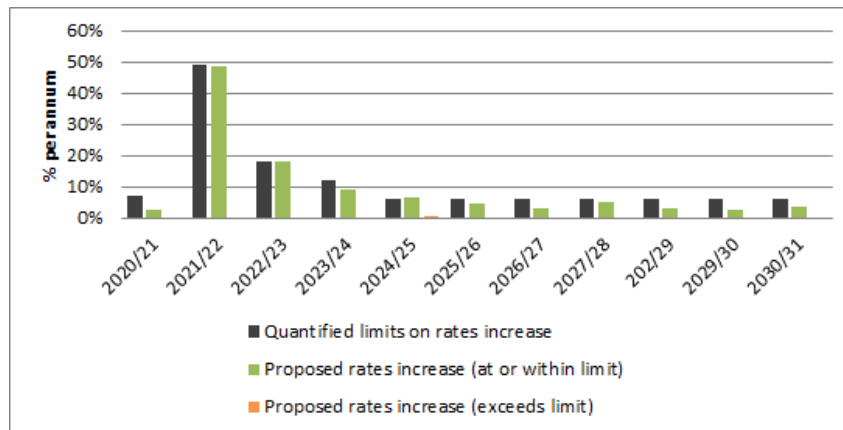
The purpose of this statement is to disclose the Council’s planned financial performance in relation to various benchmarks to enable the assessment of whether the Council is prudently managing its revenues, expenses, assets, liabilities, and general financial dealings.

The Council is required to include this statement in its Long Term Plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the regulations). Refer to the regulations for more information, including definitions of some of the terms used in this statement

Rates (Increases) Affordability

The following graph compares the Council’s planned rates increases with a quantified limit on rates increases contained in the financial strategy included in this Long Term Plan.

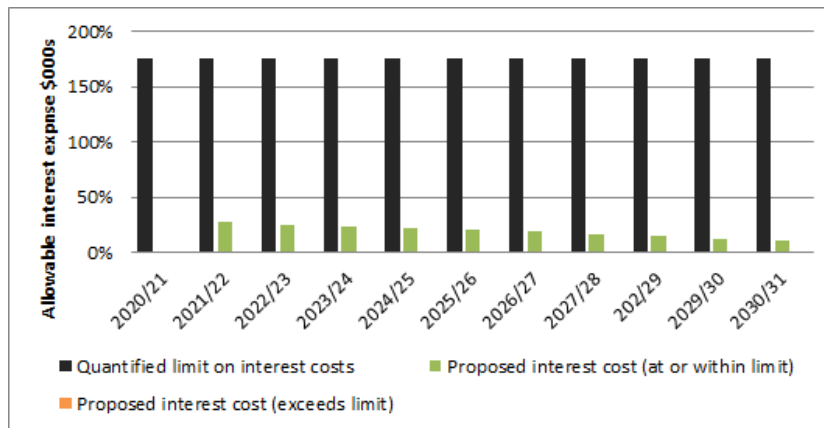
The quantified limit is 49% for 2021/22, 18% for 2022/23, 12% for 2023/24 and subsequently 6% in 2024/25 to 2030/31.



Debt Affordability

The Council meets the debt affordability benchmark if its planned borrowing is within each quantified limit on borrowing.

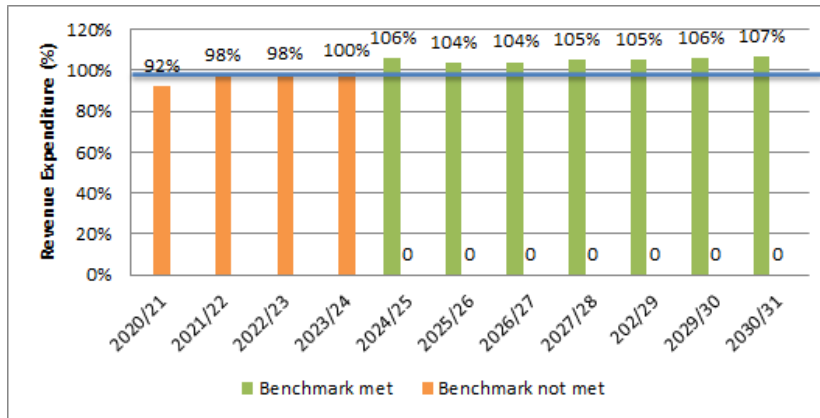
The following graph compares the Council's planned debt with a quantified limit on borrowing contained in the financial strategy included in this Long Term Plan. The quantified limit is that debt cannot exceed 175% of the total revenue.



Balanced Budget Benchmark

The following graph displays the Council's planned revenue (excluding financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant, or equipment) as a proportion of planned operating expenses (excluding losses on derivative financial instruments and revaluation of property, plant, or equipment).

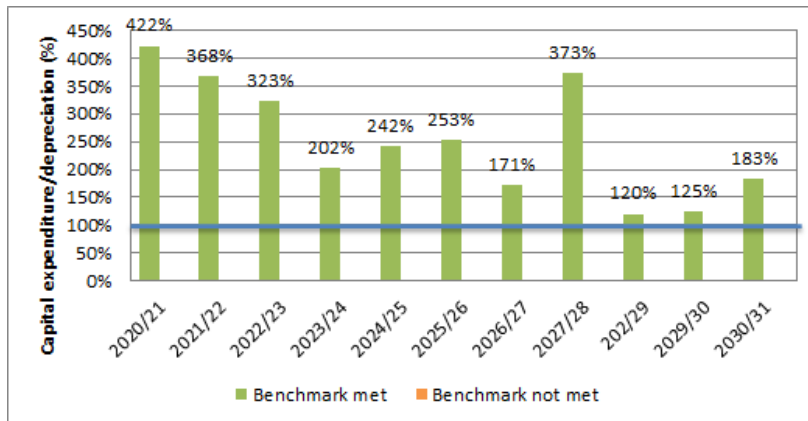
The Council meets the balanced budget benchmark if its planned revenue equals or is greater than its planned operating expenses.



Essential Services Benchmark

The following graph displays the Council’s planned capital expenditure on network services as a proportion of expected depreciation on network services. The Council’s network services comprise flood protection and control works.

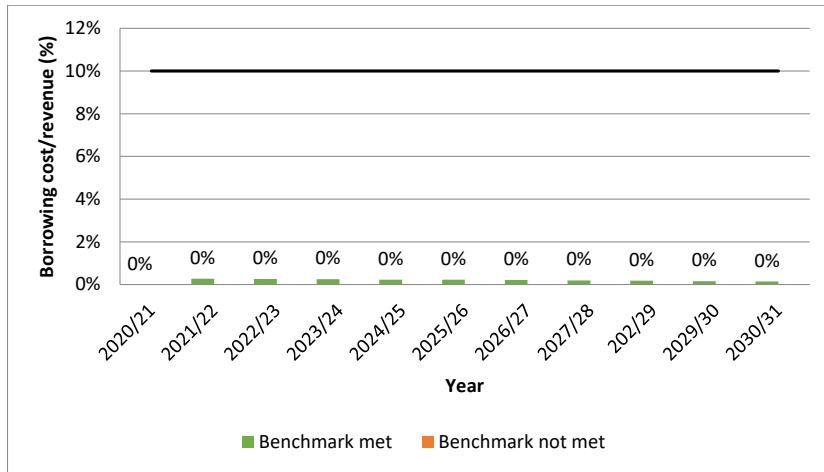
The Council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.



Debt Services Benchmark

The following graph displays the Council's planned borrowing costs as a proportion of planned revenue (excluding financial contributions, vested assets, gains on derivative financial instruments, and revaluations of property, plant or equipment).

Because Statistics New Zealand projects the Council's population will grow more slowly than the national population is projected to grow, it meets the debt servicing benchmark if its planned borrowing costs are equal to or less than 10% of its planned revenue.



Rate Funding and Funding Impact Statements

Funding Impact Statement

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
Sources of operating funding											
11,180	General rates, uniform annual general charges, rates penalties	19,577	23,113	25,016	25,758	25,216	25,442	26,402	26,794	27,339	28,297
15,777	Targeted rates	20,462	24,128	27,882	30,547	33,551	35,097	37,177	38,655	39,922	41,239
11,474	Subsidies and grants for operating purposes	18,856	18,510	17,760	22,867	22,845	24,459	25,074	25,075	25,600	25,995
11,702	Fees and charges	11,231	11,422	15,373	13,144	13,614	14,098	14,595	15,117	15,654	16,206
5,050	Interest and dividends from investments	6,158	6,728	7,451	7,807	8,022	8,238	8,456	8,683	8,912	9,143
11,100	Local authorities fuel tax, fines, infringement fees, and other receipts	13,750	14,750	15,750	16,750	17,750	18,750	19,250	19,750	20,250	20,750
66,282	Total operating funding (A)	90,034	98,651	109,231	116,872	120,998	126,085	130,955	134,074	137,678	141,629
Applications of operating funding											
68,732	Payments to staff and suppliers	88,216	95,725	101,963	106,201	109,916	114,051	117,456	119,584	121,931	124,673
104	Finance costs	350	358	367	376	385	383	369	354	338	321
651	Other operating funding applications	465	496	547	2,179	2,319	2,457	2,663	2,919	3,094	3,466
69,487	Total applications of operating funding (B)	89,032	96,579	102,877	108,755	112,619	116,890	120,488	122,857	125,362	128,460
(3,204)	Surplus (deficit) of operating funding (A - B)	1,002	2,072	6,354	8,117	8,379	9,194	10,467	11,217	12,315	13,169
Sources of capital funding											
0	Subsidies and grants for capital expenditure	0	0	0	0	0	0	0	0	0	0
0	Development and financial contributions	0	0	0	0	0	0	0	0	0	0
0	Increase (decrease) in debt	0	0	0	0	0	0	0	0	0	0
410	Gross proceeds from sale of assets	410	420	7,430	440	451	462	472	483	494	506
0	Lump sum contributions	0	0	0	0	0	0	0	0	0	0
0	Other dedicated capital funding	0	0	0	0	0	0	0	0	0	0
410	Total sources of capital funding (C)	410	420	7,430	440	451	462	472	483	494	506
Applications of capital funding											
Capital expenditure—											
0	• to meet additional demand	0	0	0	0	0	0	0	0	0	0
1,965	• to improve the level of service	1,995	2,676	1,901	2,321	4,495	2,826	2,367	2,959	2,424	1,862
4,936	• to replace existing assets	6,050	11,095	6,195	7,918	3,680	3,558	5,990	2,853	3,382	4,639
(9,695)	Increase (decrease) in reserves	(6,633)	(11,279)	5,688	(1,681)	656	3,271	2,581	5,888	7,004	7,175
0	Increase (decrease) of investments	0	0	0	0	0	0	0	0	0	0
(2,794)	Total applications of capital funding (D)	1,412	2,492	13,784	8,557	8,830	9,656	10,939	11,700	12,810	13,675
3,204	Surplus (deficit) of capital funding (C - D)	(1,002)	(2,072)	(6,354)	(8,117)	(8,379)	(9,194)	(10,467)	(11,217)	(12,315)	(13,169)
(0)	Funding balance ((A - B) + (C - D))	0	0	0	0	0	0	0	0	0	0

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Reconciliation of Funding Impact Statement to Statement of Comprehensive Revenue and Expense

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
(3,204)	Surplus/(Deficit) of operating funding per Funding Impact Statement	1,002	2,072	6,354	8,117	8,379	9,194	10,467	11,217	12,315	13,169
	Add/(Deduct)										
(2,967)	Depreciation	(3,574)	(4,090)	(4,442)	(4,738)	(4,591)	(4,853)	(4,916)	(5,158)	(5,450)	(5,608)
417	Other Gains/(Losses)	740	1,006	1,029	1,052	1,076	1,225	1,254	1,282	1,437	1,470
586	Other	400	429	479	2,109	2,247	2,383	2,588	2,843	3,016	3,386
(5,168)	Surplus/(Deficit) from activities per Statement of Comprehensive Revenue and Expense	(1,433)	(583)	3,419	6,540	7,111	7,950	9,393	10,184	11,318	12,418

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Funding Impact Statement – Calculation of Rates for the 2021/2022 Year

Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST			
				Capital Value \$250,000	Capital Value \$500,000	Capital Value \$4,000,000	
General rates:							
General rates							
- contributes to all activities of council.	Capital value	Where the property is situated.	Allocated as:	\$16,886,000			
			Central Otago	\$1,970,000	\$39.43	\$78.86	\$630.89
			Clutha	\$1,424,000	\$41.06	\$82.11	\$656.89
			Dunedin	\$7,054,000	\$56.19	\$112.39	\$899.11
			Queenstown	\$5,313,000	\$37.10	\$74.20	\$593.61
			Waitaki	\$1,125,000	\$39.16	\$78.32	\$626.59
Uniform Annual General Charge							
- contributes to all activities of council.	Fixed charge per rating unit.		Calculated as \$49.32 per rating unit.	\$5,629,000	\$49.32	\$49.32	\$49.32
Targeted rates – refer to maps of targeted rating areas							
Dairy monitoring	Fixed charge per rating unit.	The activity of being a dairy farm	Calculated as \$508.71 per dairy shed.	\$216,000	\$508.71	\$508.71	\$508.71
Flood protection and control works							
Leith flood protection scheme	Capital value	Where the property is situated within the defined scheme area.	Allocated as:	\$1,680,000			
			Direct benefit zone:				
			* Forsyth Barr Stadium	\$34,000	\$43.84	\$87.69	\$701.50
			* Excluding stadium	\$806,000	\$192.12	\$384.24	\$3,073.93
			* Indirect benefit zone	\$840,000	\$9.98	\$19.96	\$159.67

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Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST			
				Capital Value	Capital Value	Capital Value	
				\$250,000	\$500,000	\$4,000,000	
Lower Clutha flood and drainage Scheme	Capital value	Where the property is situated using approved classifications.	Allocated as:	\$978,000			
			Flood Protection & Drainage A	\$61,000	\$1,683.64	\$3,367.27	\$26,938.17
			Flood Protection & Drainage B	\$159,000	\$668.51	\$1,337.01	\$10,696.11
			Flood Protection & Drainage C	\$310,000	\$631.37	\$1,262.74	\$10,101.90
			Flood Protection & Drainage D	\$57,000	\$396.15	\$792.30	\$6,338.38
			Flood Protection & Drainage E	\$52,000	\$210.46	\$420.91	\$3,367.29
			Flood Protection & Drainage F	\$34,000	\$24.76	\$49.52	\$396.15
			Flood Protection & Drainage U1	\$4,000	\$668.50	\$1,337.00	\$10,695.97
			Flood Protection & Drainage U2	\$220,000	\$222.84	\$445.67	\$3,565.38
			Flood Protection & Drainage U3	\$16,000	\$49.52	\$99.04	\$792.31
			Flood Protection & Drainage U4	\$65,000	\$37.14	\$74.28	\$594.23
Lower Taieri flood protection scheme	Capital value	Where the property is situated using approved classifications.	Allocated as:	\$1,093,881			
			Lower Taieri Flood Protection WF1	\$480,000	\$592.06	\$1,184.13	\$9,473.01
			Lower Taieri Flood Protection WF2	\$486,000	\$350.32	\$700.64	\$5,605.13
			Lower Taieri Flood Protection WF3	\$251	\$5.54	\$11.07	\$88.57
			Lower Taieri Flood Protection WF4	\$150	\$8.67	\$17.35	\$138.76
			Lower Taieri Flood Protection WF5	\$0	\$0.00	\$0.00	\$0.00
			Lower Taieri Flood Protection WF6	\$0	\$0.00	\$0.00	\$0.00
			Lower Taieri Flood Protection WF7	\$0	\$0.00	\$0.00	\$0.00
			Lower Taieri Flood Protection WF8	\$1,000	\$41.61	\$83.22	\$665.80
			Lower Taieri Flood Protection WF9	\$0	\$0.00	\$0.00	\$0.00
			Lower Taieri Flood Protection EF1	\$30,000	\$319.08	\$638.16	\$5,105.30
			Lower Taieri Flood Protection EF2	\$32,000	\$333.78	\$667.55	\$5,340.43
			Lower Taieri Flood Protection EF3	\$480	\$332.41	\$664.82	\$5,318.56
			Lower Taieri Flood Protection EF4	\$12,000	\$269.55	\$539.11	\$4,312.84
			Lower Taieri Flood Protection EF5	\$2,000	\$7.49	\$14.98	\$119.83
			Lower Taieri Flood Protection EF6	\$1,000	\$331.47	\$662.95	\$5,303.57
			Lower Taieri Flood Protection EF7	\$1,000	\$4.55	\$9.09	\$72.75
			Lower Taieri Flood Protection EF8	\$37,000	\$4.30	\$8.60	\$68.82
			Lower Taieri Flood Protection EF9	\$4,000	\$1.99	\$3.99	\$31.91
			Lower Taieri Flood Protection EF10	\$2,000	\$2.48	\$4.97	\$39.73
Lower Taieri Flood Protection EF12	\$2,000	\$391.78	\$783.56	\$6,268.47			
Lower Taieri Flood Protection EF13	\$3,000	\$391.76	\$783.52	\$6,268.12			

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Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST					
				Capital Value / Hectare	Capital Value / Hectare	Capital Value / Hectare			
				CV Ha	\$250,000	\$500,000	\$4,000,000		
				0.07	2.00	20.00			
East Taieri drainage scheme	Fixed charge per hectare	Where the property is situated within the defined scheme area.	Allocated as:	\$500,000					
			East Taieri Drainage - ED1	\$194,000	\$15.27	\$436.36	\$4,363.62		
			East Taieri Drainage - ED2	\$104,000	\$11.88	\$339.46	\$3,394.56		
			East Taieri Drainage - ED4	\$20,000	\$12.88	\$367.89	\$3,678.87		
			East Taieri Drainage - ED5	\$78,000	\$5.81	\$165.95	\$1,659.51		
			East Taieri Drainage - ED7	\$16,000	\$13.93	\$398.02	\$3,980.23		
			East Taieri Drainage - ED8	\$43,000	\$3.85	\$110.10	\$1,100.98		
			East Taieri Drainage - ED9	\$32,000	\$3.34	\$95.50	\$954.96		
			East Taieri Drainage - ED10	\$13,000	\$2.97	\$84.84	\$848.44		
				Fixed charge per hectare	Where the property is situated within the defined scheme area.	Allocated across ED1, ED2, ED4, ED5, ED8, ED9 and ED10	\$167,000	\$2.71	\$77.30
West Taieri drainage scheme	Fixed charge per hectare	Where the property is situated within the defined scheme area.	Allocated as:	\$587,235					
			West Taieri Drainage - WD1	\$465,000	\$8.47	\$241.98	\$2,419.83		
			West Taieri Drainage - WD2	\$82,000	\$2.33	\$66.49	\$664.89		
			West Taieri Drainage - WD3	\$27,000	\$6.32	\$180.55	\$1,805.52		
			West Taieri Drainage - WD4	\$13,000	\$8.47	\$241.99	\$2,419.95		
			West Taieri Drainage - WD5	\$235	\$0.03	\$0.98	\$9.83		
				Fixed charge per hectare	Where the property is situated within the defined scheme area.	Allocated across WD1, WD2, WD3 and WD4.	\$252,000	\$2.62	\$74.89
Tokomairiro drainage scheme	Capital value	Where the property is situated within the defined scheme area.	Allocated as:	\$172,000					
			Tokomairiro Drainage A	\$9,000	\$201.06	\$402.13	\$3,217.03		
			Tokomairiro Drainage B	\$17,000	\$150.79	\$301.59	\$2,412.71		
			Tokomairiro Drainage C	\$23,000	\$120.63	\$241.26	\$1,930.08		
			Tokomairiro Drainage D	\$31,000	\$90.47	\$180.94	\$1,447.53		
			Tokomairiro Drainage E	\$18,000	\$50.26	\$100.52	\$804.16		
			Tokomairiro Drainage F	\$25,000	\$20.11	\$40.21	\$321.69		
			Tokomairiro Drainage U1	\$49,000	\$30.16	\$60.31	\$482.51		

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Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST			
				Capital Value \$250,000	Capital Value \$500,000	Capital Value \$4,000,000	
River and waterway management							
City and district waterway and river management	Capital value	Where the property is situated	Allocated as: \$2,270,000				
			Central Otago	\$368,000	\$7.36	\$14.73	\$117.83
			Clutha	\$414,000	\$11.93	\$23.86	\$190.92
			Dunedin	\$322,000	\$2.57	\$5.13	\$41.05
			Waitaki	\$460,000	\$16.01	\$32.03	\$256.23
			Wakatipu	\$402,000	\$4.11	\$8.22	\$65.79
			Wanaka	\$304,000	\$6.69	\$13.39	\$107.12
Lower Waitaki	Capital value	Where the property is situated within the defined scheme area	Allocated as: Lower Waitaki A Lower Waitaki B	\$125,000 \$71,000	\$371.06 \$185.53	\$742.12 \$371.06	\$5,936.92 \$2,968.47
Rural water quality	Capital value	Land use type being:	Allocated as: Central Otago	\$137,000	\$7.03	\$14.06	\$112.47
		- Rural arable farming	Clutha	\$153,000	\$6.51	\$13.02	\$104.16
		- Rural dairy	Dunedin	\$104,000	\$7.77	\$15.55	\$124.38
		- Rural forestry	Queenstown	\$120,000	\$7.22	\$14.44	\$115.50
		- Rural market gardens and orchards	Waitaki	\$88,000	\$6.51	\$13.02	\$104.16
		- Rural mineral extraction					
		- Rural multi use within rural industry					
		- Rural specialist livestock					
		- Rural stock finishing					
		- Rural store livestock					
		- Rural vacant					
		- Lifestyle 2 hectares and above					
Wilding trees	Fixed charge per rating unit		Calculated as \$2.02 per rating unit	\$230,000	\$2.02	\$2.02	\$2.02

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Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST			
				Capital Value	Capital Value	Capital Value	
				\$250,000	\$500,000	\$4,000,000	
Emergency Management	Fixed charge per rating unit		Allocated as \$29.82 per rating unit	\$3,403,000	\$29.82	\$29.82	\$29.82
Transport							
Dunedin passenger transport	Capital value	Where the property is situated within the defined scheme area, and differentiated on basis of land use –	Allocated as:	\$6,900,000			
		Class A – non-residential	Class A	\$1,873,000	\$196.18	\$392.36	\$3,138.84
		Class B – others	Class B				
			* Dunedin	\$4,997,000	\$52.31	\$104.63	\$837.02
			* Waitaki	\$30,000	\$43.81	\$87.62	\$700.95
Wakatipu passenger transport	Capital value	Where the property is situated within the defined scheme area, and differentiated on basis of land use –	Allocated as:	\$1,484,000			
		Class A – non-residential	Class A	\$381,000	\$29.64	\$59.29	\$474.31
		Class B – others	Class B	\$1,103,000	\$14.82	\$29.64	\$237.16

Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2021-22 including GST	Estimated rates payable including GST			
				Land Value	Land Value	Land Value	
				\$250,000	\$500,000	\$4,000,000	
Biosecurity							
City and district pest management plan	Land value	Where the property is situated	Allocated as:	\$2,801,000			
			Central Otago	\$352,000	\$13.41	\$26.81	\$214.49
			Clutha	\$277,000	\$12.43	\$24.85	\$198.81
			Dunedin	\$847,000	\$15.03	\$30.07	\$240.56
			Queenstown	\$1,141,000	\$14.34	\$28.67	\$229.38
			Waitaki	\$184,000	\$12.43	\$24.85	\$198.81

The Otago Regional Council does not require a lump sum contribution for any of its targeted rates.

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Effect of Rating

Annual Plan 2020/21 \$000s		2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s	2028/29 \$000s	2029/30 \$000s	2030/31 \$000s
11,180	General Rates	19,577	23,113	25,016	25,758	25,216	25,442	26,402	26,794	27,339	28,297
Targeted Rates											
680	Rural Water Quality rate	523	1,208	1,767	2,088	2,145	2,203	2,261	2,322	2,383	2,444
0	Air Quality rate	0	0	210	0	0	0	0	0	0	0
188	Dairy Inspection rate	188	200	210	220	230	240	250	260	270	280
2,658	Emergency Management rate	2,959	2,996	3,160	3,210	3,296	3,383	3,469	3,560	3,652	3,744
210	Wilding Pines rate	200	205	210	215	220	225	230	236	241	247
0	Biosecurity	2,436	3,385	4,002	4,419	4,589	4,761	4,934	5,112	5,291	5,470
Targeted River & Waterway Management Rates											
300	Central Otago	320	340	360	380	400	420	440	460	460	460
330	Clutha	360	390	420	450	480	510	510	510	510	510
250	Dunedin	280	313	346	370	400	430	460	490	520	550
150	Wakatipu	350	388	415	480	545	610	640	680	730	780
180	Wanaka	264	292	315	350	385	420	440	460	480	500
400	Waitaki	400	400	400	400	400	400	400	400	400	400
149	Lower Waitaki river control	171	175	179	184	188	193	197	202	206	211
Targeted Transport Rates											
4,862	Dunedin Public Transport	6,000	7,019	8,355	9,373	11,202	11,543	12,108	12,326	12,492	12,654
990	Wakatipu Public Transport	1,290	1,737	2,062	2,538	2,770	3,098	3,717	4,057	4,348	4,588
Targeted Catchment Rates											
1,461	Leith Flood Protection	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461
750	Lower Clutha Flood Protection & Drainage	850	950	1,050	1,150	1,250	1,250	1,250	1,250	1,250	1,250
850	Lower Taieri Flood Protection	950	1,050	1,150	1,250	1,350	1,450	1,550	1,650	1,750	1,850
650	West Taieri Drainage	730	820	920	1,030	1,150	1,300	1,500	1,700	1,800	2,000
500	East Taieri Drainage	580	640	720	800	900	1,000	1,150	1,300	1,450	1,600
140	Tokomairiro Drainage	150	160	170	180	190	200	210	220	230	240
80	Shotover Delta	0	0	0	0	0	0	0	0	0	0

Schedule of Fees and Charges

Scale of Charges

The following Scale of Charges is to be applied where indicated to activities includes in this Schedule of Fees and Charges:

Charge	
Staff time per hour:	
- Management	\$190
- Team Leader/Principle	\$170
- Senior Technical	\$150
- Technical	\$130
- Field staff	\$130
- Administration	\$100
Disbursements	Actual
Additional Site Notice	Actual
Advertisements	Actual
Vehicle use per kilometre	\$0.70
Harbourmaster vessel per hour	\$375
Travel and accommodation	Actual
Testing charges	Actual
Consultants	Actual
Commissioners	Actual
Photocopying and printing	Remove
Councillor Hearing fees per hour:	
- Chairperson	\$100
- Member	\$80
- Expenses	Actual

Resource Management Act – Section 36 Charges

Set out below are details of the amounts payable for those activities to be funded by fees and charges, as authorised by Section 36(1) of the Resource Management Act 1991.

Resource Consent Application Fees

Note that the fees shown below are a deposit to be paid on lodgement of a consent application and applications for exemptions in respect of water measuring devices. The deposit will not usually cover the full cost of processing the application, and further actual and reasonable costs are incurred at the rate shown in the scale of charges. GST is included in all fees and charges.

Pre-Application Work

Fees payable for pre-application work carried out before a consent application is lodged with Council will be incurred at the rates shown in the scale of charges.

Deposits		
Publicly Notified Applications Deposits: ³	First application	\$10,000
Non-Notified Applications and Limited Notification Applications Deposits: ³	First application	\$1,750
	Multiple Applications	\$2,300
Other Application Types		
	Variation to Conditions – s127	\$1,750
	Administrative Variation – s127	\$1,750
	Multiple Bores	\$1,500
Fixed Fees		
Single Bore		\$750
Exemption under regulation 7A of the Water Metering Regulations		\$150
Exemption under regulations 9 or 10 of the Water Metering Regulations		\$450
Hearings		Per Note 2 below
	Payment for Commissioner request – s100A	Per Note 4 below
Objections	Payment for Commissioner request – s357AB	Per Note 4 below
Transfer of Consent Holder and Certificates Deposits:		
	Transfer of permits and consents	\$200
	Priority Table	\$200
	Section 417 Certificate	\$500
	Certificate of Compliance	\$1,750
	All Other Costs	As per Scale of Charges

Notes:

1. For additional permits in respect of the same site, activity, applicant, time of application, and closely related effect as the first application.
2. The deposit payable shall be 90% of the cost of a hearing as calculated by Council in accordance with information contained in the application file and using the scale of charges. The amount payable will be due at least 10 working days before the commencement of the hearing. If the amount is not paid by the due date, then the Council reserves the right under S36(7) of the Resource Management Act to stop processing the application. This may include cancellation of the hearing.

Should a hearing be cancelled or postponed due to the non-payment of the charge, the applicant will be invoiced for any costs that arise from that cancellation or postponement.

Following completion of the hearing process, any shortfall in the recovery of hearing costs will be invoiced, or any over recovery will be refunded to the applicant.

3. Where actual and reasonable costs are less than the deposit paid, a refund will be given.
4. Where an applicant requests under s100A (for a consent hearing) or under s357AB (for the hearing of an objection) an independent commissioner(s); the applicant will be required to pay any increase in cost of having the commissioner(s).

Where a submitter(s) requests under s100A an independent commissioner(s) any increase in cost that is in addition to what the applicant would have paid shall be paid by the submitter. If there is more than one submitter who has made such request the costs shall be evenly shared.

Review of Consent Conditions

Following the granting of a consent, a subsequent review of consent conditions may be carried out at either the request of the consent holder, or as authorised under Section 128, as a requirement of Council. Costs incurred in undertaking reviews requested by the consent holder will be payable by the consent holder at the rates shown in the Scale of Charges above.

Reviews initiated by Council will not be charged to consent holders.

Compliance Monitoring

Performance Monitoring

The following charges will apply to the review of performance monitoring reports for all consent holders, except those in 'Fees for Specific Consent Holders' below. The charges shown are annual fixed fees per performance monitoring report or plan, and are inclusive of GST.

Resource Consent Monitoring and Annual Administration Charges	
One off compliance administration fee to be charged on all new applications. Covers the cost of compliance monitoring systems.	\$150
Ongoing compliance administration fee to be charged on consents with Performance Monitoring requirements.	\$50
Late performance monitoring fee to be charged as required.	\$150
Annual Consent Compliance Monitoring Charges	
Compliance monitoring charge for each other item due during the financial year (unless covered by one of the fees below) examples include management plans, provision of photos, bore logs, notifications, record of complaints, annual reports.	\$70
Annual charge for the receipt and processing of telemetered water take data/information (including verifications returns)	\$175
Each additional telemetered water measuring device	\$50
Annual charge for the receipt and processing of manual and data logger water take data/information (including verification returns), excludes those who hold a WEX for the installation of telemetry.	\$225
Each additional non telemetered water measuring device	\$100

Annual charge for the receipt and processing of all returns relating to small/simple discharge consents.	\$75
Annual charge for the receipt and processing of all returns relating to medium/moderately complex discharge consents.	\$300
Annual charge for the receipt and processing of all returns relating to large/complex discharge consents.	\$900
Inspection reports for small dams	\$145
Inspection reports for large dams	\$280
Structural integrity report	\$100
Low flow monitoring charges	
Kakanui at McCones	\$350
Unnamed Stream at Gemmels	\$1,550

Fees for Specific Consent Holders

Performance monitoring will be charged as 75% of actual costs where applying the fixed charges listed above do not represent a fair and reasonable charge. This includes major consent holders who hold a large number of individual consents and/or consents which contain complex monitoring requirements. It also includes consents where data or information is consistently submitted in a way which generates significant extra costs for Council.

Additional charges may be incurred for new consents granted during the year.

Audit of Consents

Audit of consents will be charged at the actual cost incurred, with the actual costs being calculated using the Scale of Charges.

Other Compliance Activities

The following activities will be charged at the actual cost incurred, using the Scale of Charges:

- Performance and Compliance monitoring of permitted activities under a National Environmental Standard
- Monitoring Compliance Certificates

Non-Compliance, Incidents and Complaints

Enforcement work on consent conditions and remedying negative effects – Scale of Charges.

Gravel Inspection and Management

Gravel extraction fee – \$0.66 per cubic metre (incl. GST). Where more than 10,000 cubic metres of gravel is extracted within a prior notified continuous two-month period, the actual inspection and management costs will be charged, as approved by the Director Corporate Services.

Resource Monitoring

Water or air monitoring work carried out for external parties – Scale of Charges.

Private Plan Changes

Work carried out on privately initiated plan changes – Scale of Charges.

Contaminated Sites Management

Clean up and remediation works – Scale of Charges.

Incident and Complaint, Non-Compliance with Permitted Activity Rules

Dealing with pollution incidents and enforcement work including investigating, monitoring, reporting, remediation and clean-up. The 'Scale of Charges' applies.

Biosecurity Act – Section 135 Charges

Pest Management Strategy Implementation

Work carried out resulting from inaction of landowners not complying with Council's Pest Management Strategy for Otago. The 'Scale of Charges' applies.

Review of Rabbit Control Programmes from non-compliant farms, and work associated with ensuring implementation of those programmes – Scale of Charges.

Local Government Act – Section 150 Charges

Transport Licensing Exempt Services

Apply to register or vary an existing registration - Scale of Charges; deposit payable of \$575.

Bylaw Application Processing

Processing bylaw applications with the 'Scale of Charges' applying and deposit payable of \$300.

Local Government Official Information and Meetings Act – Section 13 and Resource Management Act Section 36(1)

Information Requests

Information requests that require more than half an hour to respond to, and multiple copies of Council reports. The 'Scale of Charges' applies.

Local Government (Rating) Act 2002 – Section 88 Charges

Postponement

A postponement fee to cover administration and financial costs may be charged on postponed rates – scale of charges

Part 5 – Policies and Strategy

Financial Strategy

Purpose

This strategy sets out how the Otago Regional Council will manage its finances over the next 10 years. It outlines the financial direction Council wishes to take on matters such as levels of future rating, borrowings and investments and discusses factors that influence those areas. These matters have a significant influence on Council's ability to deliver on its strategic priorities including: aligning with national direction on fresh water reform; strengthening our leadership on strategic issues such as climate change, urban development and community wellbeing; and ensuring our operational response to maintaining and improving Otago's natural environment and public transport is appropriate. Delivering on these priorities must be done in consideration of what is affordable to the community and this Financial Strategy sets out a path for the prudent and sustainable funding of this Long-Term Plan.

Executive Summary

Council faces a significant financial challenge in this Long-term Plan. Central government requirements have increased as have community expectations. In the 2020-21 Annual Plan Council was required to respond to external reviews and increased its work programme by \$10M. Council was cognisant of the unplanned rates increase this would create and decided to fund \$3.9M of this increase from general reserves with a view to reviewing and accessing how this could be funded when the Long-term Plan was prepared.

Subsequent to that decision Council also decided to reserve fund a further \$1M to reduce rates increases further in light of Covid-19. Since the 2020-21 Annual Plan was adopted further legislative requirements has meant further unbudgeted expenditure has been necessary in the current year as additional staff and resources are added in regulatory, planning and environmental monitoring areas to meet Councils increased statutory obligations.

These increases and the funding shortfall in the current year means Council is facing a significant increase in rates before any new activity is even contemplated in the Long-Term Plan itself. On top of that many targeted rate reserves are already in deficit and increases as indicated in previous Long-Term Plans remain necessary to ensure those deficits are repaid.

Over the next 10 years the key financial challenges and how Council is proposing to address them in this financial strategy are:

- There is a significant increase in planned and unplanned expenditure occurring in the current 2020-21 year and that requires a corresponding increase in funding in year 1 of the Long-Term Plan. Where possible expenditure has been phased over the first 3 years, but a lot of the increase is required immediately meaning there will be a significant step up in expenditure in year 1.
- To reduce the rates increase, Port Otago dividends are forecast to increase from current levels and provide \$13M in year 1 rising to \$20M in year 10.
- There will also be an increased use of reserves over the life of this plan including using general reserves to permanently fund the 2020-21 general rates offset rather than adding that amount to the rate requirement.
- A new targeted rate is being introduced for biosecurity activity and an existing targeted rate applied to Lake Hayes remediation work. This will allow the initial increases or up-front expenditure in these activities to be deficit funded and funding increases smoothed over following years.
- Council has renamed and repurposed river management targeted rates to include other water body activity. This will now include funding specific lake and water body remediation initiatives within each river and water management within each district.

- The use of external borrowing is included in this 10-year plan. This will reduce the interest cost for reserves that are in deficit and will allow cashflow to be managed efficiently as internal borrowing is forecast to exceed the level of Council's financial assets.

Background

For the 10 year period of this plan, work programmes and initiatives have been developed that will contribute to achieving Council's overall vision, ensuring the sustainable use of its natural resources, water, air and land, and to protect them now and future generations.

The process we used to develop our work programme was to firstly consider and review our core business programme of work and provide for the continuation of those activities. This work is all about maintaining our existing services and continuing funding on programmes already underway and committed to. To prioritise new expenditure, we undertook a review to identify any gaps in our work programme for activities that we must undertake as they are required under legislation and then we considered those activities that would be desirable to do to meet our community's expectations.

These programmes and initiatives come at a cost. Affordability for ratepayers is a key aspect of this strategy and Council is mindful of the potential burden on ratepayers to fund the proposed work programme. Council's Revenue and Financing Policy details how each of its activities should be funded, whether through rating, fees and charges, or some other funding tool and in doing so, has given consideration to who will benefit from each activity and how much they will benefit.

Council holds a number of investments and most of the income derived from those investments is used to contribute to the cost of our work. All ratepayers benefit from this income, as the contribution is used to reduce the general rate requirement each year. Council's Treasury Management Policy covers borrowing and investment terms, including a Statement of Investment Policy and Objectives for our financial investments.

Council has a strong balance sheet. Its aim is to use its balance sheet strategically to preserve the financial stability it currently enjoys. Historically Council has preferred to use internal borrowing, that is, to lend from its general reserves to fund certain activities, as the cost of internal borrowing has been lower to the ratepayers than if Council were to borrow externally. Over the next 10 years Council will use external borrowing where the cost of doing so is more cost effective and efficient than utilising internal borrowing.

Principles

This financial strategy and the associated Revenue and Financing Policy are based on the following financial principles:

- **Prudence**
Council will not take undue financial risks and aims to ensure spending and funding requirements are affordable and sustainable.
- **Fairness**
Council will ensure spending reflects the needs of the community and that those who enjoy the benefit of that spending or are responsible for that spending occurring pay a fair share to fund that spending. That includes providing for intergenerational and community equity in both expenditure and funding decisions.
- **Value for money**
Council will ensure that all expenditure provides the best possible value for money in terms of impact and effectiveness. That includes considering the lifetime cost and most efficient form of funding for that expenditure.
- **Transparency**

Council aims to provide clear information to the community on its financial direction and decision-making framework Council is undertaking around that financial direction.

Key issues that have a significant financial impact

There are key issues associated with the Long-term Plan 2021-31 that have significant financial impacts. They include:

- The tension between land use intensification, both rural and urban, and national direction to maintain and improve our fresh water resource.
- The need for a collaborative and inclusive approach for achieving acceptable environmental, economic and social outcomes in particular for land and water issues.
- Planning for and responding to the risk associated with providing flood protection and drainage schemes.
- Ensuring our operational response to maintaining and improving Otago's natural environment is appropriate.
- Meeting the need for effective public passenger transport services in Dunedin and the Wakatipu Basin.

Council is addressing these issues in the following ways:

- The Councils regional planning framework formed a critical component of a 2019 central government review of Council's approach to fresh water management. The recommendations of that review have already been acted on and this LTP further consolidates the provision for this on-going programme of work. It includes: Regional Policy Statement, Regional Land and Water Plan review, and increased capacity for consenting and consent monitoring activity. To support the delivery of the regional planning work this LTP makes further substantive provision for science and monitoring resource. This is largely staff who design, collect, manage, analyse and report information requirements for the planning process. A planning conversation that is based on relevant and quality science is more likely to result in a better result for the community.
- In conjunction with regional planning the Council is signalling support in this LTP for achieving desired results through working with community at a catchment level. While new funding provision is modest over years one to three, there is an expectation that over the medium-long term activity at the catchment level will increase.
- Our Infrastructure Strategy is an important component of deciding how Otago communities adapt to change and it signals a commitment to explore and communicate options relating to flood and drainage activity. While the achievement of fresh water outcomes is the top priority for Council, this LTP also includes immediate and substantive increase in the provision of core Biosecurity services.
- The LTP currently does not include provision for any substantive Air implementation programme. There is an expectation that over the medium-longer term that this will need to be addressed. Given the scale of the issue substantive funding may be required.
- Council has the expectation that national direction on climate change will continue to strengthen and that transport will be a significant part of achieving desired outcomes. As such this LTP, despite the COVID impact on Queenstown patronage, is investing to grow patronage and provide quality public passenger transport services over the long term. Sufficient provision is made in years one to three to complete business case work that will inform decisions in the medium-long term on substantive service development in Queenstown. It is anticipated that during years 1-3 consideration and decisions on expenditure and funding will be required to achieve both service improvements and affordability for users and the community.

Other assumptions that have a financial impact

Population growth

Statistics New Zealand subnational population estimates (as at 30 June 2020) suggested that Otago's population in 2020 was 245,300. Between 2019 and 2020, Otago's population grew by 5,600 people or 2.4%, which was the third highest growth rate amongst New Zealand's regions and higher than New Zealand average of 2.1%.

In terms of population by age group, Otago's under-15 age group was estimated to be 15.8% of the total population, which was lower than the New Zealand average of 19% while Otago's over-65 age group was estimated to be 16.5% of total population, which was higher than the New Zealand average of 15.6%;

The annual peak numbers of visitors to the region in recent times has been estimated to be around 141,000, which is more than half of the resident population.

In the next 10 years (2020-2030), the region's population is projected to increase by 10% (24,590 people) to reach 264,855 residential population under the most likely growth scenarios provided by the district councils. Otago's districts are projected to continue to have different population growth rates. Queenstown-Lakes and Central Otago are projected to have the highest growth rates of 27% and 18% respectively; Clutha district is to have the lowest growth rate of 3%; while Waitaki and Dunedin's population are to grow by 7% and 5% respectively.

Currently there are approximately 120,000 ratepayers in Otago. The forecasted growth outlined above will translate into an increase in the ratepayer base. Over the ten period the population growth could translate to growth of the ratepayer base of 10,000 to 12,000 (ie approx. 10%). This level of growth will impact on the level of activity undertaken by Council over the 10-year period, including in the areas of public passenger transport and urban development, and management of natural resources such as fresh water and land. This LTP makes provision for a programme of work that builds into the requirements of growth alongside other non-growth related issues.

Natural Hazards

Otago is exposed to a large range of natural hazards including floods, landslides, debris flows, droughts, earthquakes and tsunamis. These pose a risk to the well being of Otago through impacts on public safety, housing, infrastructure and the economy. Most of the region's population lives within five kilometres of this coastline and several communities along the coast have a level of exposure to hazards from elevated sea level and coastal erosion.

Otago will experience adverse events. For the purpose of this LTP, it is assumed that:

- There will be one flood event impacting on ORC's flood and drainage infrastructure every year;
- There will not be any droughts/low flows event – should one happen, it will likely lead to a reprioritisation of work and resources.

Otago's climate is changing, and these changes will continue for the foreseeable future. Climate change projections for the Otago region include warmer temperatures, with more hot days and fewer frosts. Winter and spring are expected to be wetter, but with significant decreases in seasonal snow likely. More severe extreme rainfall events are anticipated, as is the severity and frequency of windy days. Even with intervention, sea level rise is expected for the next 100 years and more. Hazards associated with these changes in climate are likely to include increased flooding and landslides, drought, coastal inundation and erosion, and increased instances of wildfire.

Land use change

How land use may change in Otago is unknown. With population growth, there will be a need for more urban development, farming may change because of climate change effects, and there may a switch from intensive

farming to more cropping. Whatever those changes may be, there will be likely impacts on the demand for water, and the need for greater efficiency in water use and changes in land use practice to achieve water quality objectives. Future decisions by the community about protecting property and maintaining land productivity from flooding and inundation will also be an important factor

Covid-19

Council has been fortunate that Covid-19 has not had a material impact on its commercial revenue streams. Port Otago has been impacted but maintains diversified revenue streams and forecast dividends over the life of this plan are not expected to be impacted. Likewise, investment returns via the managed fund were impacted in the short term but have subsequently recovered and are not expected to be materially impacted in the financial forecasts.

Bus fare revenue was impacted in the short term however lost fare revenue was underwritten by NZTA. Decreased fare revenue is expected to continue in Queenstown in the early part of this 10-year plan. Council will maintain its existing levels of service and will continue to provide contracted public transport services. Any shortfall in fare revenue will be funded by increased NZTA grants and transport reserves.

Expenditure

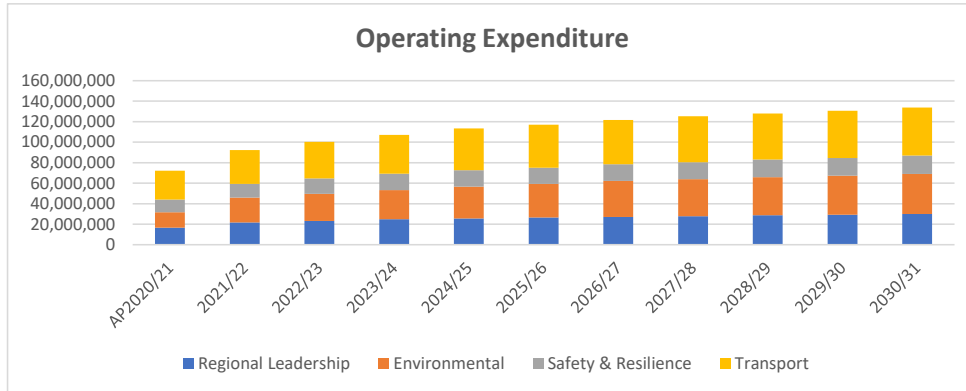
Operating expenditure

Council's strategy is that operating expenditure is to be funded from operating revenue, being rates, fees and charges, grants, investment and other income. Council's strategy is also that it will not use reserves to fund day to day, business as usual type operating costs, as this is not considered a prudent use of reserves. There are, however, special cases where Council's revenue policy does allow for operating expenditure to be funded from general reserves, for example, research and development costs, or specific one-off activities or projects and activities have benefits that continue over the following years.

In the 2020-21 Annual Plan Council decided to use general reserves to offset a significant increase in general rates with a view to recovering that amount over the early years in this 10-year plan. With significant additional expenditure now required in the next 10 years, Council has decided to fund the 2020-21 shortfall as a one-off from general reserves. Going forward over the next 10 years Council is not proposing to offset general rates in this way as the uncertainty that further expenditure increases may compound future year rates increases is too great.

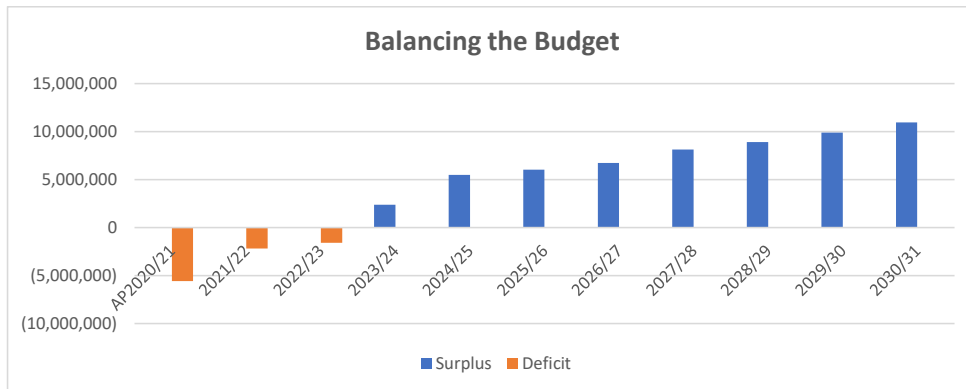
Council has a number of activities which are funded by targeted rates, such as public passenger transport, flood and drainage schemes, and river and water management. Reserves are maintained for activities funded by targeted rates. There are times when these reserves may be used to fund scheme operating costs, to allow certainty around the level of rates that are required from year to year. Expenditure in these activities can be volatile in nature, with some years spend being very high, and other years very low. Targeted rate reserves are used to help smooth the impacts of these variations in expenditure. Targeted rate reserve deficits may be internally or externally debt funded.

The graph below shows estimated operating expenditure over the 10-year period of the Long-term Plan, by significant activity.



Operating surplus and balancing the budget

Council is required to ensure that for each year, estimated revenue is sufficient to cover its estimated operating costs. Council is however allowed to set its revenue at a different level if it resolves that it is financially prudent to do so. It is estimated that in the first three years of this plan, the estimated revenue will not cover estimated operating costs.



The primary reason for the shortfall in revenue is that Council plans to use reserves to fund one-off operating expenditure. This has been planned for several activities of Council as follows:

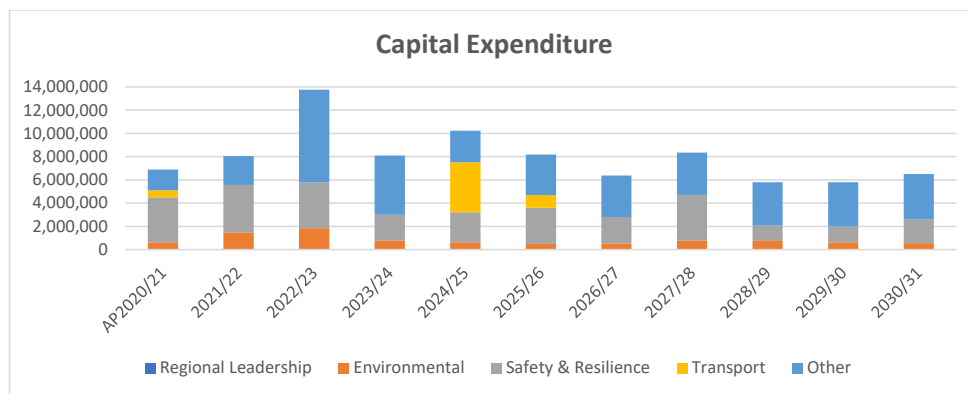
- Eco Fund;
- Climate Change Adaptation; and
- FMU water modelling.

The 2020-21 Annual Plan deficit includes the use of a general rates offset. This amount is not being recovered via rates in the Long-term Plan and will be permanently funded from general reserves.

Capital expenditure

Most infrastructural assets, such as floodbanks, pumping stations and drains, belong to flood and drainage schemes. Ratepayers within these schemes fund the depreciation on these assets through targeted rates. Each scheme has its own reserves made up of funded depreciation, unspent targeted rates and interest earned on reserve balances. These reserves are used to fund capital expenditure. If there are insufficient reserves available to fund the capital expenditure, then either internal or external borrowing will be used.

The graph below shows estimated capital expenditure over the 10-year period of the Long-term Plan, by significant activity.



Scheme Infrastructure Asset Investment

Significant expenditure is required during the life of this plan on flood and drainage scheme infrastructure. Generally, capital works in established schemes are funded by the depreciation reserve built up for each of the schemes, and maintenance work is funded by targeted scheme rates. However, depreciation reserves are not always sufficient to cover capital investment so increases in targeted rating have been planned where appropriate, along with the utilisation of internal and external borrowings.

The planned capital expenditure for each scheme over the 10-years is as follows:

	Increase in Levels of Service \$000s	Renew / Replace \$000s	Total 10-Years to 2031 \$000s
Alexandra Flood	0	41	41
Leith Flood Protection	0	1,823	1,823
West Taieri Drainage	3,405	4,581	7,986
East Taieri Drainage	1,729	2,327	4,056
Lower Taieri Flood Protection	0	7,915	7,915
Lower Clutha Flood and Drainage	307	2,251	2,558
Tokomairiro	0	233	233
Total	5,441	19,170	24,611

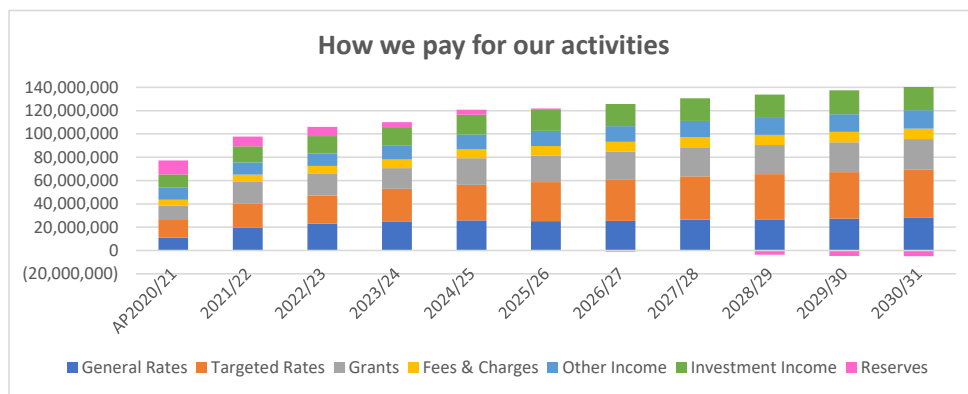
Each scheme has its designed level of service (or protection). Climate change risk assessment work for the Taieri Plain, Clutha Delta and South Dunedin continues within this LTP. This work will influence future decisions on infrastructure and associated levels of service for existing flood and drainage schemes and non-scheme areas.

The expansion of Mosgiel and Wingatui within the boundaries of the Taieri Scheme will result in a need to address and manage the stormwater/land drainage interface.

Other scheme works involves implementing an on-going and planned renewal and asset replacement to maintain the current levels of services. This work is outlined in the ORC Infrastructure Strategy.

Revenue

Council pays for its services through a variety of revenue sources. The graph below shows the mix of sources for each year of this 10-year plan.



General Rates

General rates are charged where there is a wider community benefit or where a defined benefit area or group cannot be determined, or it is uneconomic to separately rate or charge that area or group.

Each year general rates are subsidised by dividends received from Port Otago Limited, and by income earned on council’s managed fund, cash balances and investment properties. Generally, investment income subsidies reduce the general rate requirement by around half of the gross rate requirement.

The amount of general rates we collect is low, currently contributing around 14% towards Council’s total expenditure although this will increase over this 10-year plan to around 20% of total expenditure. This low general rate means that any general rate increases, whilst small in monetary terms, are generally high in percentage terms. A 1% increase in general rates equates to approximately \$128,500 (including GST). This, spread across 120,000 ratepayers, averages out to an increase of around \$1.07 per annum, per ratepayer.

The average amount of general rates payable across the region is also low at \$107. The proposed increase in general rates will increase this by \$81 to \$188 on average.

Over the past few years, general rate increases have been higher than we have historically experienced. Council has recognised that with additional demands from central government and a growing work programme to meet

community expectations, we need to increase our general rates to a sustainable level. This will continue being done over the first three years of this Long-term Plan.

To help us do this, our subsidiary company, Port Otago Limited, is increasing the forecast level of dividends significantly. Despite this general rates will also need to increase significantly over the first three years of this Long-Term Plan to cover our estimated expenditure.

These increases will bring our general rates to around \$24 million at the end of year three. Any increases after 2024/25 in our general rates will be modest, generally taking account of inflation. The movement in general rates from year to year ranges from an average rate increase of 33.8% in the first three years of the plan, to an average increase of 1.8% for the remaining seven years of the plan.

This plan provides for inflation each year of between 2.4% and 2.7% over the 10-year period on its expenses.

Of the total general rate to be collected each year, 25% is to be charged as a uniform annual general charge (UAGC).

If a specific project shows major fluctuations in the level of rate from year to year, council may smooth the impacts of those charges over a longer period of time, ensuring that the full contribution is achieved. It is not proposed to do this in the 10-years of this plan.

Targeted Rates

Targeted rates are used where there is a defined area of benefit, or a defined group benefiting from an activity.

Council has around 23 targeted rates established for emergency management, air quality, wilding tree control, rural water quality, dairy inspections, river management works, flood and drainage schemes and public transport services provided in Dunedin and the Wakatipu Basin.

Each targeted rate has its own reserve. So, any unspent rating is allocated to the appropriate reserve and used to fund expenditure applicable to that targeted rate in future years.

For river and waterway management, Council aims to have reserves in funds equating to approximately one year's worth of operating costs. This provides some financial security, should a flood event occur, so that additional work can be undertaken as necessary without the need for a significant rate increase in any one year.

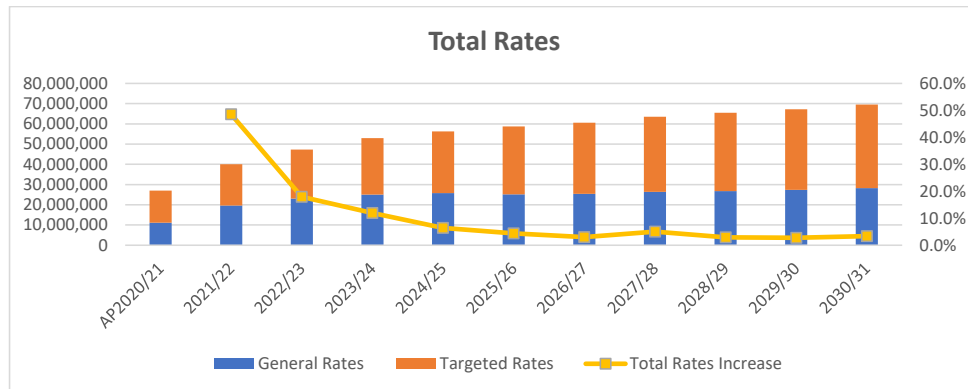
In this Long-term Plan Council is renaming and repurposing the river management rate and reserve to utilise that as the funding mechanism for river and waterway management generally. This will now include funding certain lake and other water body remediation initiatives within each river and waterway management district.

Where significant capital expenditure is required on our flood and drainage schemes, Council will not support the repayment of scheme works over a period longer than 20 years. The interest expense associated with longer repayment terms is not considered justifiable in terms of future rate payments. The 20-year term however, appropriately recognises the spread in benefits to future generations.

The movement in targeted rates from year to year ranges from an average rate increase of 21.1% in the first three years of the plan, to an average increase of 5.8% for the remaining seven years of the plan. These increases are required to ensure current deficits and operating expenditure is funded over the 10 years of this plan.

Total Rates

Total rates to be charged over the 10-year period are as follows:



Rate Limits

Total rates increases will be limited to 49% in year 1, 18% in year 2, 12% in year 3 and 6% for years 4 to 10.

Borrowing

External Borrowing

Council currently has no external borrowing however this is proposed to change from year one of this Long-term Plan.

Council may borrow for the following primary purposes:

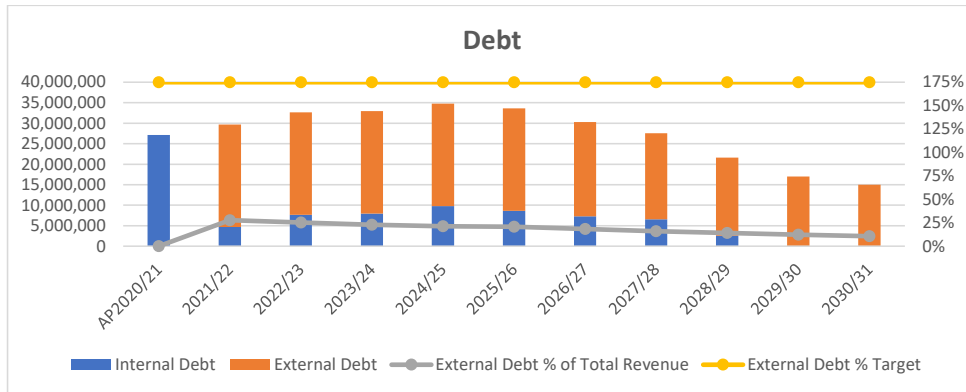
- To fund special one-off type projects.
- To fund expenditure for items of an intergenerational nature.
- Short term borrowing to manage timing differences between cash inflows and outflows.
- To replace an unexpected loss in dividend or investment income.

Borrowing limits are set as follows:

- Interest expense cannot exceed 20% of the total rates per annum.
- Interest expense shall not exceed 25% of total revenue.
- Debt shall not exceed 175% of total revenue.

(Note the above limits will be amended as Council considers joining the Local Government Funding Agency).

Total graph below shows proposed external debt over the 10-year period of the Long-term Plan:



It is Council policy to offer security for any borrowing by way of a charge over its rates. In the normal course of business, Council policy is not to offer security over any of the other assets of the Council. However, in special circumstances and if it is considered appropriate, Council may resolve to offer such security on a case by case basis.

Internal Borrowing

When considered appropriate, Council uses accumulated reserves as a borrowing mechanism primarily for the flood and drainage and transport schemes, thereby reducing the level of external borrowings required. The following operational guidelines apply to the use of reserves for funding rather than external borrowings:

- Interest is charged on the month end loan balances.
- The interest rate charged is equivalent what Council would earn if it had been invested.
- Reserves available for internal borrowing are limited to 50% of total reserves.

The interest earned from internal borrowing is used in the same way as interest earned on investments, that is, to fund interest on reserve balances in funds and to subsidise general rates.

Investments

Council’s primary objective when investing is to earn a return whilst protecting its initial investment. Accordingly, the risk profile of all investment portfolios must be conservative. Within approved credit limits, Council seeks to maximise investment returns, and manage potential capital losses due to interest rate movements, currency movements and price movements. Council’s investments are discussed below.

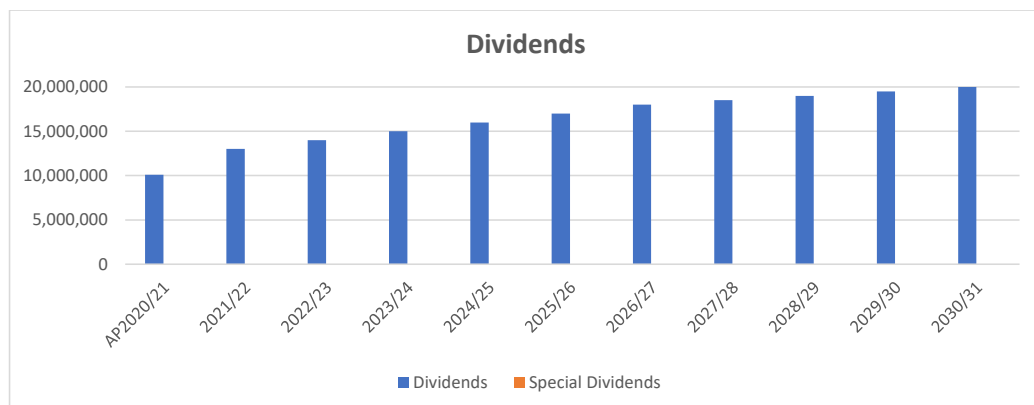
Port Otago Limited

Council holds 100% ownership of Port Otago Limited. Each year, dividends are received from Port Otago Limited that significantly reduce the general rate requirement. Council is of the view that this is a strategic asset held on behalf of the Otago community and through subsidising general rates, every ratepayer enjoys the benefit of that ownership. Port Otago’s dividend policy aims to provide a dividend of between 50-70% of normalised operating profit after tax. This allows Council to receive an acceptable and sustainable return while still allowing the Port to retain capital for reinvestment in the long-term future of the business.

Dividends are forecast to increase significantly in the next 10 years. This increases Council’s funding reliance on the Port which comes with additional risk should the Port be unable to maintain this level of dividend. Over the 10-years of this plan Council aims to mitigate this risk by holding sufficient financial reserves to cover an unexpected dividend shortfall. While this may reduce the rates impact of reduced dividends in the short term, it will impact other investment income and significant rates increases are likely to be required if dividend levels reduce.

From time to time, special dividends may be received from Port Otago Limited for specific purposes. Before requesting special dividends, Council will discuss with Port Otago its ability to pay such dividends, taking account of factors such as the company’s own programme of capital expenditure. No special dividends are proposed in the 10 years of this Long-term Plan.

Over the next 10-years, dividends are estimated to be as follows:



Investment Property

Council doesn’t generally invest in property but does own investment property within Dunedin City that was vested to it when Council was established. Some of this is land leased by the University of Otago and the Otago Polytechnic. Council also owns property on the Dunedin harbour basin, being the Custom House building and the Monarch building.

The return by way of rentals on all these properties is at commercial rates and is used to subsidise general rate funding each year.

Managed Funds

Council holds a long-term managed investment fund incorporating classes of cash, fixed interest bonds and equities (New Zealand and international). Council’s primary investment objectives when investing in the managed fund are:

- To protect and maintain the purchasing power of the current investment assets and all future additions to the investment assets.
- To maximise investment returns within reasonable and prudent levels of risk.
- To maintain an appropriate asset allocation in order to make distributions as required while preserving the real value of the Council’s capital from the effects of inflation.

Investment in the managed fund is based on an investment horizon of greater than seven years. Council is risk adverse in its investments and has a low willingness to accept risk but seeks to achieve return equivalent to inflation plus 2.3% to 3.1% (net of fees).

Based on Council's required return and risk appetite the managed fund incorporates an asset allocation that allows for 40% to 60% of the portfolio to be invested in growth assets. Accordingly, the aim is to achieve a 50% income assets, 50% growth assets split.

Our assumption in this plan is that the managed fund will achieve an overall return of 4.5% per annum. This income is used to pay interest on reserve balances that are in funds and the remaining balance is used to subsidise general rates.

Reserves

Restricted and Council Created Reserves

Restricted reserves are a component of public equity generally representing a particular use to which various parts of equity have been assigned. Reserves may be legally restricted or created by the Council.

Restricted reserves are those subject to specific conditions accepted as binding by the Council and which may not be revised by the Council without reference to the Courts or a third party. Transfers from these reserves may be made only for certain specified purposes or when certain specified conditions are met.

Also included in restricted reserves are reserves restricted by Council decision. These Council created reserves may be altered by Council without references to any third party or the Courts. Transfers to and from these reserves are at the discretion of the Council.

The majority of Council's reserves relate to the revaluation of assets and therefore do not represent cash reserves available for Council's use.

- **Available-for-Sale Revaluation Reserve**
The available-for-sale revaluation reserve arises on the revaluation of the shares in Council's subsidiary company, Port Otago Limited. This is an unrealised non-cash reserve.
- **Asset Revaluation Reserve**
This reserve arises on the revaluation of investment property. This is an unrealised non-cash reserve.
- **Kuriwao Endowment Reserve – Restricted**
This reserve represents the accumulation of sale proceeds and net income from Kuriwao Endowment land less any distribution of that income. The reserve is available to fund works for the benefit of the Lower Clutha District.
- **Asset Replacement Reserve**
This reserve represents funds held for the replacement of Council operational assets (excludes targeted rate scheme assets). It is funded by rating for depreciation on those operational assets.
- **Emergency Response Reserve**
This is a contingency reserve to enable Council to respond appropriately to emergency situations. It was initially established to provide funds for assets that Council is self-insuring its terms of use have been expanded to cover any emergency event.

The reserve was created from transfers from general reserves and accumulated interest income. If the reserve is used for any non-general rate activity it is expected that scheme will repay this reserve. If it is used for general rate funded activity, then it may be replenished through general rates or a transfer from general reserves.

- **Water Management Reserve**

The purpose of this reserve is to provide funding for water management initiatives in Otago.

This reserve was established to provide funding for water management investigations including irrigation scheme feasibility. It has also been used to fund water allocation work. In year 1 of this plan it will be used to fund FMU water modelling work. This is expected to fully exhaust this reserve at which stage any remaining funds will be incorporated back into the general reserve and this this reserve will be closed.

- **Building Reserve**

The purpose of this reserve is to set aside funding for the development of a new head office for the Council.

Council has indicated it is unlikely to pursue investment in a new Council owned head office. Despite that the challenge of housing increasing levels of Council's staff both in Head Office and throughout the region remains. This financial strategy assumes Council will spend approximately half of the building reserve in years 2 and 3 to facilitate a move to new leased premises and or to redevelop and expand existing sites.

Setting aside this amount, the remainder of the reserve is being transferred back to general reserves where it will be used to fund the 2020-21 general rates offset and assist with funding other general rate activity.

- **Environmental Enhancement Reserve**

The purpose of this reserve is to provide funding for the maintenance or enhancement of areas of the natural environment within the Otago region.

- **General Reserve**

The balance of Council public equity after accounting for restricted reserves is the general reserve. This reserve can be used for the planned funding one-off activities. It also provides contingency funding for emergency events and a source of funding for essential unbudgeted expenditure.

The general reserve will be replenished in year 1 of the LTP as internal borrowing is repaid and replaced by external borrowing. Further funds will be added to the general reserve following relocation to a new head office when any other surplus operational property will be sold.

Targeted Rate Reserves

Reserves are maintained for each targeted rate. This allows any unspent rating expenditure to be allocated to the appropriate reserve and used to fund expenditure applicable to that targeted rate in future years. Expenditure in these activities can be volatile in nature, with some years spend being very high, and other years very low. Targeted rate reserves are used to help smooth the impacts of these variations in expenditure.

Targeted rate reserves may go into deficit to allow significant expenditure to occur immediately and rate funding to repay that expenditure over time. Where significant capital expenditure is required on flood and drainage schemes, Council will not support the repayment of scheme works over a period longer than 20 years.

Repay, of operation

- **River and Waterway Management Reserves**

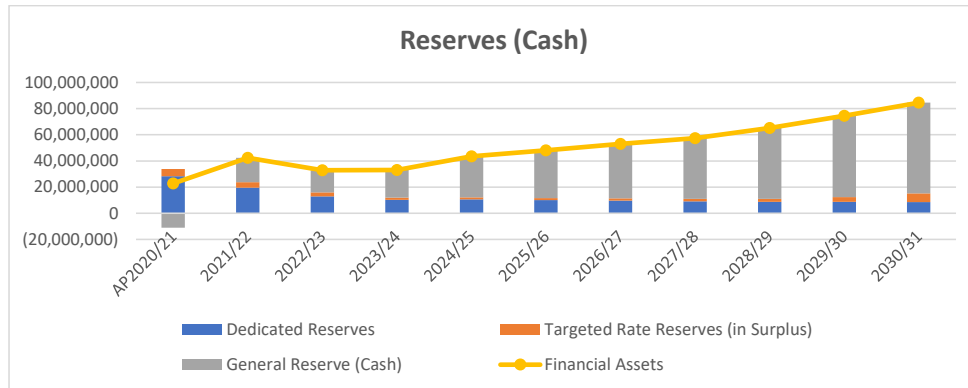
Targeted rating has been used to fund river management works across the city and districts within Otago. In this Long-term Plan this reserve will be extended and also used for other waterway management

activities. That will include restoration and remediation initiatives of an operational nature including clearing, planting, smaller scale one-off works and larger on-going infrastructure solutions.

Council aims to maintain these reserves in surplus equating to approximately one year's worth of operating costs. This provides some financial security, should a flood event occur, so that additional work can be undertaken as necessary without the need for a significant rate increase in any one year.

- **Flood and Drainage Scheme Reserves**
Targeted rating is used to fund the costs associated with maintaining the level of flood protection and drainage provided by these schemes. This includes funding both operating and capital expenditure.
- **Transport Reserves**
Targeted rating is used in Dunedin and Queenstown to fund the Council's costs associated with the provision of public transport services including buses, ferries and the associated infrastructure.
- **Clean Heat Clear Air Reserve**
The purpose of this reserve is to fund costs associated with the provision of funding associated with the improvement of insulation and heating in homes located within the targeted rating district.
- **Rural Water Quality Reserve**
The purpose of this reserve is to fund costs associated with rural liaison and integrated catchment functions within the water quality implementation activity.
- **Dairy Monitoring Reserve**
This reserve is primarily used to smooth rates increases and reallocate any under or over spent funding to future years.
- **Wilding Pines Reserve**
This reserve is primarily used to smooth rates increases and reallocate any under or over spent funding to future years.
- **Emergency Management Reserve**
This reserve is primarily used to smooth rates increases and reallocate any under or over spent funding to future years.
- **Lake Hayes Remediation Reserve**
The purpose of this reserve is to fund the upfront costs associated with the restoration of Lake Hayes and smooth rates increases over subsequent years. This reserve is initially being funded from River and Waterway Management Targeted Rates until Council has further considered alternative funding methods for this type of activity.

The graph below shows Council's reserves of the 10-years of the Long-term Plan. The General Reserve has been balanced to reflect the underlying reserve amount available in cash on hand and in the managed fund.



Insurance

Council holds comprehensive insurance through a range of policies to manage the financial risk of loss due to unforeseen events. Operational assets such as buildings, vehicles and plant are fully insured.

Infrastructure assets are not fully insured due to the nature of the assets and the low probability that all assets would be affected by a single event. These assets are either fully or partially self-insured. Included in self-insured assets are flood protection and drainage infrastructural assets including floodbanks, protection works and drains and culverts. Assets of this nature are constructions or excavations of natural materials on the land and have substantially the same characteristics of land.

Council does not maintain separate self-insurance funds and considers that the level of reserve funds held is sufficient for the purpose of self-insuring assets that are not covered by insurance contracts. Operational budgets also provide for repairs of a smaller scale and amount.

Infrastructure Strategy

Introduction

Otago is administered by the Otago Regional Council. Situated in the southern half of the South Island, and with an area of approximately 32,000 square kilometres, it is the second largest local government region in the country.

Council provides flood protection and land drainage to approximately 43,000ha of rural and urban land in Otago. This is achieved through managing infrastructural assets that include 218km of floodbanks, 12 pumping stations, 55 bridges, culverts, and various other assets, across the region's rivers and a total of seven flood protection and/or drainage schemes.

Different types of assets are situated within our rivers to maintain river and stream channel capacity, and bank stability in targeted areas, as well as satisfying environmental needs. These assets may include rock buttresses, groynes and floodbanks, outside of those within Council's flood protection and drainage schemes.

Council's flood protection schemes are designed to protect people, property and stock during a flood event. These schemes typically consist of floodbanks, flood pumps, ponding areas, gravity gates and floodways. Council's drainage schemes are designed to drain land so that it remains viable for farming activities. Drainage schemes are located on the low-lying plains in parts of Otago and typically consist of pump stations and a network of open drains.

The context within which Council's infrastructure must operate is ever-changing as influenced by several factors:

- Demographics – The Otago region has been experiencing very high growth and this is projected to remain strong into the future.
- Economy – Different economic structures across the Otago region with the economies of the Clutha and Waitaki districts focussed heavily on the primary sector and bigger manufacturing sector than other districts; Dunedin and Queenstown Lake economies heavily reliant on the tertiary sector (food and accommodation, retail, health and social services); and Central Otago reliant on both the primary and tertiary sectors.
- Physical environment – Management of infrastructure within an ever-changing physical environment brought about by the dynamic geomorphology of the Otago region e.g. over 2,000 alluvial fans across the region.
- Climate – Variable impact of climate change likely across the region, with sea level rise and shoreline retreat near our coasts, and more frequent and high intensity rainfall events across the region.

The community are dependent on the effective performance of Council's infrastructure for their safety and economic wellbeing. This infrastructure has a key role to play in the protection of non-Council assets and businesses, including KiwiRail, Waka Kotahi, Dunedin's Central Business District, University of Otago, Dunedin International Airport, Finegand Freezing Works, and the townships of Balclutha, Alexandra and Mosgiel. ORC acknowledges that collaborative working arrangements will be required with other asset owners to ensure synergies in infrastructural function is achieved.

Strategic planning positions council to make informed decisions about the management of assets. This enables council to optimise asset performance to meet the level of service to the customer, with consideration and a balance of expenditure and risk in the long term. This document describes that planning process and the resulting approaches that Council intends to pursue in managing its assets. This planning has a 30-year horizon which enables consideration of the entire lifecycle of assets as well as accounting for external factors and changes over time.

Purpose

The purpose of this Infrastructure Strategy (Strategy) is to provide to Council and the Otago community with information about what significant issues the flood protection and drainage infrastructure face over the next 30 years and beyond, and to identify the principal options for managing those challenges, including the implications

of those options, before presenting the most likely scenarios for each issue and when any significant decisions will need to be made.

When setting out how the Otago Regional Council (Council) intends to manage the flood protection, land drainage, and river asset infrastructure in accordance with the requirements of the Local Government Act⁷, Council needs to consider how:

- To manage the renewal or replacement of existing assets over their lifetime;
- To respond to growth or decline in demand;
- Increases or decreases in levels of service will be planned for;
- Public health and environmental outcomes will be maintained; and
- Natural hazard risks and resilience will be addressed.

Each of these are discussed and addressed within the Strategy.

The high-level direction presented in this Strategy has formed the basis of infrastructure planning decisions included in the Long Term Plan 2021-2031. In doing so it links with the Council's Financial Strategy to provide an integrated approach to providing value for money for Otago communities.

The Strategy is a statement of current assumptions and thinking on what infrastructure is required to address the major issues facing the flood protection, land drainage and river management activities over the next 30 years. It presents a clear picture of where we are now, where we are going and how we intend to get there.

⁷ Local Government Act 2002 Amendment Act 2014

Statutory Requirements

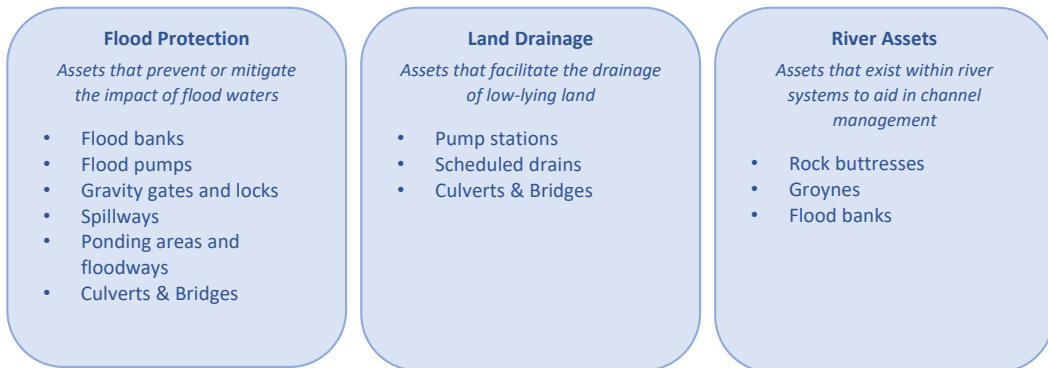
In August 2014, the Local Government Act introduced a new requirement for infrastructure strategies and asset management planning. *Table 1* below sets out the relevant requirements of this Act and outlines the corresponding section of this Strategy where it is addressed.

Table 1. LGA 2002 Amendment Act 2014 requirements for Infrastructure Strategy.

LGA 2002 Section 101B		Strategy Section
1	A local authority must, as part of its long-term plan, prepare and adopt an infrastructure strategy for a period of at least 30 consecutive financial years.	1.3
2(a)	The purpose of the infrastructure strategy is to identify significant infrastructure issues for the local authority over the period covered by the strategy.	5
2(b)	The purpose of the infrastructure strategy is to identify the principal options for managing those issues and the implications of those options	5
3	The infrastructure strategy must outline how the local authority intends to manage its infrastructure assets, considering the need to: <ul style="list-style-type: none"> a. renew or replace existing assets; b. respond to growth/decline in the demand for services reliant on those assets; c. allow for planned increases or decreases in levels of service provided through those assets; d. maintain or improve public health and environmental outcomes or mitigate adverse effects on them; e. provide for the resilience of infrastructure assets by identifying and managing risks relating to natural hazards and by making appropriate financial provision for those risks. 	5
4	The infrastructure strategy must outline the most likely scenario for the management of the local authority's infrastructure assets over the period of the strategy and, in that context, must:	5
4(a)	show indicative estimates of the projected capital and operating expenditure associated with the management of those assets: <ul style="list-style-type: none"> i. in each of the first 10 years covered by the strategy; and ii. in each subsequent period of 5 years covered by the strategy 	6.3
4(b)	identify: <ul style="list-style-type: none"> i. the significant decisions about capital expenditure the local authority expects it will be required to make; ii. when the local authority expects those decisions will be required; iii. for each decision, the principal options the local authority expects to have to consider; and iv. the approximate scale or extent of the costs associated with each decision 	5
4(c)	Include the following assumptions on which the scenario is based: <ul style="list-style-type: none"> i. the assumptions of the local authority about the life cycle of significant infrastructure assets; ii. the assumptions of the local authority about growth or decline in the demand for relevant services; iii. the assumptions of the local authority about increases or decreases in relevant levels of service 	6.2
4(d)	if assumptions referred to in paragraph (c) involve a high level of uncertainty: <ul style="list-style-type: none"> i. identify the nature of that uncertainty; and ii. include an outline of the potential effects of that uncertainty 	6.2

Strategy Scope

Providing and maintaining infrastructure requires good asset management practices and strategic thinking. This Strategy has been prepared for the flood protection, land drainage, and river asset infrastructure of ORC as required under the LGA 2002 Amendment 101B. It covers the following infrastructural assets:



This Strategy outlines the key issues, implications and most likely scenarios for how Council intends to manage its flood protection, land drainage and river asset infrastructure over the next 30 years.

The Infrastructure Strategy fits within a decision-making and operational framework that ultimately provides direction for the Long Term Plan (LTP). This is depicted in Figure 1.

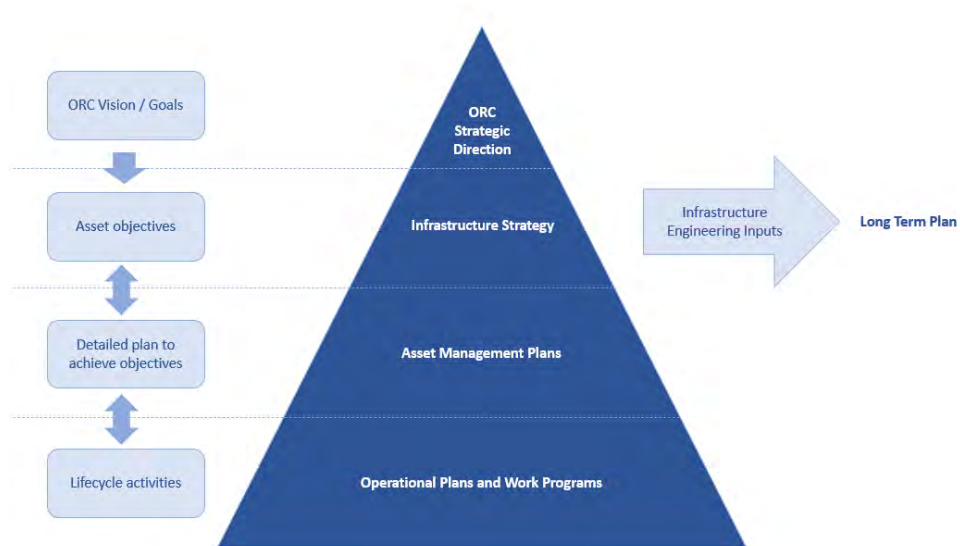


Figure 1 Linkages between the Infrastructure Strategy and other key Council documents.

This Strategy has a 30-year planning horizon and will be reviewed every three (3) years. The planning horizon extends well beyond the more detailed planning included in the Long-Term Plan as a longer time horizon is required to consider the whole life cycle of the infrastructural assets. This helps the Council and the community to see the longer-term approaches planned and what can be expected for Otago up to 2050, and beyond.

The Strategy is structured into the following six sections:

<p>Introduction</p>	<p>This section discusses the purpose of the Infrastructure Strategy, the minimum legislative requirements to meet, how the Infrastructure Strategy links with other key Council documents, and what progress has been made since 2015.</p>
<p>Setting the Context</p>	<p>This section provides the context across the 6 areas: geographic, demographic, economic, strategic, and environmental and climate. Council's purpose, vision, and strategic objectives are presented, along with the various levels of service.</p>
<p>Infrastructure Overview</p>	<p>This section provides a summary of the flood protection and drainage activity and infrastructure asset portfolio including asset condition, performance, and criticality. A summary of data confidence in the asset information is provided.</p>
<p>Infrastructure management Approach</p>	<p>This section outlines Council's approach to managing infrastructure in line with its strategic directions. This sets the scene for how Council applies these principles in response to the significant issues that follow.</p>
<p>Significant Issues & Directions</p>	<p>Key significant issues are highlighted and discussed alongside various options considered to address the issues, the implications of each of those options, the most likely scenarios, and when any key decisions will need to be made.</p>
<p>Infrastructure Investment Programme</p>	<p>Infrastructure priorities and principles are outlined. Key projects are presented including which significant issues will be addressed. The funding and expenditure required for the projects and programmes are presented.</p>

Progress and milestones between 2015 and 2021

The year 2021 marks the Council's third Infrastructure Strategy since the inaugural strategies were developed in 2015. Throughout this time various reviews and reports, outlined below, have disseminated best practice in infrastructure management in the Local Government Sector. As well as these reports, best practice has been pulled from other Local Authorities who have set great examples in developing their infrastructure strategies.

The main updates from Council's previous strategies include:

- Incorporating appropriate recommendations and learnings from Audit NZ's report "Asset management and long-term planning: Learnings from audit findings 2015 to 2017";
- Incorporating appropriate recommendations and learnings from the Office of the Auditor General's report, "Matters arising from the 2015-25 local authority long term plans"
- Major structural changes and development to the overall strategy document;
- Addition of asset information and current state of the flood and drainage infrastructure;
- Updates to asset and demographic data to reflect the most recent information available; and
- Addition of significant infrastructure issues, principal options, and their implications.

ORC understands that providing and maintaining the Council's infrastructure requires good asset management practices and strategic thinking. In response to this ORC have also:

- Updated the Flood Protection and Drainage Asset Management Plans (previously completed in 2014).
- Carried out an asset management maturity assessment of flood protection and drainage assets.



Figure 2 River channel asset, Albert Town (Clutha River/ Mata-Au) Rock Buttress flood repair works completed in February 2021.

Setting the Context

Geographic Context

The Otago region is located in the southern half of the South Island (Figure 3) and is the second largest region in New Zealand by land area; covering approximately 32,000 km². The region incorporates the full extent of the coastline stretching approximately 470 km from the Waitaki River in the north to Wallace Beach in the south; the coastal marine area extends 22.2 km (12 nautical miles) out to sea. To the west the region is largely bounded by the high alpine mountains and catchment watersheds of the Clutha/Mata-Au River and its tributaries, and also the Taieri River which rises in the Lammerlaw Ranges.

The Otago region is made up of five territorial authorities:

- Queenstown Lakes District Council
- Central Otago District Council
- Clutha District Council
- Waitaki District Council
- Dunedin City Council

It should be noted that while Waitaki District lies across both the Otago and Canterbury regions (predominant river catchment area), around 90% of its population live within the Otago region.

Major centres include Dunedin, Oamaru, Balclutha, Alexandra, Cromwell, Wanaka and Queenstown.



Figure 3 Map of the Otago Region and territorial authorities

Demographic Context

The population of Otago is 245,300⁸, approximately 4.8% of New Zealand’s total population. The Otago region has been experiencing very high growth and the current population is already ahead of the growth projections based on the 2013 census (Figure 4). This figure also demonstrates that growth is projected to remain strong through until 2043 (no projections beyond this).

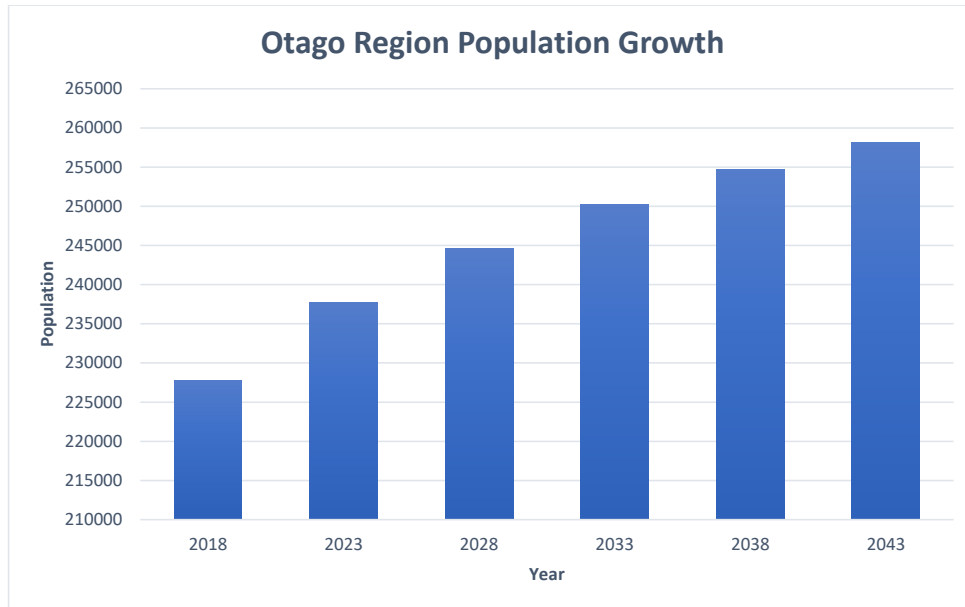


Figure 4 Projected population growth in Otago from 2018-2043⁹. n.b. 2013 consensus used as based figures. Projection figures using 2018 consensus not available. Population projection beyond 2043 not available.

Dunedin City (including Taieri) and Clutha districts contain the majority of flood protection and drainage schemes that the ORC manages and maintains. Changes in population are projected to differ in both areas as follows:

- Dunedin City – Population numbers are projected to increase from 2018 to 2028 by 6% and to 2048 by 10%, however the rate of change is projected to decrease¹⁰.
- Clutha District – Population numbers are projected to increase from 2021 to 2031 by 3% and to 2051 with no change of population¹¹.

The Otago region also has an ageing population. In 2020 around 16.5% of the region’s population was aged 65 and over; this is above the national average of 15.6%. This population trend is projected to continue with the number of people aged 65 and over expected to more than double from 32,400 in 2013, to 65,800 in 2043. This projected figure will account for more than a quarter of the Otago population (25.7%) in 2043, which will remain higher than the national average of around 23%.

⁸ <https://www.stats.govt.nz/assets/Uploads/Subnational-population-estimates/Subnational-population-estimates-At-30-June-2020/Download-data/subnational-population-estimates-at-30-june-2020.xlsx>

⁹ [//www.stats.govt.nz/assets/Uploads/Subnational-population-projections/Download-data/subnational-pop-projections-2013-43-update.xlsx](https://www.stats.govt.nz/assets/Uploads/Subnational-population-projections/Download-data/subnational-pop-projections-2013-43-update.xlsx)

¹⁰ Dunedin City Council statistics

¹¹ Clutha District Council statistics

In developing this Strategy, it is important to consider population and demographic projections as they give insight into the future challenges, community drivers and desires that will influence the flood protection, drainage and river services provided.

Economic Context

While Otago region comprises the sixth largest regional economy in New Zealand, with the latest official estimates from Statistics New Zealand showing a regional gross domestic product (GDP) of approximately \$13.6 billion in the year to March 2019¹², which is 4.5% of New Zealand’s national GDP, overall the income of residents across the Otago region is lower than for New Zealand. Otago’s regional GDP per capita was estimated at \$57,974, which is \$4,195 below the national average of \$62,165 per capita.

Otago districts have different economic structures. Clutha and Waitaki’s economies are focused heavily on the primary sector and bigger manufacturing sector than other districts; Dunedin’s economy is relatively concentrated on tertiary sectors (e.g., food and accommodation, retail and health and social services); Central Otago’s economy relies more on both the primary and the tertiary sector; and Queenstown-lake’s economy has the highest tertiary sector concentration in the region. This makes up for a diverse range of economies across the district, as demonstrated in Figure 5 below.

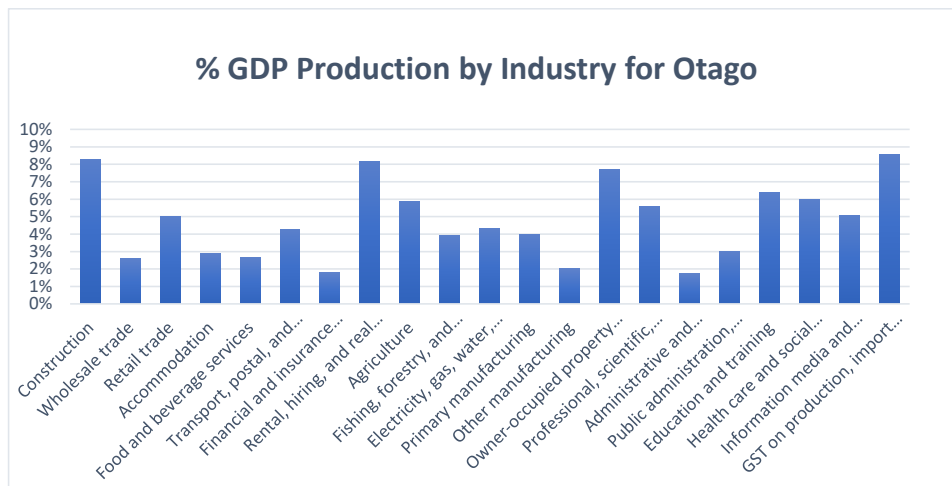


Figure 5 2018 percentage contribution to Otago GDP by Industry (Source: Statistics NZ 2019)

Whilst agriculture is one of the main sectors that benefits, the services provided by the flood protection and land drainage schemes have a variety of other quantifiable benefits which enables further contribution to the region’s economy, including but not limited to:

- Protection of land/property, which reduces potential damage and increases the productive value of the land;
- Protection of regionally and nationally important infrastructure associated with activities such as transport (e.g. roads including state highways) and Dunedin International Airport;
- Avoided costs from flood damage that would otherwise result if the schemes were not in place (or maintained to the necessary standard).

Climate Context

The effects of climate change will impact the environment regionally, nationally, and globally. There will be changes in sea level rise, wind and weather patterns, and the frequency of extreme weather events are anticipated to increase. Furthermore, these changes will occur to differing extents in different places. Significant

¹² Regional gross domestic product: Year ended March 2019. Statistics NZ

upgrades of infrastructure are expected as a result, to maintain the current and future level of security from flooding.

In October 2019, the ORC commissioned the National Institute of Water and Atmospheric Research (NIWA) to undertake a review of climate change projections for the Otago region over the 21st Century¹³. The study states that changes to Otago's future climate are likely to be significant, with the key messages from this report being:

- Annual rainfall is projected to increase by between 0-10% for most of the region by 2040.
- Increases in winter and spring rainfall of between 5-20% are projected for many western and inland parts of Otago by 2040.
- Annual rainfall increases of 10-20% are projected for the majority of Otago by 2090 with smallest increases expected near Ranfurly (0-5%).
- Winter rainfall is projected to increase considerably by 2090, with 20-40% more rainfall projected for many parts of the region.
- Decreases in summer rainfall of 5-10% are projected around Ranfurly and Middlemarch by 2090.
- Mean annual flood is expected to become larger everywhere, with increases up to 100% in some locations by the end of the century.
- Extreme, rare rainfall events are likely to increase in intensity in Otago because a warmer atmosphere can hold more moisture.
- Short duration rainfall events have the largest relative increases.

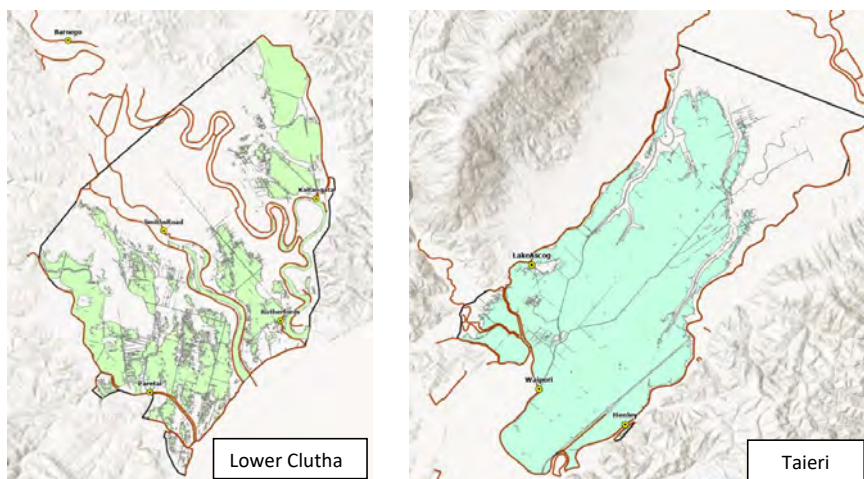


Figure 6 Lower Clutha & Taieri catchments, highlighting land areas less than 1 metre above mean sea level

Furthermore, other climate change studies and reports have indicated that New Zealand can expect sea levels to rise over the 21st Century. From 1899-2015 the annual mean sea level rise for Dunedin was 1.42mm (Ministry for the Environment, 2017), and this is predicted to not only continue throughout this century, but also increase.

Sea level rise has the potential to have a significant impact on the flood and drainage schemes. With 45,462 Ha of the land that relies on ORC's flood protection and land drainage infrastructure less than one metre above current mean sea level. This is demonstrated in

Figure 6 above.

¹³ https://www.orc.govt.nz/media/7591/niwa_climatechangereport_2019_final.pdf

Whilst the changes in climate are predicted to increase rainfall amounts/frequencies, coincided with sea level rise, this does not directly result in proportional increases in the peak flood flows. Relationships within and across catchments are complex, thus regular hydrodynamic modelling is required to assess changes in the performance of infrastructure and flood risk.

Environmental Context

Whilst there are a number of significant, positive contributions to social and economic outcomes from the flood protection and drainage activity, there are also a number of other consequences, such as:

- The construction of infrastructure assets, particularly flood banks and modified river channels, permanently alters the natural character and behaviour of a river, and may have adverse effects for the long-term character and quality of instream and riparian ecology and biodiversity;
- The provision of river infrastructure assets imposes on-going channel management works which have the potential to periodically disrupt recreational use, as well as instream and riparian ecology on an on-going basis; and
- The provision and management of river infrastructure assets has the potential to conflict with the traditional use of rivers and river margins by Mana Whenua.

Over recent times there has been a paradigm shift that has occurred in response to environmental regulation, community expectations, and an increasing awareness of the interrelationships between land use and water quality. Legislation such as the Resource Management Act (RMA) 1991 requires that any adverse effects of future modifications to the natural environment are avoided or mitigated, are pivotal elements of law driving parts of this change. The Local Government Amendment Act (May 2019) also reinstated the four aspects of community well-being – social, environmental, economic and environmental.



Figure 7 River Channel Tree defence assets, Lower Clutha River, February 2021

The National Policy Statement for Freshwater Management (2014) that came into effect in September 2020, provides local authorities with updated direction on how they should manage freshwater under the RMA 1991, including requirements such as:

- managing fresh water in a way that gives effect to the principles of Te Mana o te Wai;
- improving degraded water bodies, and maintaining or improving all others using minimum baselines; and
- working towards target outcomes for fish abundance, diversity and passage.

Otago's Regional Policy Statement (RPS) also sets the direction for future management of Otago's natural and physical resources. It provides the foundation for the development of regional plans and district plans. It also gives an overview of the significant resource management issues facing the region, sets out objectives, policies and methods to resolve those issues, and aims to achieve the integrated management of the natural and physical resources of Otago.

Infrastructure Overview

Existing Flood Protection and Drainage Schemes

Council owns and manages three flood protection schemes and three drainage schemes as well as a combined flood protection and drainage scheme. They are the Alexandra Flood Protection Scheme, the Leith Flood Protection Scheme, the Lower Clutha Flood Protection and Drainage Scheme, the Lower Taieri Flood Protection Scheme, the West Taieri Drainage Scheme, the East Taieri Drainage Scheme and the Tokomairiro Drainage Scheme. The council also owns but commissions external management for parts of the Lower Waitaki River Control Scheme.

The majority of the schemes were initially built to provide protection to local communities and agriculture on the adjacent floodplains. These benefits include access to key transport infrastructure such as Dunedin Airport and State Highways, and protection of critical lifeline networks such as electricity substations. The schemes are essential to managing risks to communities associated with natural hazards, empowering economic prosperity and contributing to community resilience and well-being.

Central Government investment into flood protection and drainage projects ceased after the 1989 local government reforms, leaving it up to local ratepayers to develop and maintain the schemes. The schemes developed and constructed prior to this were largely funded by central government. There remains an ongoing need to operate and maintain these assets, ensuring the benefits they provide remain to be utilised.

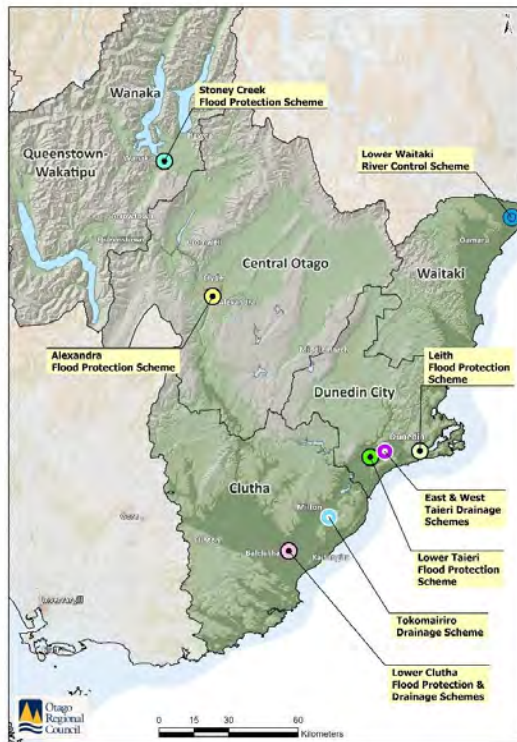


Figure 8 Location of Otago flood protection schemes.

Alexandra Flood Protection Scheme

The Alexandra Flood Protection Scheme was built in 2001 to protect Alexandra's central business area against flooding from the Clutha and Manuherikia Rivers. Stormwater drainage systems owned by the Central Otago District Council normally drain into the river by gravity, but in some events high river levels prevent the drains from discharging into the river. This is where the pumps in the flood protection scheme serve. The total length of floodbanks in this scheme is just over 1 km. Two roads penetrate the floodbanks, so the roads must be closed, and stoplogs installed, during severe floods.

Leith Flood Protection Scheme

The Water of Leith catchment is located to the north of (and includes) the Dunedin Central Business District (CBD), and has a catchment area of approximately 42 square kilometres. This scheme protects the area from the risk of steep headwaters overwhelming the shallower grade channels through the North Dunedin floodplain. Key Dunedin infrastructure such as the hospital, Otago University, Otago Polytechnic and stadium are protected by the scheme. Flood mitigation measures in the Water of the Leith include:

- Substantial lengths of concrete and stone wall to prevent bank erosion and facilitate urban development of the floodplain (e.g. University Campus);
- A boulder trap upstream of George Street (constructed in the 1950s) and a debris/boulder trap upstream of the Lower Malvern Street Bridge (constructed in 1963);
- Straightened channels including a high-velocity channel between George Street and Cumberland Street;
- Grade control weirs of varying heights along the Water of Leith;
- A double concrete-lined channel between Clyde Street and the Otago Harbour; and
- Channel enhancements downstream of Dundas St, constructed progressively since 2013.

Lower Clutha Flood Protection and Drainage Scheme

This scheme combines both flood protection and drainage works. Construction of this scheme started in 1960 and was completed in 1991. The area protected by the flood protection component is the Clutha Delta, which extends from 4km north of Balclutha to the sea. The Clutha is the second longest river in New Zealand, and the largest by mean flow. The Clutha's headwaters are in the Southern Alps above lakes Wakatipu, Wanaka, and Hawea. The Clutha River bifurcates (splits into two) just downstream of Balclutha. Between 60% and 70% of the flow goes down the Koau Branch and 30% to 40% down the Matau Branch. The island formed between the branches is called Inch Clutha. There is a floodway (area designed to carry floodwaters when the river level rises) at the top of Inch Clutha. As well as the Clutha River, water flows into the delta from several other sources including Lovells Stream and Lake Tuakitoto; Waitepeka River; Puerua River and Barrata Creek. Land drainage is provided by a network of 153 km of drains in four regions: Barnego; Stirling/Kaitangata; Inch Clutha; and Otanomomo/Paretai. Drainage in Balclutha and Finegand is not ORC's responsibility.

Tokomairiro Drainage Scheme

The Tokomairiro Drainage Scheme is located in the flat basin surrounding Milton, surrounded on three sides by inland hills, and by coastal hills to the southeast. It has no pumps or control structures. Many of the drains were originally creeks that have been realigned.

Lower Waitaki River Control Scheme

Some flood protection assets on the Waitaki river are owned by the council. This includes small floodways and river groynes within the Otago portion of the river. The management of these is contracted to Environment Canterbury as they manage other river assets in the area.

Lower Taieri Flood Protection Scheme

The Lower Taieri Flood Protection Scheme protects the Taieri Plain during flood events. It was the first to be developed, alongside the East and West Taieri Drainage Schemes, when works commence in 1870 (Figure 9). It is complex, with multiple rivers affecting the scheme. This means flows can increase dramatically in widespread and prolonged rainfall events. The Silver Stream is also a significant river in the scheme. It flows out of the Silverpeaks area and has a far quicker response time than the Taieri River. Other rivers managed in this scheme are Waipori River and Owhiro Stream.

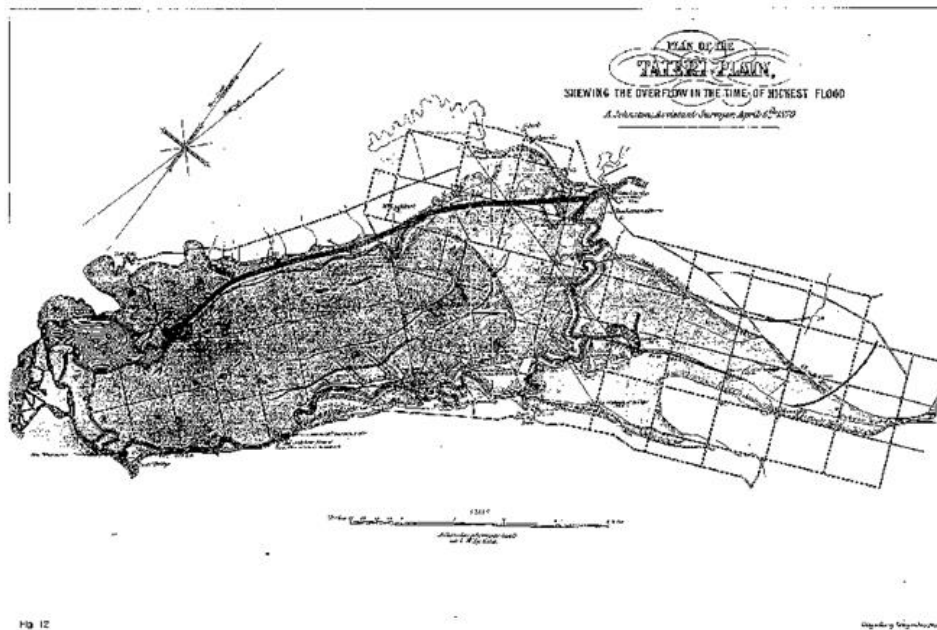


Figure 9 Early development of the Lower Taieri Flood Protection Scheme, showing the extent of a flood event in the late nineteenth century.

West Taieri Drainage Scheme

The West Taieri Drainage Scheme covers the area bounded by the Taieri River, Lake Waipori, and the West Taieri Contour Channel. A small part of the scheme lies in the Henley Floodway. The West Taieri area differs from the other drainage schemes in that water cannot drain out of the scheme under gravity: it must be pumped out. There are three pump stations in the West Taieri Drainage Scheme: Waipori; Henley; and Lake Ascog.

East Taieri Drainage Scheme

The East Taieri Drainage Scheme is physically divided into two areas by the Silver Stream, which flows across the Taieri Plain in a south-westerly direction. Drains on the northern side of the Silver Stream generally flow toward what is called the Upper Pond area. Drains on the Southern side of the Silver Stream flow toward the Lower Pond area. When the Taieri river is at low flow these drains flow out to the river by gravity, whereas when the Taieri is at high flows, gravity gates close and pumps must be used.

Stoney Creek Flood Protection Scheme

Stoney Creek has a steep alpine catchment that discharges into Lake Wanaka across an alluvial fan. Increased urban development of the alluvial fan in the early 2000's led to the need for infrastructure to be established to mitigate the risk of alluvial fan migration and flood risk. The work consisted of constructing debris traps and a rock drop structure. Some channel modifications were also made at the time.

Asset Summary by Scheme

The flood protection, river and drainage assets, and the schemes they make up, primarily consist of floodbanks, pump stations, floodgates and culverts. Table 2 provides a summary of the key flood protection and drainage infrastructural assets that are included within this strategy.

Table 2 Asset portfolio summary for flood and drainage protection schemes across Otago.

Scheme	Catchment Area (,000 ha)	Area Protected (,000 ha)	Assets				
Alexandra Flood Protection	1,511	0.01	1	-	3	-	-
Leith Flood Protection	4	0.2	-	-	-	-	-
Lower Clutha Flood Protection and Drainage	2,110	9.3	110	153	5	189	5
Lower Taieri Flood Protection	565	13	107	-	-	-	-
West Taieri Drainage	8	8.1	-	144	3	22	20
East Taieri Drainage	17	4.8	-	128	3	84	1
Tokomairiro Drainage	40	7.7	-	110	-	74	19
Total	4,256	43	218	535	14	369	55

Key

- Length of floodbanks (km)
- Length of drains (km)
- No. of pump stations
- No. of culverts
- No. of bridges

In addition to the assets in the above there are other assets that form part of Councils infrastructure including:

- The training line that guides the river and sediment in the Shotover River.
- Smaller floodways and river groynes that make up the Lower Waitaki River Control Scheme.
- Trees and vegetation which is planted and maintained along river channels and margins are a defence asset which reduce erosion to river channels and adjacent floodbanks.
- Rock buttress and placed rock within rivers and flood protection schemes, such as Albert Town rock buttress.

Some of these assets are not fully captured in the asset management database and work is required over the next three years to ensure all of these assets are accurately recorded in the database.

Asset Infrastructure Condition

The assessment of asset condition is an essential part of infrastructure management, where primarily the collection of data is used to support and inform:

- Scheme and asset performance assessments.
- Annual maintenance work programmes; and
- Asset renewals/replacement programmes.

Asset condition is determined by undertaking a site visit and visually inspecting each asset, and then grading the physical condition using a 1-5 rating system as detailed in *Table 3*.

Table 3. Asset condition grading scale.

Condition Grading	Condition	Description for Floodbank
1	Very Good	Only planned maintenance required
2	Good	Minor maintenance required plus planned maintenance
3	Average	Significant maintenance required
4	Poor	Significant renewal/rehabilitation required
5	Very Poor	Physically unsound and/or beyond rehabilitation

In 2007 and 2017 an asset condition programme was undertaken across all floodbanks in the Lower Taieri, Lower Clutha, and Alexandra flood protection schemes. Historical and ongoing problems include stock damage, trees and features located in or adjacent to floodbanks, as well as minor erosion around culverts, and slumping on the outside of river bends. Of these, stock damage is considered to be the most common factor affecting condition of floodbanks, along with the quality of the initial construction.

A summary of floodbank condition is presented in Figure 10 below. There were 1288 floodbank inspections, 85% of those were in an Average to Very Good condition. A summary of floodbank condition is presented below.

Asset Condition	No. of Inspections	%	%
1 – Very Good	227	17.7	85
2- Good	511	39.8	
3- Average	354	27.5	
4 - Poor	125	9.7	15
5 – very Poor	68	5.3	
Total	1288	100	100

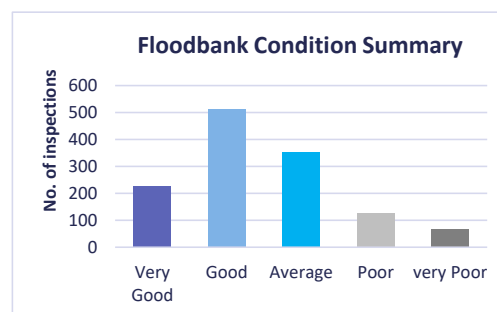


Figure 10 Summary of floodbank condition by grade. Source T+T, 2018. N.b. Inspection frequency varies, average is one inspection every 170 metres of floodbank.

Data Confidence

The foundation of all asset management activities is asset data information. Knowing exactly what assets exist, where they are, and in what physical condition they are in is fundamental to infrastructure planning. Good quality asset data is required to achieve good quality asset management. This in turn provides clarity over the robustness of plans and provides decision-makers with confidence.

ORCs current data reliability has been scored in Table 4 based on data confidence and reliability gradings adapted from the International Infrastructure Management Manual (Table 5).

Table 4. Data confidence and reliability across various asset management criteria in 2021.

Data	Unknown	Very Uncertain	Uncertain	Reliable	Highly reliable
Asset Inventory:					
Location				✓	
Quantity				✓	
Value ¹⁴		✓			
Condition:					
Flood protection schemes				✓	
Drainage schemes				✓	
River Assets		✓			
Performance:					
Flood protection schemes				✓	
Drainage schemes				✓	
Criticality:					
Asset Criticality				✓	

Table 5. Data confidence and reliability gradings and descriptions.

Confidence Grade	Description
Highly reliable	Data based on sound records, procedures, investigations and analysis, documented properly and agreed as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$
Reliable	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$
Uncertain	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$
Very Uncertain	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete and most data is estimated or extrapolated. Accuracy $\pm 40\%$
Unknown	None or very little data held.

¹⁴ The ORC uses depreciated value.

In general, Council has a reliable understanding of its flood protection and drainage infrastructure, and regularly undertakes asset condition and performance monitoring, which in combination with modelling and other investigative activities, informs asset maintenance, renewal and replacement.

ORC is committed to working towards having a “highly reliable” asset management system in the next three years. Council acknowledges that it needs to make better use of asset management information systems and tools for managing its assets and in order to effectively deal with the extent of analysis required to support the size and complexity of its flood protection and drainage network and asset infrastructure. Furthermore, by better utilising information systems and tools, Council can make improvements to the optimised decision-making of asset renewals, maintenance and capital works programmes. As technology continues to advance, Council will need to be agile with changes but also be able to forecast when and how changes may impact on the way flood and drainage services are delivered, or any technology-related effects, positive or negative.

Asset Criticality

Central to managing risks, hazards and resilience is the criticality of assets. Critical assets are identified as those which have a high consequence of failure, such as a more significant financial, environmental and social cost to communities.

With regards to the flood protection and drainage schemes, critical assets are those that protect urban or high value areas or areas critical to effective operations of the schemes. The critical assets as identified in the asset management plans are:

- Flood banks that protect the towns and industrial areas of Outram, Mosgiel, Balclutha, Alexandra, the Silver Fern Farms Finegand Plant, and the Dunedin International Airport.
- The Waipori Pump Station - drains 95% of the West Taieri Drainage Scheme.
- In the Leith Flood Protection Scheme, the protection works through the university area (Dundas St to Forth St). Failures to these assets would result in flooding of much of the Dunedin CBD, including State Highway 1.
- The Shotover Training Line - critical to the performance of the Shotover Delta Infrastructure. If this did not function correctly then there would effects on to Lake Wakatipu and therefore flooding to the surrounding townships, including the Queesntown CBD.

Levels of Service

Overview

This section details the existing levels of service across Otago’s flood protection schemes, drainage schemes, and rivers. The existing levels of service for Flood Protection, Drainage and River assets are defined in Table 6.

Table 6 Flood Protection and River Management Levels of service.

Levels of Service	Performance Measures
Provide the standard of flood protection and control agreed with communities.	Major flood protection and control works are maintained, repaired, and renewed to the key standards defined in relevant planning documents.
Respond promptly and effectively to damage from natural hazard events.	Damage identified, prioritised and a repair programme communicated with affected communities in a timely manner.
Maintain channel capacity and stability, while balancing environmental outcomes and recognising mana whenua values in rivers.	Percentage of identified and reported issues that have been investigated and appropriate action determined and communicated to affected landholders within 20 working days.
	Percentage of planned maintenance actions achieved each year.

Council will be looking to develop a strong line of sight from the corporate strategy, into asset management objectives, into level of service statements, into customer performance measures (customer experience based), into technical performance measures (asset based). These performance measures will then inform lifecycle decision making which will encompass capital, operating and maintenance works.

Scheme Performance Issues

ORC currently has the below known issues specific to a particular scheme and/or rivers that need decisions made in order to find a resolution. All of them are a consequence of one or more of the significant issues described in Section 5.1.

Scheme/Location	Issue
Clutha Delta	Flood protection and drainage schemes are in place. Natural Hazards are undertaking a risk assessment of climate change impacts to the Clutha Delta including consequences for levels of service. A Scheme performance review will follow the risk assessment which will assist in future infrastructure requirements of the flood and drainage schemes. This will help us to determine how, and when, to adapt the Lower Clutha Flood Protection and Drainage Scheme.
Dart/Rees Rivers	A collaborative project with QLDC, the current objective is to provide a framework to actively manage the risks associated with natural hazards for the long-term development of the area located at the head of Lake Wakatipu, including Glenorchy and Kinloch. This is in its early stages but will help determine whether and what form infrastructure is part of the adaptation options.
Roxburgh	Adequacy of the existing limited infrastructure on Reservoir Creek.
Lindsay Creek	Sections of the Lindsay Creek still have insufficient channel capacity to convey flood flows. A higher and more uniform standard of flood protection for these areas, to provide a standard of flood protection that is consistent with comparable urban areas across New Zealand, will need to be considered, again. The renewal of existing assets is necessary regardless of any enhanced standard of protection.
Water of Leith/Leith Flood Protection Scheme	Renewal of pre-existing assets (e.g. concrete-lined channel), completion of enhancement works downstream of Forth Street. Investigate options to increase the amenity value of the area downstream of Forth Street to the harbour.
Taieri Plains	Flood protection and drainage schemes are in place. Undertaking a risk assessment of climate change impacts to the Taieri Plain including consequences for levels of service and future infrastructure requirements of the flood and drainage schemes. The expansion of Mosgiel and Wingatui within the boundaries of the Taieri Scheme will result in a need to address and manage the stormwater/land drainage interface.
Lower Waitaki River Control Scheme	Repeat floods. Very dynamic river. Managing funding of unplanned works.

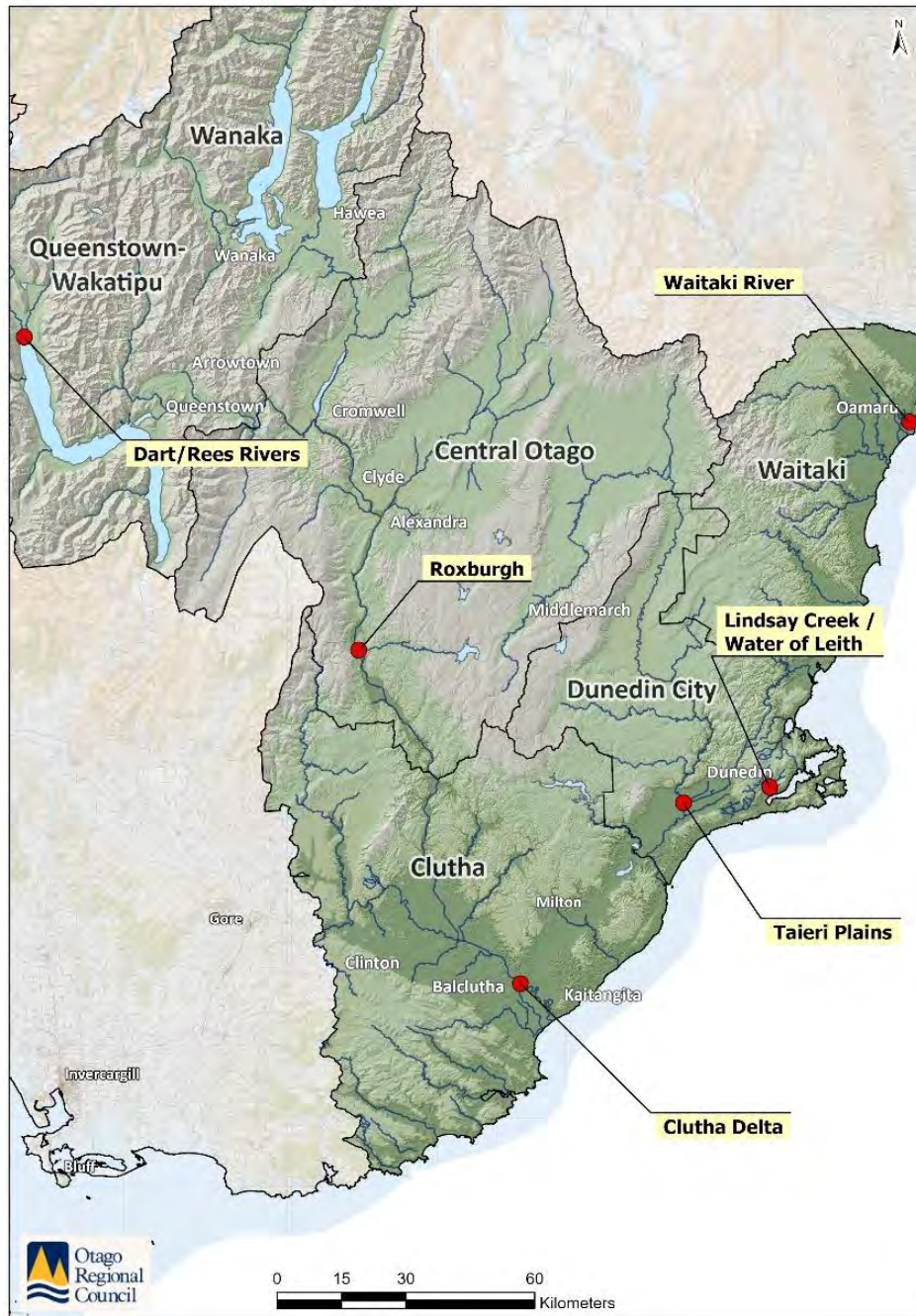


Figure 11 Location of known scheme performance issues.

Infrastructure Management Approach

While ORC's purpose, vision and strategic priorities provide an overarching framework to ensure Council are working on the things that matter, the following principles form how ORC manage infrastructural assets:

1. Decisions are aligned with the Council's strategic direction and priorities.
2. Partnership with Iwi.
3. Improving asset inventory data and information.
4. Maintaining existing and fit-for-purpose infrastructure.
5. Optimised decision-making on renewal and replacement of existing infrastructure.
6. Proactively monitoring the ever-changing physical environment and its consequential effects on levels of service.
7. Legislative requirements and consents.

These principles are applied in conjunction with community engagement and feedback, helping guide the infrastructural decisions, and ensures assets are managed in a consistent manner in alignment with the wider ORC strategic direction.

ORC Strategic Direction

ORCs Vision for Otago sets the direction for improving the social, economic, environmental and cultural wellbeing for the Otago communities now and into the future, through six community outcomes:

- Communities that connect with, and care for, Otago's environment.
- An environment that supports healthy people and ecosystems.
- Communities that are resilient in the face of natural hazards and climate change and other risks.
- A sustainable way of life for everyone in Otago.
- Te Ao Māori and Mātauranga Kāi Tahu are embedded in Otago communities.
- Sustainable, safe and inclusive transport.

Council seeks to meet the needs of the community and support the delivery of the flood protection, drainage and river services set out in the Council's Long-Term Plan. ORC will ensure that infrastructural services are managed in alignment with Council's strategic direction.

Iwi Partnership

Part of the ORCs vision is that Otago mana whenua have a strong voice in shaping Otago. ORC acknowledge the special position of tangata whenua within the region. Te Rūnanga o Ngāi Tahu is the tribal representative body for the entire area of the Otago Region. There are four Papatipu Rūnanga; Te Rūnanga o Moeraki; Kati Huirapa Rūnanga ki Puketeraki; Te Rūnanga o Ōtākou; and Hokonui Rūnaka. Otago's environment holds many values for Aukaha and Kāi Tahu, ranging from the spiritual to the practical. Its place-names are a record of the history, traditions, and customs. The region's coast is still a major source of food, livelihood, and recreation for many.

A 'Memorandum of Understanding and Protocol' is in place between Otago Regional Council and local iwi - Kāi Tahu and Aukaha. ORC are committed to the continuing process of consultation with Māori in the region, to try to achieve mutual understanding and agreement on those issues that concern us all.

Data and Information

Knowing exactly what assets exist, where they are, and in what physical condition they are in is fundamental to all asset management activities, and sound decisions are dependent upon the ongoing collection and management of appropriate information. Asset information will be improved across all schemes through field-based data collection and office-based data analysis and processing. Council places high importance on regular river surveys, condition and performance assessments and modelling investigations to inform work programmes and associated activities. This also enables us to identify and ensure appropriate management of the most critical assets. Continuously improving the quality and accuracy of data is an ongoing activity Council is committed to.

Maintaining Infrastructure

The existing flood protection and land drainage infrastructure has largely been developed over the last century and has contributed to regional economic growth and community wellbeing since 1870. This infrastructure underpins the regional economy by providing a level of protection from natural events. The operations and maintenance of infrastructure will continue throughout the lifetime of this Strategy.

The age of the flood banks means that in some areas there is some uncertainty associated with the risk posed by the construction methods that may have been employed at the time, the materials used, and the quality and availability of the documentation provided. This highlights the need for an ongoing improvement of ORC's data and information management capabilities, as well as continuous monitoring, maintenance and potential upgrade of this infrastructure as knowledge improves.

Renewal of Infrastructure

Some assets will require renewal during the 30 year duration of this Strategy. These assets include:

- Pump stations, including ancillary plant and equipment.
- Gravity gates and locks.
- Culverts.
- Bridges.
- Concrete flood walls and retaining walls.

Operating these assets beyond the end of their useful lives can result in a reduction in performance of the asset or overall scheme, and increased risk of failure, and/or increased maintenance requirements. Undertaking asset renewals is an appropriate way to extend an asset's working life, and these are planned to deliver the most efficient use of expenditure. Improvements in the data is managed and information pertaining to these assets will also improve the way ORC plan and budget for this expenditure over time.

Changing Physical Environment

Managing infrastructure within an ever-changing physical environment will continue to pose challenges and opportunities throughout the lifetime of this Strategy. ORC will proactively monitor the physical environment in order to adapt to the challenges and opportunities posed by:

- The dynamic geomorphology of the Otago region that contributes to the behaviour of the river catchments and ultimately how the flood and drainage schemes perform.
- The changing climate in Otago and the variable impact of climate change across the region, such as sea level rise, and more frequent and higher intensity rainfall events.

These changes and their consequences have the potential to compromise levels of service and will need to be understood and actively managed. The forward work programmes will therefore include monitoring and analysis to understand the impacts of the ever-changing physical environment on the infrastructure, including ongoing surveys to monitor channel morphology and participation in sea level rise studies to understand regional estimates and impacts. ORC will also continue the development of well-informed communication and adopt a consultative approach with the community as to the areas of natural risk and the measures in place to manage these risks.



Figure 12 Flood Protection asset, Waitepeka Floodbank during the February 2020 flood event


Significant Issues and Directions

This section summarises the significant issues facing the flood protection, river assets and drainage activities for the Otago Regional Council and the corresponding actions that are in place over the next 30 years and beyond. These issues are presented diagrammatically in Figure 13. All significant issues are inextricably linked to one another, with one common denominator being 'Scheme Performance'.



Figure 13 Significant issues and associated links.

The following pages in this section provide detail on why each issue has been identified, Council's preferred approach to managing the issue and the alternative scenarios identified. While Council has a preferred approach to managing the issues, the alternative scenarios are sometimes dependent on external factors outside of Council's control. Factors in the environment or economy can have unforeseen effects, such as Covid-19. However, the decision between the preferred approach and alternative scenarios often depends on the strategic direction the Otago Regional Council is heading. The Council needs to respond to some significant challenges, the status quo will not deliver the future the Otago region and communities are striving towards.

Significant Issue No.1: Infrastructure Condition 
<p>Why is it an issue?</p>
<p>ORC's infrastructure assets were constructed over a period of 150 years. As infrastructure ages the condition can degrade (flood banks), need replacement or the technology used become redundant. This signals a bow wave of asset renewals/repair/upgrade that will require investment, and funding of such, within the next 30 years.</p> <p>Continuing to maintain assets beyond their intended life increases the risk of failure and will also increase the frequency and cost of operations and maintenance activities. Factors such as installation, operational environment and manufacturing defects can also reduce the useful lives of assets.</p> <p>Council has good institutional knowledge of its assets, however, does rely on asset management systems and processes that are in some cases dated. This may reduce confidence in the data that informs operational and maintenance decisions, and the timing of renewal.</p> <p>The age of an asset is only one indication of an asset's renewals and maintenance needs. Key to smart asset management is a sound understanding of asset condition, with regular and structured condition assessments of all assets. This allows asset renewals to be driven by the condition of the asset, not only its age.</p> <p>It is imperative that Council has the confidence in its infrastructure to perform as designed. Allowing assets to decline would lead to reduced levels of service and increase the risk associated with their functioning as required.</p>
<p>Council's preferred approach to manage this issue</p>
<p>The preferred approach is to adopt a risk management approach to prioritise and schedule asset renewals to proactively manage this program of renewals and investment over the lifetime of this Strategy.</p> <p>It is understood that improved asset management systems and processes, as well as undertaking effective planning to avoid/mitigate the effects of natural hazards, are necessary to understand risk and increase confidence in the decisions that are made in relation to operations, maintenance and renewal.</p> <p>The implications of taking this approach are:</p> <ul style="list-style-type: none"> • Deferred renewals/maintenance. • Decision making can be based on both asset condition and age • Critical assets are maintained. • Reduced level of service in low criticality areas. • Short-term affordability.
<p>The following option was considered as an alternative to the preferred approach identified above.</p>
<p>Renew assets at point of failure</p>
<p>Assets would be renewed before the end of their useful life.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Reduction of risk associated with continuing to operate assets beyond the end of their useful life. • Level of service maintained. • Increased capital costs as bow wave of asset renewals is struck within the period covered by this strategy.

Significant Issue No.2: Funding \$
Why is it an issue?
<p>The Otago region's economic conditions have an impact on the ability of communities to pay for the services provided. There are increasing pressures on the current level of funding to deliver more. Furthermore, the affordability of levels of service are already being impacted by a number of the significant issues discussed earlier, such as changes to and effects of climate change, growth (or decline) of populations and development in surrounding floodplains, and increasing regulatory performance requiring higher operational and maintenance costs. Alternative funding mechanisms will need to be considered otherwise trade-offs in levels of service and risk will be necessary, the consequential effects of such being increased risk and reduced economic prosperity.</p> <p>The flood protection and drainage infrastructure is fundamental to the continuing economic prosperity of the Otago region as it provides protection to a significant number of residential, commercial, and agricultural assets, including lifeline utilities, the Dunedin International Airport and state highways. Significant investment is needed to maintain infrastructure networks with consideration for the other significant issues raised previously.</p>
Council's preferred approach to manage this issue
<p>The preferred approach is to maintain current practice while continuing to review and improve funding strategies. Council will continue to engage through the Regional Council infrastructure sector to source Central Government funding.</p> <p>The implications of this approach are:</p> <ul style="list-style-type: none"> • Risk that funding strategies do not come to fruition and there is a reduction in maintenance and decrease in level of service over time. • Impact on property valuations. • Increase in insurance costs.

The following option was considered as an alternative to the preferred approach identified above.

Reduced maintenance and decreased levels of service
<p>Maintenance would be reduced and there would be a corresponding decrease in the level of service achieved by Council's flood and drainage infrastructure.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Reduced level of service. • Increased risk and damage costs. • Reduced short-term costs. • Poor reputation.

Significant Issue No.3: Climate Change 

Why is it an issue?

If current and improved levels of service are to be delivered, significant investment is required to address climate change impacts on scheme infrastructure.

In October 2019, the ORC commissioned NIWA to undertake a review of climate change projections for the Otago region over the 21st Century. The study concluded that changes to Otago’s future climate are likely to be significant with increases in rainfall across the region, with subsequent increases in the scale of annual floods, means:

- The changes challenge the ability to achieve Levels of Service over time
- Changing climate in Otago
- Sea level rise in Otago
- Clutha shoreline retreat

The effects of climate change will impact the environment regionally and nationally. There will be changes in sea level rise, wind and weather patterns, higher water tables, and the frequency of extreme weather events. These climatic changes will put increased pressure on the schemes and challenge the Levels of service provided. Furthermore, climate change is likely to impact on the health and distribution of species, and pests will spread to new areas, habitats will change, and indigenous species may need to migrate.

Council’s preferred approach to manage this issue

The preferred approach is to **adopt a more planned and integrated approach** by:

- Making provision for the efficient installation of increased flood capacity.
- Incorporating resilience into future designs of new infrastructure or renewals.
- Invest in improved understanding of future climate change effects.


How Council responds operationally and strategically to climate change will continue to evolve in parallel with climate science and policy. Climate change is currently being factored into the design of schemes through scheme reviews and design decisions. The actual costs related to climate change will be subject to decisions made by individual communities when considering their appetite for risk, costs of risk mitigation, and the timing of interventions as risks increase gradually over time.

The implications of taking this approach are:

- More planned and substantial provision for climate change, and reduction in risk as a result.
- Improved understanding of climate change in Otago.
- Opportunity for environmental enhancement.
- Improved reputation.


The following options were also considered as an alternative to the preferred approach identified above.

Maintain current design flow (flood) standards	Increase design standards
<p>Maintain scheme levels of service to original design standards.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Avoiding increased costs in the short-term. • Accumulation of infrastructure debt. • Increased risks and costs to future generations. • Increased frequency of flood response and recovery. 	<p>Incrementally increase the capacity of floodbanks and pump stations to meet current climate change projections.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Reduced risks with some residual risks. • Increased costs and debt. • Land purchase may be required.

Significant Issue No.4: Legislation/Regulatory 
<p>Why is it an issue?</p>
<p>The flood protection and drainage schemes were designed and built at various times over the past 150 years and reflect the values, knowledge and understanding of that time. The majority of these schemes were developed and constructed in an era when economic growth and development were the primary focus of the time. Flood protection and land clearance for drainage enabled farmland and agricultural initiatives to develop and prosper.</p> <p>Community values and Central Government expectations in relation to environmental outcomes have changed and continue to change at a significant rate. The following are examples of such changes that will impact the schemes:</p> <ul style="list-style-type: none"> • Freshwater improvement programme • Fish passage requirements • Biodiversity opportunities • Tracks and trails on/around assets • Co-benefits <p>Public perceptions now seek multiple values in addition to the original purpose from the time most schemes were established: flood protection/drainage. Flood protection infrastructure is often located in areas of high environmental, recreational or conservational value and these values may be impacted by, or maintenance of, that infrastructure.</p>
<p>Council's preferred approach to manage this issue</p>
<p>The preferred approach is to seek improved environmental performance & integrate asset diversification by achieving multiple outcomes wherever possible. Adopting a more natural and adaptable approach by integrating environmental enhancement wherever possible. This will be progressed by continuing to actively manage scheme effects and working with local landowners, to achieve full regulatory outcomes across a range of outcomes, including those associated with biodiversity and recreational opportunities.</p> <p>There are a wide range of management options available for environmental enhancement. These include riparian planting, fish passage, and giving rivers and the ocean more room to behave naturally. The ORC will continue to endorse increased community and iwi engagement in improvement initiatives, as well as other stakeholder collaboration and partnership funding opportunities, wherever possible. There will inevitably be trade-offs between costs, risks and environmental performance.</p> <p>The implications of taking this approach are:</p> <ul style="list-style-type: none"> • Sustainable long-term outcomes. • Enhanced environment. • Increased costs to meet standards. • Improved reputation.

The following option was considered as an alternative to the preferred approach identified above.

<p>Maintain current practice</p>
<p>Maintain current practice through the operation and maintenance of existing infrastructure while continuing to mitigate any adverse environmental effects of this infrastructure. There would be little to no improvement in environmental performance and outcomes.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Failure to meet public expectations. • Declining environmental outcomes. • Risk to reputation.

Significant Issue No.5: Natural Hazards 
<p>Why is it an issue?</p>
<p>The Otago region comprises a diverse landscape ranging from flat coastal lowlands and intensively used alluvial floodplains, to large sparsely populated and steep mountainous areas. Otago is exposed to a broad range of natural hazards such as:</p> <ul style="list-style-type: none"> • Flooding. • Landslides. • Seismic activity. • Coastal erosion. • Tsunami. • Storm surge. <p>These all present major hazards to flood protection and drainage infrastructure. For example, major earthquakes could result in cracking, slumping and/or settlement of flood banks.</p> <p>The potential effect of a natural disaster (including flood events) on the ORC's financial position is dependent upon the scale, duration and location of the event. Recovery/response reserves are being built up over time and (self) insurance cover is in place to fund up to 40% of qualifying expenditure in the event of a natural disaster/event, noting that the remaining 60% of funding is provided by the National Emergency management Agency (NEMA). Current LTP has no allowance for repairs to scheme assets resulting from flood events/natural disaster forecast in expenditure.</p>
<p>Council's preferred approach to manage this issue</p>
<p>The preferred approach is to maintain and improve current practice around hazard readiness, response and recovery throughout the lifetime of this Strategy as Council continues to learn from past events across the region and New Zealand. This will include increased efforts to raise awareness and educate communities around natural hazards they may be at risk from. Council will continue to undertake investigations to help understand and plan for risks related to natural hazards.</p> <p>Council aims to minimise damage to flood protection and drainage infrastructure and will continue to develop plans and processes that will:</p> <ul style="list-style-type: none"> • Take a risk management approach. • Incorporate climate change impacts into asset management. • Seek to reduce the damage potential on the flood and drainage infrastructure. • Develop strategies to enable timely response following a natural disaster. • Ensure funding policies are robust and appropriate. • Integrate with Civil Defence and Emergency Management (CDEM) readiness and response planning.


The following options were considered in relation to this significant issue. It is noted that Council's preferred approach is to adopt a combination of these options.

Maintain current practice	Build resilient infrastructure
<p>Maintain current practice by undertaking natural hazards investigations and carrying out effective planning to avoid/mitigate effects of natural hazards on flood and drainage infrastructure.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Localised damage and disruption. • Pressure on flood response plans to be effective. • Multi-agency collaboration. • Reserve funding reliance. 	<p>Design and upgrade infrastructure to be more resilient to natural hazards. This may include strengthening infrastructure, or in some cases designing for failure at suitable locations to mitigate the impact of the event on critical infrastructure.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Decreased risk. • Increased costs.

Significant Issue No.6: Growth and Development	
	
Why is it an issue?	
<p>In April 2017 changes were made to the RMA (Section 6) highlighting the increasing level of natural hazard risk and the need to ensure growth and development does not increase these risks and associated costs. While household projections for Dunedin City are estimated to decelerate, some growth is proposed in areas of high or increasing natural risk, and there is a need for information to be available to assist in decision-making and managing community expectations. For example, intensification of urban development along the right bank of the Silver Stream and some sections of the Owhiro Stream are likely to affect the runoff to, and consequently design capacity of East Taieri and Lower Taieri Schemes. Furthermore, this rising urban development is changing the public's expectations on the levels of service that should be provided.</p> <p>Over the longer term there is potential to see some acceleration of land use change outside of urban areas, placing additional pressures on the flood protection and drainage services to provide protection. A better understanding is needed of the likely distribution of this growth and what additional demands this will likely place on flood management services.</p>	
Council's preferred approach to manage this issue	
<p>The preferred approach is to maintain current practice but consider innovative approaches to addressing population growth/decline and manage demand through land use controls. Collaboration with territorial authorities will need to continue to effectively mitigate the impact of increased runoff through land use change and development. This will include identifying areas of potential risk and may also include opportunities for innovative approaches to managing the impacts of development. There is an ongoing need to ensure sufficient information is available to assist in informing where there may be risks associated with development. Subject to further discussion and agreement with the relevant territorial authorities, the ORC aspires to take an integrated, multi-agency approach to land use planning.</p> <p>In addition to this ORC will look to better understand what impact a failure of its assets and levels of service will have on other key infrastructure in the immediate and wider region. While ORC understands what other infrastructure surrounds its own assets, work is required to develop a sound understanding of the strategic importance that these hold socially and economically and how the performance of ORC schemes/assets may directly or indirectly affect their function.</p>	

The following options were considered in relation to this significant issue. It is noted that Council's preferred approach is to adopt a combination of these options.

Maintain current practice	Reactive response to demand as a result of development	Integrated multi-agency approach
<p>Utilise existing planning controls to mitigate impact of development. Growth and development trends are monitored and forecasts incorporated into forward work programmes.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Similar levels of expenditure. • Some reduced risks. 	<p>Levels of service will be increased to the current 100-year design level of protection (or standard otherwise agreed with the community). Climate change will not be allowed for.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Increased capital/operational costs. • Difficult to forecast costs. • Increased risks. 	<p>Work with territorial authorities to take an integrated and multi-agency approach to land use planning and District Plan review.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Multi-agency collaboration. • Financial sustainability for schemes.

Significant Issue No.7: Scheme Performance 
Why is it an issue?
<p>Scheme performance is at the centre of all other significant issues. Each issue will ultimately have a flow on effect to the overall scheme performance parameters.</p> <p>Levels of service are currently based on the existing design standards for each scheme. These design standards are most commonly based on an historical flood event. For example, the design standard for the Lower Taieri scheme is based on the 100-year flood (1% Annual Exceedance Probability) event as determined in 1980, with a set flow rate (measured in cumecs) and drainage moduli (measured in mm/day) being used to define the level of service provided by the infrastructure (pump stations, flood banks and spillways) that makes up the scheme.</p> <p>Over time several factors may affect the ability of a scheme to meet the standards that it was designed to, including:</p> <ul style="list-style-type: none"> • Changes in the climate that impact on the intensity of rainfall events and their duration. • Changes in community tolerance and vulnerability. • Changes in the geomorphology of the landscape within river catchments that prompts changes in river behaviour, such as increased build-up of sediment in the lower lying reaches of the schemes, that in turn leads to a reduction in capacity of a flood protection scheme during a flood event. • Improved hydrological analyses and understanding of the behaviour of the natural environment in response to the environmental and geomorphological changes outlined above.
Council's preferred approach to manage this issue
<p>The preferred approach is to maintain levels of service to current standards whilst noting there will be instances where intervention will be required, and standards will need to be increased. There are a number of options for improvement to levels of service and consideration will need to be given to other significant issues that are inextricably linked to the issue of scheme performance.</p> <p>Scheme performance reviews of the Lower Taieri and Lower Clutha, which will include consultation with benefiting communities, landowners and other affected stakeholders, are due to commence within the first five years of this strategy. Options will look at increasing the level of service whilst providing allowance for climate change either now or in the future. Increasing levels of service, with or without climate change adaption, will result in increased costs for the beneficiaries and wider communities.</p>

The following options were considered in relation to this significant issue. It is noted that Council's preferred approach is to adopt a combination of these options.

Maintain current scheme performance	Increase scheme performance (no climate change allowance)	Increase scheme performance (with climate change allowance)
<p>Schemes will be maintained to current design standards/performance.</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Reduced expected levels of service. • Similar levels of current expenditure. • Increased risk from flood events. 	<p>Scheme performance increased to provide a greater level of protection (Climate change will not be allowed for).</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Increased cost to implement. • Meet expected levels of service. • Reduced risks. • Reduced level of service over time. 	<p>Scheme performance increased to provide a greater level of protection (Climate change will not be allowed for).</p> <p>The implications of this option are:</p> <ul style="list-style-type: none"> • Increased cost to implemented. • Meet expected levels of service. • Greater reduction in risk.

Infrastructure Investment Programme

Key projects and programmes are presented including the significant issues that will be addressed, accompanied by estimated expenditure over the next 30 years to deliver these programmes and how they relate to significant issues and drivers for change.

While the major projects and programmes identified in this 30-year investment programme reflect current assumptions and uncertainties, there is a higher degree of certainty about the investment forecast for the first 10 years. Projects and programmes identified in the subsequent two decades (years 11-30) are likely to change in response to new information, change in demand, and future needs.

A summary of the key projects and programmes that address some of the specific significant issues addressed in this Strategy is provided in Figure 14.

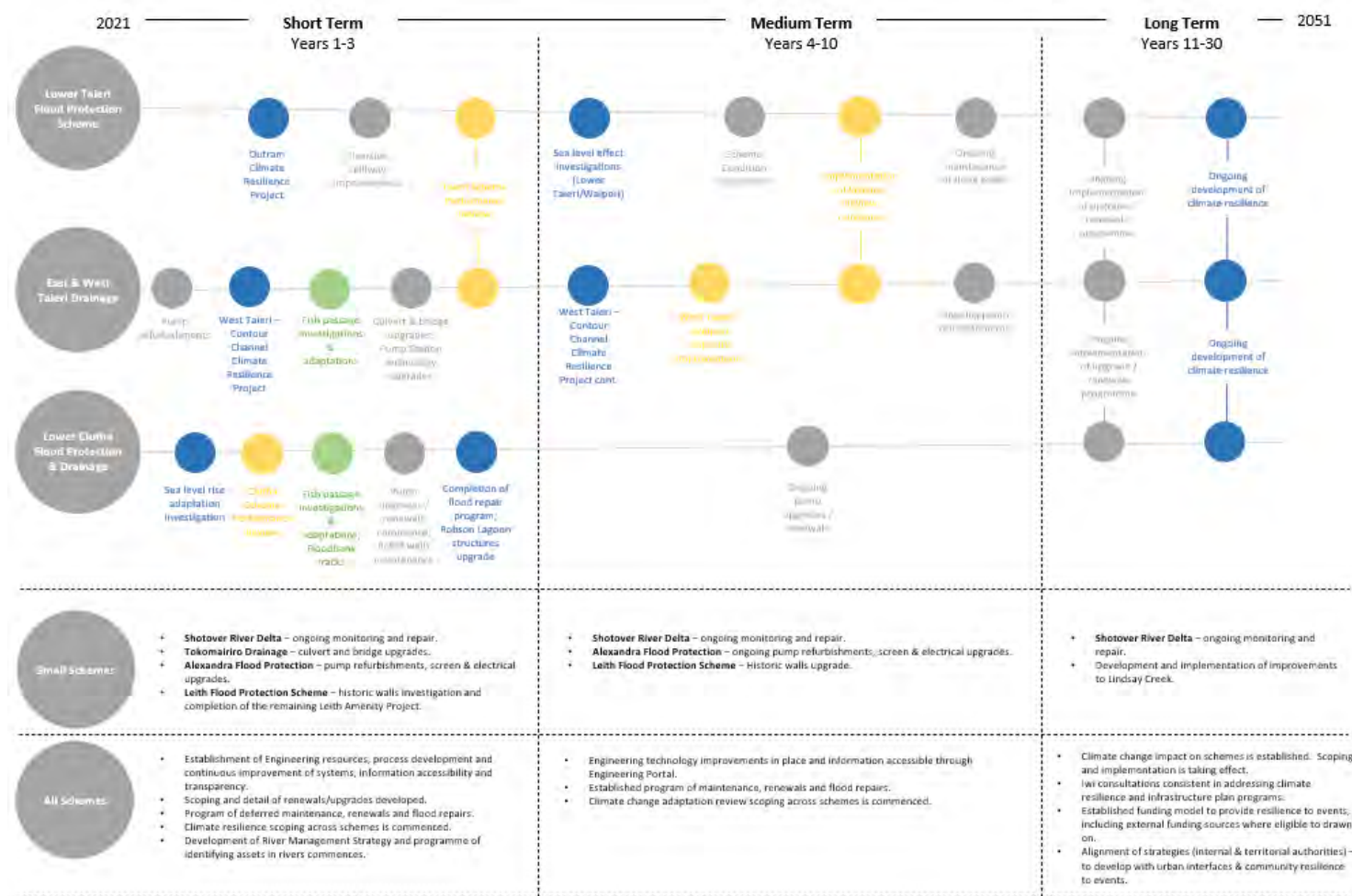


Figure 14 Key projects and programmes summary.



Planning asset renewals

Council carries out routinely through its operations and maintenance program, cyclic inspections of all above ground assets, annually and as otherwise required. These inspections are required to ensure the resilience and performance of these assets are confirmed and not compromised with the assigned remaining life of the asset (asset lives are recorded in the management plans and in Councils information system, Conquest).

In addition to visual inspections Council has commenced a programme of structural audits. Those completed are summarised below:

- Structures on Water of Leith and Lindsay Creek, 2019
- Structures on Kaikorai Stream, 2020
- Rutherford Locks, 2019
- Alexandra Pump Stations, 2019
- Contour Channel Bridges, West Taieri, 2018
- Clutha and Taieri Floodbanks, 2018

These structural audits provide the Council with a detailed condition assessment of the above ground assets and contribute to setting asset renewals and risk management.

Infrastructure expenditure assumptions and uncertainty

The Council’s Infrastructure expenditure programme is based on the following key assumptions and basis of assumption:

Infrastructure Category/Timeline	Key Assumption	Basis of Assumption
<p>General</p>	<ul style="list-style-type: none"> • Asset valuation is based on a combination of depreciation value, and subject to impairment losses as well in some cases. The Financial Strategy will detail this. • Structures, and bridges are depreciated. • Floodbanks, drains and culverts are not depreciated. • Legislation changes may have an impact on the level of service, where changes in rules and requirements have an impact on planned expenditure programme. • Insured assets are limited to pump station infrastructure only. • Council does not self-insure all other above ground assets. • No allowance has been made in expenditure for repairs to scheme assets resulting from flood events or other natural disasters. • Responding to major weather events or other natural disasters is funded through insurance (where insurable) and scheme reserves in response to events. • Increased renewals or maintenance due to natural disasters will be funded through scheme reserves and Councils ability to raise debt. • Information contained in this Infrastructure Strategy is based on current known information which has been used to determine issues and understand the asset management requirement for a 30-year horizon. • Asset lifecycle costs are based on useful remaining lives, condition assessments and replacement values as at 31st December 2020, which has been drawn from known information¹⁵ in Councils current systems. • All capital renewal expenditure is based on current levels of service. • Global crisis or pandemic, the Council has systems and procedures in place for staff to work remotely. The council may be required to drop many of its BAU activities to focus resources on essential services and any major civil defence response across the region 	<ul style="list-style-type: none"> • Existing schemes remain economic at current level of service. • Management, systems, and processes are fit for purpose • Flood protection schemes have been designed and constructed to provide a level of protection accepted by communities which is supported by relevant funding models. • There is a possibility that new schemes may need to be developed in areas where currently no flood protection or drainage services are provided. This demand may be triggered by a flood event or an increase in activity in a flood prone area. Council may undertake investigations to determine the feasibility during the 30 year period, if there is a demand.

¹⁵ “known information” is drawn from Councils databases which record; inventory of assets, assessments, inspections, reports pertaining to assets. Council uses a computerised maintenance management system, Conquest along with other databases of source information relating to the operation and maintenance of schemes.

Infrastructure Category/Timeline	Key Assumption	Basis of Assumption
Years 1 to 10	<ul style="list-style-type: none"> • There is not expected to be an increase in demand that will significantly change the current level of design and service, as the overall projected population growth is not expected to exceed the scheme functionality. • There are no planned increases or changes to level of service in Years 1 through to 10.¹⁶ • The continued development of robust asset management systems including forecasting and modelling tools in Years 1 to 3 will provide Council an improved basis of determining capital renewals costs. • No new schemes are provisioned for in Years 1 through to 10. • Demand and vulnerability to managed through District Plan. • Known asset performance deficiencies are addressed to provide scheme resilience. • All future projects have been investigated, scoped and programmed into future LTPs (where projects exceed \$100,000 of renewal or replacement). • All asset gradings of 'very unreliable' are transitioned into 'reliable' grading. • Any health and safety deficiencies with operating infrastructure are identified by and addressed. • Scheme Performance reviews for Taieri and Lower Clutha have been completed, investigated, scoped and programmed into proceeding LTPs. • River channel assets are identified and updated on asset management system. • Completion of flood repair program of works and climate resilience (MBIE funded) program of works. 	<ul style="list-style-type: none"> • No significant new schemes, investigations, scoping only. • Major upgrades only if affordable and agreed with communities. • Resilience restored in flood protection schemes through flood repair programs and climate resilience programs

¹⁶ The Scheme Performance reviews completed in Years 1 to 3 will provide an indication of any changes to levels of service which may be identified as a future requirement. This has been indicated in forecast expenditure in Years 4 to 10 as potential 'increased levels of service' resulting from scheme modifications, improvements and/or capacity increase.

Infrastructure Category/Timeline	Key Assumption	Basis of Assumption
Years 10 - 20	<ul style="list-style-type: none"> • Years 11 onwards show an indicative increase in levels of service required (land drainage New East Taieri Pump Station) and new works (Lindsay Creek). • There is an anticipation for an increase on our flood protection and drainage scheme assets due to the increase of urban development on existing rural locations where the schemes are located. Consequently, a review of rating and development contribution may occur to contribute to the maintenance expenditure, and investigations around capacity of storm drainage impacts on existing land drainage infrastructure. • Climate adaptation programmes developed and consulted with community. 	<ul style="list-style-type: none"> • Climate change impacts will become increasingly important over the 20 - 30-year period. • Increase in cost and/or risk will become key consultation on resilience of existing schemes and/or new schemes.
Years 20 -30	<ul style="list-style-type: none"> • Climate adaptation programmes scoped, designed and implemented per community consultation. • Lindsay Creek upgrades proceed with community approval and appropriate funding. 	<ul style="list-style-type: none"> • Unqualified estimates have been indicated relating to climate resilience, assuming that the increased risks due to climate adaptation are not accepted and community requires investigation and/or adaption.

Further details on the key assumptions, associated uncertainty and the potential implications are shown below in Table 7:

Table 7 Infrastructure assumptions and uncertainty

Key Assumption	Risk	Level of uncertainty	Expenditure implication	Reasons and expenditure effect of uncertainty
Growth and Demand				
<p>There is expected to be a marginal increase in demand on the use of the flood protection and drainage scheme assets to convey stormwater drainage from urban development.</p> <p>This is predominately in the Taieri (Mosgiel and Outram) areas where urban development interfaces existing rural locations where the schemes are located.</p>	<p>The increase in demand may significantly change the current level of design and service.</p> <p>The overall projected population growth in the Taieri areas exceeds the projected scheme functionality and capacity.</p>	Low	Low	<p>The scheme performance and capacity of existing flood protection and drainage assets will be assessed in the Taieri Scheme Review during Years 1 to 3.</p> <p>The current special rating districts do not include urban growth areas in the Taieri as rated areas that contribute the flood protection and drainage schemes.</p> <p>Options to provide for urban development and reliance on Councils existing flood protection and drainage assets will be determined during Years 1 to 3 which may result in infrastructural changes to cater for increased capacity.</p> <p>This may result in an increase of special rating districts to cater for an increased level of service and flood protection in the Taieri growth areas of Mosgiel and Outram.</p>
Asset Lifecycle				
Sources of funds for future replacement of critical and significant assets are secure.	The Council has insufficient funds to replace significant assets at the end of their useful lives	Low	Low	

Key Assumption	Risk	Level of uncertainty	Expenditure implication	Reasons and expenditure effect of uncertainty
<p>Information contained in this Infrastructure Strategy is based on current known information which has been used to determine issues and understand the asset management requirement for a 30-year horizon.</p> <p>The continued development of asset management systems including forecasting and modelling tools will continue through Years 1 to 3. It is expected that maturity in asset management systems and consolidation of known information will provide Council an improved basis of determining capital renewals costs.</p> <p>Asset lifecycle costs are based on useful remaining lives, condition assessments and replacement values as at 31st December 2020, which has been drawn from known information in Councils current systems.</p>	<p>The Council has insufficient known information to support its asset lifecycle costs.</p>	Low	Low	
Climate & Hazards				
<p>Increased significant weather events, or other natural hazard emergencies will occur.</p> <p>Infrastructure Strategy assumes there will be an average of (1) significant event¹⁷ per financial year.</p>	<p>Council cannot accurately predict when and where large flood events will occur, or the damage that may result from any flood event. here will be increased frequency of weather events that cause damage to infrastructure assets.</p>	Medium	Medium	<p>The effects of increased weather events that cause damage and potential other natural hazard events, on Councils financial position is dependent on the scale, duration and location of the event.</p>

¹⁷ Significant event is defined as flood protection trigger levels are reached in a scheme and the event reaches repair cost threshold in accordance with NEMA guidelines

Key Assumption	Risk	Level of uncertainty	Expenditure implication	Reasons and expenditure effect of uncertainty
				<p>The Council will manage the effect through its reserves to repair or replace infrastructural assets that are damaged and/or destroyed.</p> <p>The infrastructure strategy will focus on self-insurance reserves that are built up over time to ensure funding up to 40% of the expenditure is available across the schemes.¹⁸</p>
Climate change will be consistent with current national and regional projections. Future sea level rise does not exceed that projected by current climate science.	If climate change effects occur more quickly than expected, the adaption and response to climate change will change cost response.	Medium	Medium	<p>Potential climate change impacts are being considered through scheme performance and detailed investigation as prediction and adaptation information becomes available.</p> <p>The infrastructure considers climate change and provides to investigate the impact on the management of flood protection and land drainage scheme assets.</p>
Legislation/Regulatory				
Resource Consents	The necessary resource consents for infrastructural activities, including capital renewals/repairs, operations and maintenance will be obtained (and granted) as they are due or required.	Medium	Medium	
Land acquisition – land can be purchased when and where needed.	If land cannot be purchased as and when planned, projects would need to be deferred until land could be acquired. This may result in additional expenditure from damage prior to land acquisition.	Medium	Medium	

¹⁸ The Council has access to the National Emergency Management Agency (NEMA) which provides 60% funding of expenditure required to repair assets damage. This is dependent on the Council reaching its threshold which is 0.002% of the Rateable Value of Council infrastructure in the financial year in which the damage occurred.

Key Assumption	Risk	Level of uncertainty	Expenditure implication	Reasons and expenditure effect of uncertainty
Legislative changes will change marginally, however current forecast allows for adaptation.	There will be no major changes to key legislation that effects the ORC's strategy or has funding implications. Key legislation under this Infrastructure Strategy includes, Local Government Act 2002, Resource Management Act, and Soil Conservation and River Control Act 1941.	High	High	There is a high level of uncertainty because legislative change is likely over the next 30 years. The potential effect of any new changes environmental or resource management will be determined on the response required, and the timing to effect such changes. Legislative changes may result in additional required expenditure to comply with new standards.
Cultural & Community Values				
Iwi and Maori expectations	Expectations and management of how infrastructural assets are managed in conjunction with Iwi and Maori values may require adjustment and implementation of key projects and programme.	Low	Low	
Community expectations	Level of community engagement and evolving expectations on current levels of service as urban and rural demographic's merge may cause for key projects and programmes of work to be adjusted.	Low – Short term (1 – 5 years) Medium – Longer term (6 – 20 years)	Low – Short term (1 – 5 years) Medium – Longer term (6 – 20 years)	Expectations and addressing outcomes into implementation plans, are largely included in the Short term. Long term as detailed investigations around scheme performance and climate resilience / adaptations progresses may result in forecast adjustment to reflect community consultation and request for levels of service.
Level of Service				
All capital renewal expenditure is based on current levels of service. ¹⁹	Levels of service are not adequate	Low	Low	

¹⁹ Current levels of service are based on agreed flood management and land drainage infrastructure that has been developed and agreed to specifically with local communities when constructed (>50 years ago) as a defence. These levels of service remain relevant.

Key Assumption	Risk	Level of uncertainty	Expenditure implication	Reasons and expenditure effect of uncertainty
<p>No new schemes are provisioned for in Years 1 through to 5. ²⁰</p> <p>Years 11 onwards indicate an increase in levels of service (land drainage) and new a scheme (Lindsay Creek).</p>				
Weather events and Natural disasters				
<p>No allowance has been made in expenditure for repairs to scheme assets resulting from flood events or other natural disasters.</p>	<p>Multiple weather event and natural disasters occur and exceeds forecast expenditure.</p>	<p>Medium</p>	<p>Low</p>	<p>Responding to major weather events or other natural disasters is funded through insurance (where insurable) and scheme reserves in response to events.</p> <p>Increased renewals or maintenance due to natural disasters will be funded through reserves.</p> <p>Council also has the ability to raise funding for the cost of unexpected works in response to weather events and natural disasters such as floods or earthquakes.</p>

²⁰ Additional new schemes will likely to be identified over the next 30 years, they will be developed and included in revisions of this strategy.

Total expenditure

Over the next 30 year period Council has forecast to spend a total of \$392 million. \$281 million will be invested in ongoing maintenance and operations of schemes, including an asset depreciation allowance. Capital investment will be \$111 million, this expenditure will enable periodic replacement of existing assets and provide asset upgrades or additions to address significant issues. Forecast expenditure by scheme/area is shown in Table 8. This is depicted graphically in Figure 15.

Table 8 Capital and operational expenditure by scheme area for the 30-year period 2021 - 2051

Scheme/Area	Capital Expenditure	Operational Expenditure	Total Expenditure
F 1 Alexandra Flood Protection Scheme	\$5M	\$9M	\$14M
F 2 Leith Flood Protection Scheme	\$33M	\$23M	\$53M
F 3 Lower Clutha Flood Protection and Drainage Scheme	\$17M	\$46M	\$62M
F 4 Lower Taieri Flood Protection Scheme	\$18M	\$29M	\$45M
F 5 West Taieri Drainage Scheme	\$33M	\$31M	\$62M
F 6 East Taieri Drainage Scheme	\$5M	\$25M	\$29M
F 7 Tokomairiro Drainage Scheme	\$1M	\$5M	\$6M
F 8 Shotover River SRA	-	-	-
F 9 Scheme Oversight & Bylaws	-	\$26M	\$26M
M 1 River Management - Dunedin	-	\$14M	\$14M
M 2 River Management - Clutha	-	\$15M	\$15M
M 3 River Management - Central	-	\$14M	\$14M
M 4 River Management - Wakatipu	-	\$13M	\$13M
M 5 River Management - Wanaka	\$0.105M	\$11M	\$11M
M 6 River Management - Waitaki	-	\$13M	\$13M
M 7 Lower Waitaki Flood Protection Scheme	-	\$7M	\$7M
M 8 Non Scheme Management	-	\$1M	\$1M
Total	\$111M	\$281M	\$392M

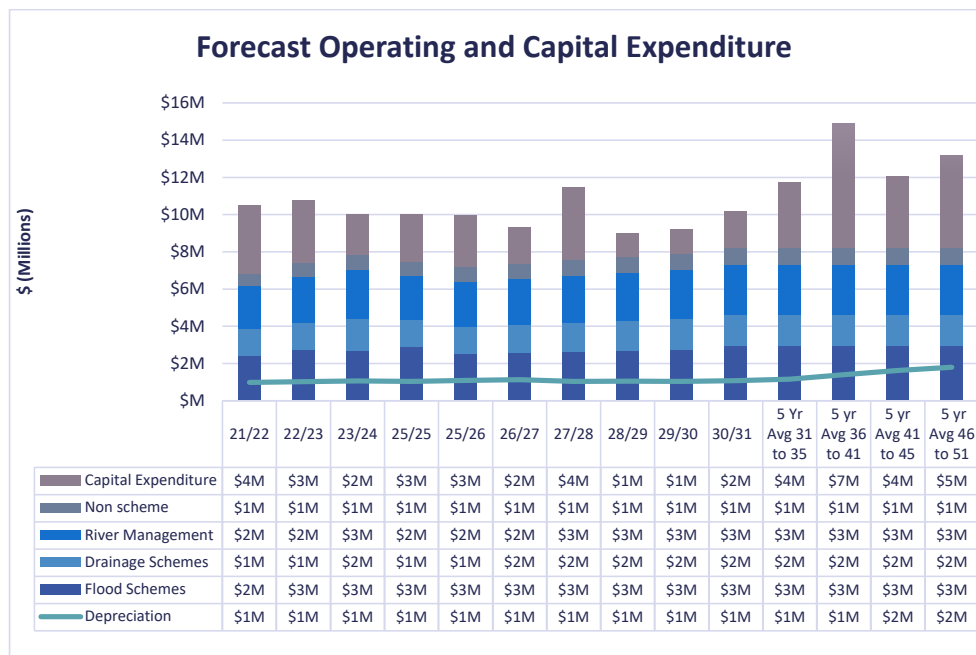


Figure 15 Forecasted operational and capital expenditure 30-year period 2021 – 2051. N.b units in table are rounded to the nearest million dollars.

Capital expenditure

The most significant driver of capital expenditure is the infrastructure renewals and replacement.

The four key drivers for making capital investment across the flood and drainage schemes are:

1. The need to renew/replace existing assets;
2. The need to adapt to changing environment to maintain (as a minimum) the level of service that the schemes currently provide;
3. The need to increase a level of service that the schemes currently provide in the areas required; and
4. The requirement to meet a new need or demand for flood or drainage scheme protection.

There will be an on-going requirement to make decisions including through consultation on renewals expenditure on a cyclical basis as part of the processes associated with the Councils LTP and Annual Plan processes.

Figure 16 shows the forecast renewal expenditure profile for the infrastructure assets associated with flood protection and land drainage. The expenditure forecast has been developed in line with the assumptions detailed in section 6.2.

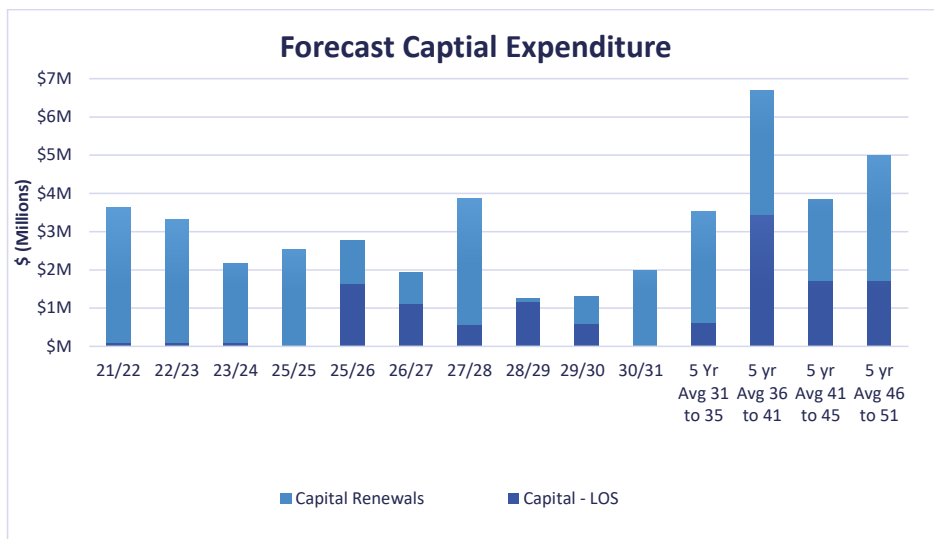


Figure 16 Forecast capital expenditure 2021 – 2051.

Operational expenditure

Operational expenditure provides for the maintenance and operations works associated with each scheme and includes depreciations and other running costs.

In years 1 to 4 a number of scheme reviews will be undertaken, otherwise operational expenditure remains relatively consistent with some increases for inflation accounted for. It is not anticipated that scheme reviews would have a significant impact on future operational costs/needs.

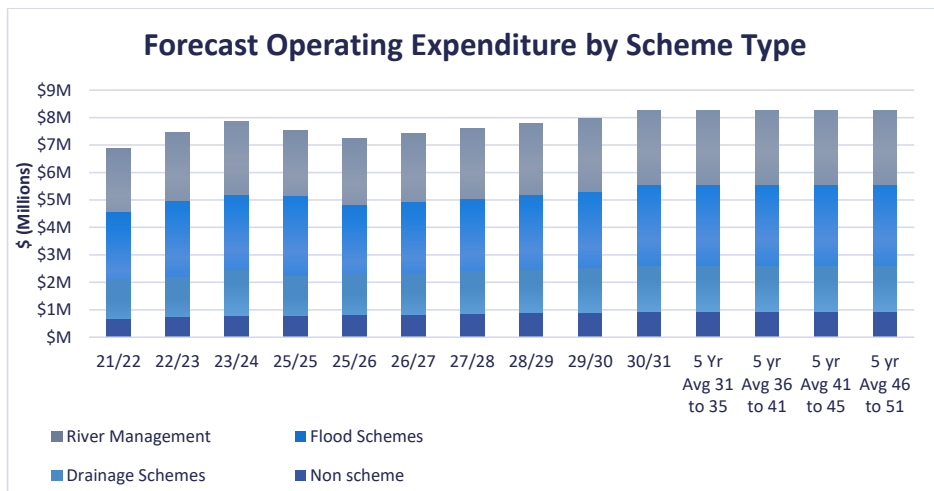


Figure 17 Forecast operating expenditure split by scheme

Key projects and programmes

A summary of the key projects and programmes that are planned over the next 3 years are presented in Table 9 below. A description for each is provided including the significant issues that will be addressed, the estimated expenditure required, and the timing for delivery. Key projects are defined where the project or programme of works exceeds \$100,000 in a financial year cycle.

The key used to represent the significant issues in this section is depicted below:



Infrastructure Condition



Natural Hazards



Scheme Performance



Growth and Development



Climate Change















Funding























Legislative/Regulatory





Table 9 Key projects and programmes for flood protection and drainage services 2021 – 2051

Project/ Programme	Description	Addresses Significant Issue(s)			Timing
Taieri Scheme Performance Review	Assessment of performance and engineering options considered for scheme.				2021 -2024
Clutha Scheme Performance Review	Assessment of performance and engineering options considered for scheme.				2021 - 2022
Climate Change Adaptation investigation	Engineering options and resilience options developed.				2021 - 2023
Drainage Capacity investigations	Detailed assessment of drainage capacity, pump stations and drains.				2021 - 2022
Storm drainage assessment and principles	Development of storm drainage principles and effect of urban approach on rural land drainage assets.				2021 - 2022
Fish Passage adaptation investigations	Research and development for implementation of fit for purpose fish passage across pumping/outflow structures.				2021 - 2024
Asset Management improvements	System and technology assessment and implementation to coordinate critical assets data .				2021 - 2024
Investigation of use of ORC assets for trails	Investigation and development of design and standards to be constructed on ORC floodbanks.				2021 - 2022
Weed management of pump station inlets	Research and development of techniques to manage and remove weed blockages at pump stations.				2021 – 2023
Leith Historic Wall investigation	Detailed design and option for replacement program of historic channel walls.				2022 - 2024

The following key projects (Table 10) are detailed in the long-term plan and reflect continued programs of work and projects resulting from key programmes of investigation and detailed design set out in this infrastructure strategy. The projects reflect the focus on on-going repairs to critical assets and the development of infrastructural renewals or upgrades because of identified issues for detailed design for solutions. Projects will be subject to community consultation and funding models where significant expenditure is signalled.

Table 10 Key projects, including capital renewals/repairs 2021 - 2051

Project/ Programme	Description	Addresses Significant Issue(s)			Timing
Flood Repair programs: February 2020 event and January 2021 event	Completion of flood damage repair programs				2021 onwards
Climate Resilience Program: Outram	Ministry (64%) funded resilience renewal of flood protection assets				2021 - 2023
Climate Resilience Program: Contour Channel	Ministry (64%) funded resilience renewal of flood protection assets				2021 -2024
Climate Resilience Program: Riverbank Road	Ministry (64%) funded resilience renewal of flood protection assets				2021 - 2022
Climate Resilience Program: Robson Lagoon	Ministry (64%) funded resilience renewal of flood protection assets				2021 - 2023
Leith Amenity Project	Completion of the remaining Leith Amenity Project				2021 - 2022
Construction of a Shared Use Path (SUP) on Lower Clutha Foodbank	Construction of a SUP on ORC asset to provide an amenity use for community				2022 - 2024
Gordon Road and Silverstream improvements	Channel improvements in Silverstream				2022 - 2024
Riverside Spillway improvement	Spillway upgrade / improvement				2021 - 2022
Pump Station Technology improvements	Implementation of SCADA and link to asset management data portals				2022 - 2025
Asset Management improvements through technology system improvements	System implementation of data and metric monitoring of critical assets				2022 - 2025
Stoney Creek Debris Flow development of options	Upgrade of Stoney Creek to provide debris flow				2022 - 2025










Project/ Programme	Description	Addresses Significant Issue(s)			Timing
Installation of increased monitoring for flows and levels across schemes and coastal mouths	Installation of monitors and link to asset management				2022 - 2025
Pump stations infrastructure upgrade	To meet safety, compliance and fit for purpose standards, including fish passage considerations and weed management				2023 - 2026

There are only three significant projects that are signalled in the Long Term Plan that are categorised as new capital expenditure.

These projects are signalled to support investigations in preceding years that address climate adaptation, levels of service and growth and development. Additional projects may result as the definition of the renewals are developed over the next 30 years.

These will be developed and included during respective infrastructure strategy and long term plan revisions and other relevant planning documents.

Table 11 Key renewals/repairs 2021 - 2051

Project/ Programme ¹	Description	Addresses Significant Issue(s)			Timing
Lindsay Creek	Development, consultation and implementation ²¹ of the Lindsay Creek Scheme				2031 onwards
Climate Adaptation infrastructure transition Lower Clutha	Development and preparation of infrastructure options for climate adaption analysis				2025 onwards
Climate Adaptation infrastructure transition Lower Clutha	Development and preparation of infrastructure options for climate adaption analysis				2025 onwards

¹ These projects and expenditure assume community support through consultation and adoption of a funding policy to enable them to proceed.

Expenditure Forecasts

It is expected that with each review of the; Infrastructure Strategy (every 3 years), Asset Management, Long Term Plan, and Annual Plans, the cost estimates will be updated, particularly at the three year review of the Infrastructure Strategy and Long Term Plan. This will enable the forecast to be updated to reflect more detailed design and understanding of costs associated with key projects and programmes of work along with community consultation and expectation.

²¹ The viability of the Lindsay Creek Scheme will be determinate on Council and Community consultation.

Revenue and Financing Policy

GROUP ACTIVITY – REGIONAL LEADERSHIP				
Significant Activity – Governance and Community Engagement				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Governance and Democracy	<p>Run Council’s democratic functions including holding triannual elections.</p> <p>Partnering with mana whenua.</p> <p>Contribute funding to activities that benefit the entire Otago community.</p>	<p>The whole of the community benefits from these activities.</p>	<p>The benefits are ongoing.</p>	<p>Governance and democracy:</p> <ul style="list-style-type: none"> • 100% general rates regional. • Elections costs may be rated evenly over each 3-year election period. <p>Partnership with mana whenua:</p> <ul style="list-style-type: none"> • 100% general rates regional. <p>Financial contributions:</p> <ul style="list-style-type: none"> • 100% general rates regional.
Public Awareness, Communication and Engagement	<p>Provide community information and advice through customer services, media, website, public events, brochures etc.</p> <p>Provide regional co-ordinator role for EnviroSchools in Otago.</p>	<p>The whole of the community benefits from these activities.</p> <p>Those requesting specific information from Council benefit from receiving that information.</p>	<p>The benefits are ongoing.</p>	<p>Information requests that require more than ½ hour response time:</p> <ul style="list-style-type: none"> • 100% fees and charges. <p>Communication and engagement:</p> <ul style="list-style-type: none"> • 100% general rates regional.

Significant Activity - Regional Planning and Strategy				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Regional Planning and Strategy	Development, adoption, appeals, review and audit of ORC's regional policies, plans, and strategies.	The wider community benefits as these plans and strategies are developed to provide for the needs of the region as a whole. No individual or group benefits directly from this activity.	Benefits are ongoing over the life of the plans.	Regional Land Transport Plan: Receipt of NZTA grants. Remaining costs: <ul style="list-style-type: none"> 100% general rates regional. Plans, policies and strategies: <ul style="list-style-type: none"> 100% general rates regional.
	Respond to issues such as national policy and legislative proposals, and city and district plans.	The whole of the community benefits from work aimed to help protect the regions resources.	The benefits are ongoing.	Response to external proposals: <ul style="list-style-type: none"> 100% general rates regional.
Private Plan Changes	Request of third parties to make a change to a Council plan, policy etc.	Individuals and groups requesting a plan change benefit from this work.	Benefits are ongoing over the life of the plans.	Private plan changes: <ul style="list-style-type: none"> 100% fees and charges.

Significant Activity – Regulatory				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Consent Processing, Reviews and Appeals	Process consent applications (RMA and Building Act) and hold hearings, Issue certificates, permits and transfers.	The applicant is the primary beneficiary.	The benefits are ongoing.	Processing consent applications: <ul style="list-style-type: none"> • 100% fees and charges.
	Appeals	This is determined by the courts.		Appeals: Recoveries will be awarded by the courts. Other costs: <ul style="list-style-type: none"> • 100% general rates regional.
	Administration	The community benefits from the database of information.		Information requests that require more than ½ hour response time: <ul style="list-style-type: none"> • 100% fees and charges. Administration: <ul style="list-style-type: none"> • 100% general rates regional.
	Review of consents, e.g. variation to consent - consent holder-initiated, or Council may initiate, e.g. on introduction of a minimum flow.	Consent holder benefits from processing requested review of consent. Wider community benefits from Council initiated review of consent.		Consent holder-initiated review of consent: <ul style="list-style-type: none"> • 100% fees and charges. Council initiated review: <ul style="list-style-type: none"> • 100% general rates regional.

Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Compliance Monitoring	Process performance monitoring returns from consent holders.	Consent holders benefit from their ability to exercise consents. Work arises from activities undertaken by identifiable consent holders.	The benefits are ongoing.	Performance monitoring: <ul style="list-style-type: none"> 75% fees and charges from consent holders. 25% general rates regional.
	Undertake audits and compliance reviews to ensure compliance with consent conditions.	Public benefits arise from environmental protection gained through compliance.		Audits and compliance reviews: <ul style="list-style-type: none"> 100% fees and charges from consent holders.
	Administration	The community benefits from environmental protection gained through compliance.		Information requests that require more than ½ hour response time: <ul style="list-style-type: none"> 100% fees and charges. Administration: <ul style="list-style-type: none"> 100% general rates regional.
	Develop and maintain a centralised contaminated sites database and assist with applications for funding remedial works.	The wider community benefits from improvement to the environment. Landowners will benefit from remedial and clean-up work.		Remedial works: <ul style="list-style-type: none"> 100% fees and charges where possible. All other contaminated sites work: <ul style="list-style-type: none"> 100% general rates regional.
	Dairy inspections	Council work arises from activities undertaken by identifiable landholders.		Dairy inspections: 100% targeted rate on each dairy activity.

Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Harbour Management	Promote navigation and safety in harbours and waterways.	Those using the harbour and waterways benefit directly, but it is not possible to identify them. Note that QLDC administers its own bylaws under transfer of responsibility agreements.	The benefits are immediate and ongoing.	Safety: <ul style="list-style-type: none"> • 100% general rate sub-regional from Clutha, Dunedin, Waitaki and Central Otago districts.
	Administer bylaws, the primary focus being safety on our waterways.	The actions of individuals on our waterways may cause the need for enforcement of our bylaws		Enforcement: <ul style="list-style-type: none"> • 100% fees and charges from those causing the incident. • 100% general rates from Clutha, Dunedin, Waitaki and Central Otago for remaining costs.
	Be ready to and respond to oil spills.	Those creating the oil spill cause the need for this activity.		Responding to incidents: <ul style="list-style-type: none"> • Grants from Maritime NZ. • 100% general rates regional for remaining costs. Enforcement action: <ul style="list-style-type: none"> • 100% fees and charges where possible, from those causing the incidents. • 100% general rates regional for remaining costs.

Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Incident Response	Respond to pollution incidents and resource management complaints.	The wider community benefits from clean up and protection.	The benefits are immediate, at the time of responding to the incident.	Responding to incidents: <ul style="list-style-type: none"> • Grants from central government agencies as available. • 100% general rates regional for remaining costs.
	Undertake enforcement action as appropriate.	The actions of those creating pollution incidents, breaching resource consent conditions etc., cause the need for this activity.		Enforcement action: <ul style="list-style-type: none"> • 100% fees and charges where possible, from those causing the incidents. • 100% general rates regional for remaining costs.

GROUP ACTIVITY - ENVIRONMENT				
Significant Activity – Land and Water (including Coast)				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Land and Water Planning and Strategy	Development, adoption, appeals, review and audit of ORC's Land and Water (including Coast) regional policies, plans, and strategies.	The wider community benefits as these plans and strategies are developed to provide for the needs of the region as a whole. No individual or group benefits directly from this activity.	Benefits are ongoing over the life of the plans.	Plans, policies and strategies: <ul style="list-style-type: none"> • 100% general rates regional.
Land and Water Monitoring and Reporting	Monitor quality and quantity of surface and groundwater. Monitor quality of coastal and estuarine water. EMaR / LAWA. Trend forecasting for future changes to our environment. Social, economic and environmental effects of low flows.	The wider community benefits from understanding the state of the Otago environment.	The benefits are ongoing.	Monitoring and reporting: <ul style="list-style-type: none"> • 100% general rates regional. EMaR / LAWA: <ul style="list-style-type: none"> • Receipt of fees and grants from national office and other regional councils. • 100% general rates regional for remaining costs.

Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Land and Water Implementation	Awareness of provisions and understanding of responsibilities through education and promotion.	<p>The activities/practices of farmers, forestry and other rural landholders are the main contributors to degraded rural water quality.</p> <p>The wider community benefits from having good water quality.</p>	The benefits of improved water quality are ongoing.	<p>Rural liaison and catchment groups:</p> <ul style="list-style-type: none"> • 75% targeted rate on all rural land use properties (all sizes), and lifestyle blocks 2 ha or greater. • 25% general rates regional. <p>All other awareness and education:</p> <ul style="list-style-type: none"> • 100% general rates regional.
	Water quality remediation and improvement initiatives	<p>Communities within each district benefit from work completed in their areas.</p> <p>Activities of those in the local area are likely to have contributed to the degraded water quality.</p>		<p>All remediation and improvement activity:</p> <ul style="list-style-type: none"> • 100% targeted rates (from local river and waterway management rates for each district).
	Integrated catchment management	The wider community benefits from having good water quality.		<p>Integrated catchment management:</p> <ul style="list-style-type: none"> • 100% general rates regional.

Significant Activity - Air				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Air Quality Monitoring and Reporting	Monitor and report on air quality in Otago.	The wider community benefits from understanding the state of the Otago environment.	The benefits are ongoing.	Monitoring and reporting: <ul style="list-style-type: none"> • 100% general rates regional.
Air Strategy Implementation	Promote and assist addressing air quality issues and improving air quality around the Otago region.	The whole community benefits from clean air.	The benefits of clean air are ongoing.	Localised air programmes: <ul style="list-style-type: none"> • 100% targeted rate on local area. Regional air initiatives: <ul style="list-style-type: none"> • 100% general rates regional.
	Advancing the use of cleaner heating technologies through the provision of subsidies for the replacement of non-compliant burners in Air Zone 1 and Milton.	There is benefit to those living in areas where clean heating appliances are being installed.		Clean heat, clean air: <ul style="list-style-type: none"> • 100% targeted rates from Air Zone 1 and Milton.

Significant Activity – Biodiversity and Biosecurity				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Biodiversity Monitoring and Reporting	Monitor and report on biodiversity in Otago.	The wider community benefits from understanding the state of the Otago environment.	The benefits are ongoing.	Monitoring and reporting: <ul style="list-style-type: none"> 100% general rates regional.
Biodiversity Strategy Implementation	Promote and support the protection of indigenous species and areas of biodiversity in Otago.	All of Otago benefits from protecting indigenous species and areas of biodiversity and enhancing the region.	The benefits are ongoing.	Biodiversity strategy implementation: <ul style="list-style-type: none"> 100% general rates regional.
	Administer a regional sustainability and environmental enhancement fund on agreed projects.	All of Otago benefits from protection areas of biodiversity and environmentally enhancing the region.	The benefits are ongoing.	ECO Fund: <ul style="list-style-type: none"> 100% reserves.
	Promote and support the protection of areas of biodiversity in local communities.	Local communities benefit from protecting and enhancing biodiversity in their area.	The benefits are ongoing.	Predator Free Dunedin: <ul style="list-style-type: none"> 100% general rates sub regional.
Wilding Trees	Actively support wilding conifer groups in Otago to control and reduce the spread of wilding conifers.	All of Otago benefits from the control of wilding trees in Otago.	The benefits of the work are immediate and ongoing when continued control is undertaken.	Supporting groups: <ul style="list-style-type: none"> 100% uniform targeted rates across the region
	Administer the funding from MPI for the control of wilding trees.			Administering MPI funding: <ul style="list-style-type: none"> 100% grant funding from MPI

Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Pest Management Plan Implementation	Manage pest plants and animals through inspections, education and promotion of landowner led initiatives. Undertaking control works for specified pests including rooks and wallabies.	The wider community benefits from the control of pest plants and animals. Rural landowners receive a higher benefit than urban landowners.	The benefits are ongoing.	Pest management plan implementation: <ul style="list-style-type: none"> • 100% targeted rates regional.
	Undertake enforcement action as required.	Landowner's inaction has resulted in the need to undertake the activity.		Enforcement: <ul style="list-style-type: none"> • Where possible, 100% fees and charges, remaining costs from general rates.
	Research and development for new biocontrol agents for pest control, monitoring and applying.	All of Otago will benefit from new pest control tools.	The benefits are ongoing.	Biocontrol of pests: <ul style="list-style-type: none"> • 100% general rates regional.
Pest Contracting	Undertake rabbit contract work for third parties.	Landowners benefit directly from contract work undertaken on their private properties.	The benefits are ongoing.	Pest contracting: <ul style="list-style-type: none"> • 100% fees and charges.

GROUP ACTIVITY – SAFETY AND RESILIENCE				
Significant Activity – Flood Protection and Drainage Schemes				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Alexandra Flood Protection	Maintenance of flood protection scheme.	Those living within the flood protection area receive a direct benefit. Power generation has contributed to the need for having a flood protection scheme in this area.	The benefits are ongoing.	<ul style="list-style-type: none"> • 2% general rates from the Central Otago District. • 98% fees and charges from dam owners.
Leith Flood Protection	Construction and maintenance of the flood protection scheme.	Those living within flood protection area receive a direct benefit. The local community benefits from continued access to these areas. There is a regional benefit where continued access to regional services, e.g. hospital and CBD etc.		<ul style="list-style-type: none"> • 5% general rates regional. • 2% general rates Dunedin City. • 46.5% targeted rates Indirect Benefit Zone. • 46.5% targeted rates Direct Benefit Zone.
Lower Clutha Flood and Drainage	Maintenance of flood protection scheme.	Those living within the flood protection area receive a direct benefit. The local community benefits from continued access to the area. The wider community benefits from continued access to regional services.		<p>After receipt of rental income and contribution from Kuriwao reserve:</p> <ul style="list-style-type: none"> • 4% general rates from the Clutha District. • 12% general rates regional. • 84% targeted rates on the scheme area.
	Maintain the productive capability of land	The landowners within the drainage scheme area receive a private benefit.		<p>After receipt of rental income and contribution from Kuriwao reserve:</p>

	within each scheme area.	The local community benefits from continued access to the area.		<ul style="list-style-type: none"> • 6% general rate Clutha District. • 94% targeted rates.
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Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
West & East Taieri Drainage	Maintain the productive capability of land within each scheme area.	<p>Landowners within the drainage scheme area receive a private benefit.</p> <p>The local community benefits from continued access to the area.</p>	The benefits are ongoing.	<p>After receipt of rental income:</p> <ul style="list-style-type: none"> • 8% general rate Dunedin. • 92% targeted rates.
Tokomairiro Drainage	Maintain the productive capability of land within each scheme area.	Landowners within the scheme area receive a private benefit.		<ul style="list-style-type: none"> • 100% targeted rates.
Lower Taieri Flood	Maintenance of the flood protection scheme.	<p>Landowners within the scheme on area receive a direct benefit.</p> <p>The local community benefits from continued access to the area.</p> <p>The wider community benefits from continued access to regional services, e.g. airport.</p>		<p>After receipt of rental income:</p> <ul style="list-style-type: none"> • 4% general rates regional. • 13% general rates Dunedin City. • 83% targeted rates on scheme area.
Shotover Delta	Construction of the flood protection scheme.	<p>Landowners within the scheme on area receive a direct benefit.</p> <p>The wider community benefits from continued access to regional services, e.g. airport.</p>		<ul style="list-style-type: none"> • 2% general rates regional. • 98% targeted rate on scheme area.

Scheme Oversight and Bylaws	General management and planning for all schemes including regional infrastructure strategy and designations.	Benefits arise to each scheme and therefore indirectly to the landowners and communities who benefit from each scheme.		Scheme oversight: <ul style="list-style-type: none"> • 100% internal allocation to flood and drainage schemes.
	Processing applications for works under bylaws.	Those applying to do works are the primary beneficiary.		Bylaw processing: <ul style="list-style-type: none"> • 100% fees & charges.

Significant Activity – Rivers and Waterway Management				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
River Management: - Central Otago - Clutha - Dunedin - Waitaki - Wakatipu - Wanaka	Routine monitoring and maintenance to ensure adequate fairway width, enhancement work to improve access etc. Monitor stability and alignment of rivers, through river cross section surveys, gravel surveys etc.	Communities within each district benefit from work completed in their areas.	The benefits are ongoing.	<ul style="list-style-type: none"> 100% targeted rates (district river and waterway management rates – Queenstown Lakes District has two rating areas, Wanaka and Wakatipu).
	Contribute to cost of river erosion work on private properties where wider benefit generated.	Landholders benefit from work done on properties. Some benefit to wider community.		<ul style="list-style-type: none"> 100% general rates regional. Maximum contribution in place of \$25,000 per landowner within a 5-year period.
	Monitor and inspect effects of Contact Energy consent.	Contact Energy consenting activities cause need for monitoring the effects of the consent.		<ul style="list-style-type: none"> 100% fees and charges from Contact Energy in accordance with consent conditions. Remainder general rates regional.
Lower Waitaki River Scheme	Contribute funding to river management works undertaken by Environment Canterbury.	Local community benefits from work undertaken by ECan on the Lower Waitaki River. The wider community benefits from continued access to regional services, e.g. roads.		<ul style="list-style-type: none"> 10% general rates regional. 90% targeted rates on the scheme.
Non Scheme Waterways	Investigating /maintain where appropriate, assets not belonging to flood and drainage	Communities within each district benefit from work completed in their areas.		<ul style="list-style-type: none"> 100% general rates regional.

	schemes around the region – minor works.			
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Significant Activity – Emergency Management				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Emergency Management	Administer the Otago Civil Defence Emergency Management Group.	The whole community benefits from Council's readiness to deal with a Civil Defence emergency. If an event occurs, those affected will benefit directly from any assistance provided.	The benefits are immediate at the time of an event occurring.	Readiness <ul style="list-style-type: none"> 100% uniform targeted rates. Response: <ul style="list-style-type: none"> For costs occurred in dealing with an event, recovery will be considered on a case by case basis.
	Significant Activity – Natural Hazards and Climate Change			
Natural Hazards	Investigate and provide information on the potential impacts of natural hazards and their mitigation.	Investigations of identifying and understanding hazards benefits the wider community Investigation works for specific districts such as flood risk strategies will directly benefit those districts.	The benefits are ongoing.	Studies for districts: <ul style="list-style-type: none"> 100% general rates sub regional. All other work: <ul style="list-style-type: none"> 100% general rates regional.
	Purchase of LiDAR information to assist assessment of hazards.	Whole community benefits from investigations of natural hazards.		LiDAR: <ul style="list-style-type: none"> 100% reserves.
Low Flow and Flood Risk Management	Respond to flood events, issue flood warnings and take action to reduce effects of flooding.	The whole community benefits from Council's readiness to respond to high and low flow situations	The benefits are at the time of the event.	Flood risk management: <ul style="list-style-type: none"> 100% general rates regional.
	Provide information on actual and expected rainfall, river flows and lake levels for low flow situations.			Low flow management: <ul style="list-style-type: none"> 100% general rates regional.

<p>Climate Change Adaptation</p>	<p>Provide understanding of the effects of climate change to enable communities to make informed decisions about being prepared and adapting to those effects.</p>	<p>The whole community benefits from being informed about the effects of climate change.</p> <p>Investigation works for specific districts will directly benefit those districts.</p>	<p>The benefit are ongoing.</p>	<p>South Dunedin Future:</p> <ul style="list-style-type: none"> • 100% general rate Dunedin City. <p>Shoreline retreat Clutha Delta:</p> <ul style="list-style-type: none"> • 100% Kuriwao Reserve. <p>Climate change other:</p> <ul style="list-style-type: none"> • 100% general rates regional.
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GROUP ACTIVITY – TRANSPORT				
Significant Activity – Transport				
Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Public Passenger Transport	Provide public passenger transport services in Dunedin and Queenstown, including associated infrastructure.	Those living in the areas where transport services are provided receive a direct benefit.	The benefits are immediate and ongoing.	Public passenger transport services: Receipt of fares and NZTA grants. <ul style="list-style-type: none"> • Remaining costs: 100% targeted rates in areas where services are provided.
	Public transport planning.	Those living in the areas where transport services are provided receive a direct benefit.		Planning: <ul style="list-style-type: none"> • 100% targeted rates in areas where services are provided.
	Administer the Total Mobility Scheme.	Total mobility users benefit from this; however the scheme is to provide more affordable transport for those who cannot use public transport because of a disability.		Total mobility: <ul style="list-style-type: none"> • 100% general rates regional.
	Register services under the Land Transport Management Act.	Service providers benefit from being able to legally operate. Wider community benefits from information held.		Registering services: <ul style="list-style-type: none"> • 50% fees and charges from service providers. • 50% general rates regional.

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	When do benefits occur?	Current funding sources
Stock Truck Effluent Disposal	Investigation and planning of a regional stock truck effluent disposal network.	The wider community benefits from ensuring a region wide network is planned. Those living in areas where new sites are proposed benefit from the planning and installation of those sites.	The benefits are immediate and ongoing.	Planning and investigation, regional network: <ul style="list-style-type: none"> • 100% general rates regional. Planning and investigation, districts: <ul style="list-style-type: none"> • 100% general rates sub regional.
	Maintain stock truck effluent disposal sites in Central Otago.	The Central Otago district benefits from this work.		Maintenance: 100% general rates on Central Otago District.

General rates are charged on a capital value basis.

General rates regional are charged on a differential basis based on where a property is situated, i.e., which district or city it is located in.

Finance Policy

Financing the Purchase of Fixed Assets (Excluding Infrastructural Assets)

Council finances its purchases of fixed assets from its Asset Replacement Reserve. Such assets include motor vehicles, plant and equipment and computers.

Depreciation on Council fixed assets is funded and this income is placed in the Asset Replacement Reserve, along with any proceeds from the sale of assets. This reserve also attracts interest income on the balance of the reserve. This reserve is used for the purpose of financing the purchase of fixed assets.

Financing Capital Expenditure on Infrastructural Assets

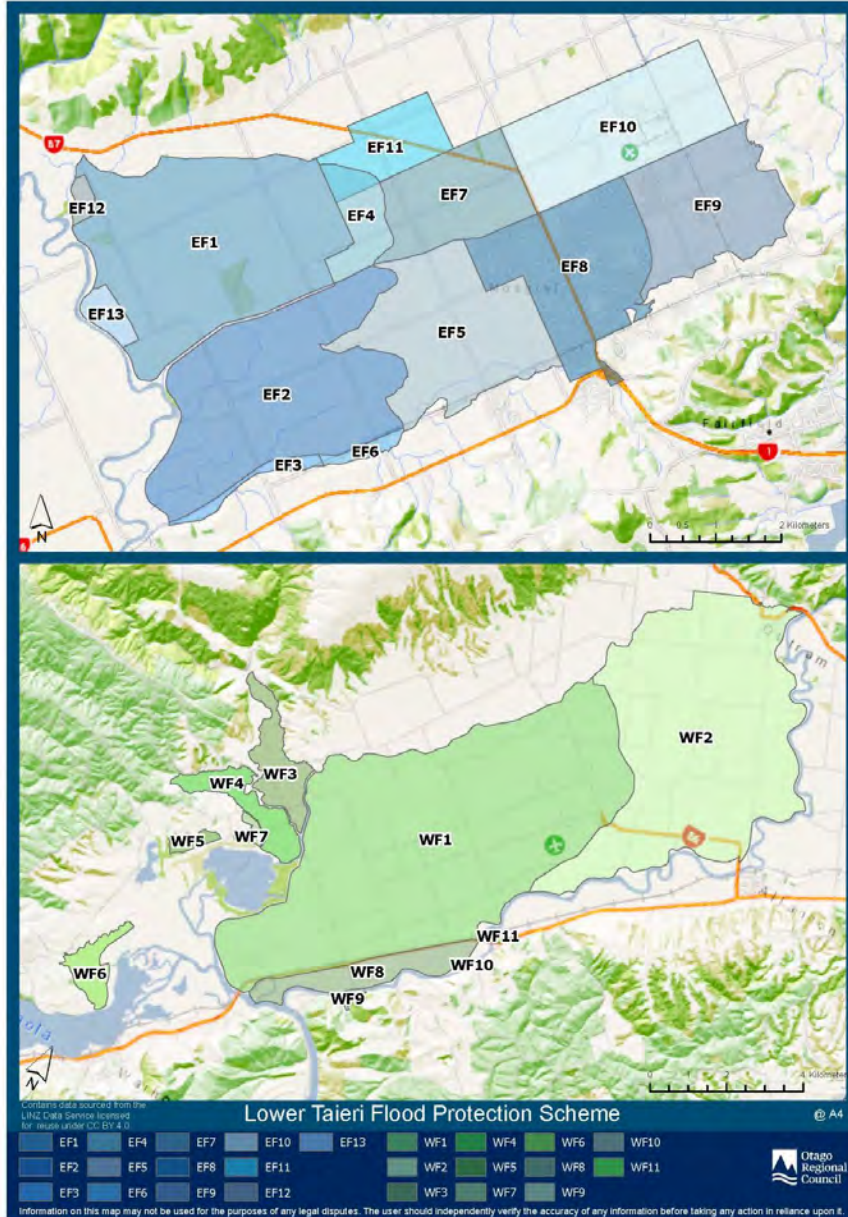
Most infrastructural assets (such as floodbanks, pumping stations and drains) are assigned to specific special rating districts. Ratepayers within these districts fund the depreciation on these assets. Each special rating district has a "Funded Depreciation Reserve" set up which represents the balance of the amount of depreciation revenue rates for, and any interest earned on reserve balances. The purpose of this reserve is the funding of capital expenditure and the cost of renewals on the infrastructural assets being depreciated.

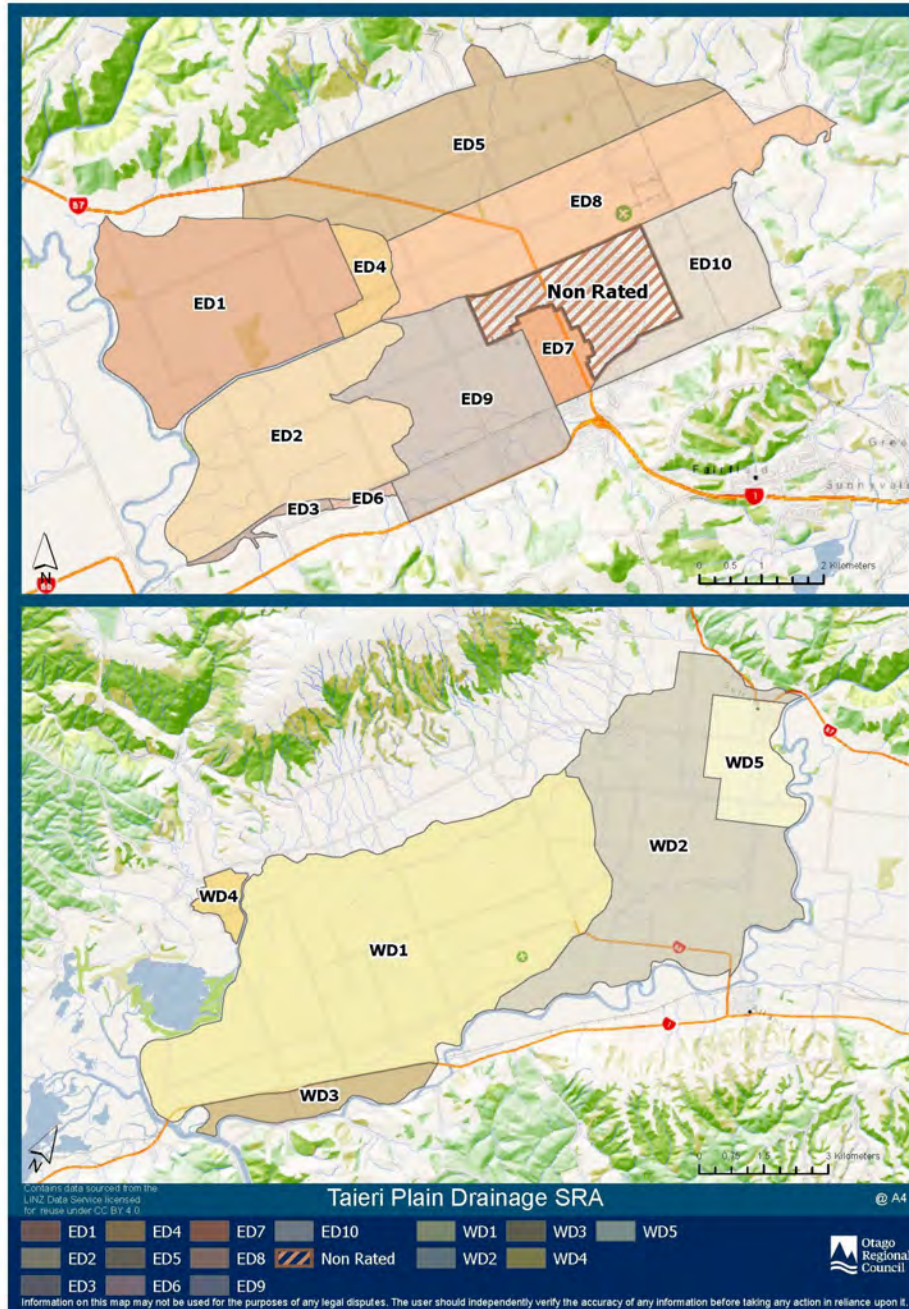
It is Council's policy that infrastructural assets be financed by the "Funded Depreciation Reserves", and if there are insufficient funds available in these reserves, borrowing (either internal or external) will be used.

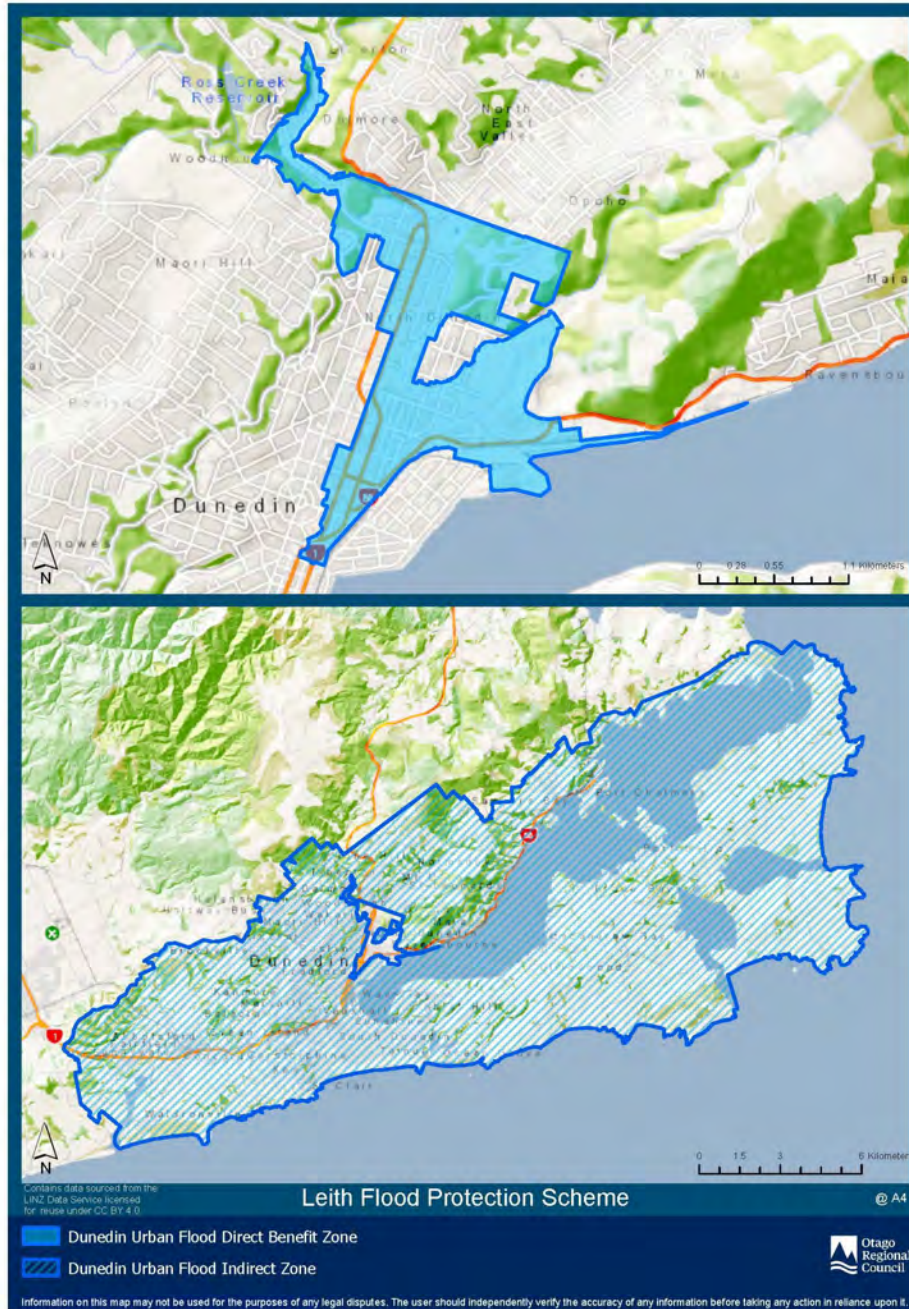
Financing Major Projects

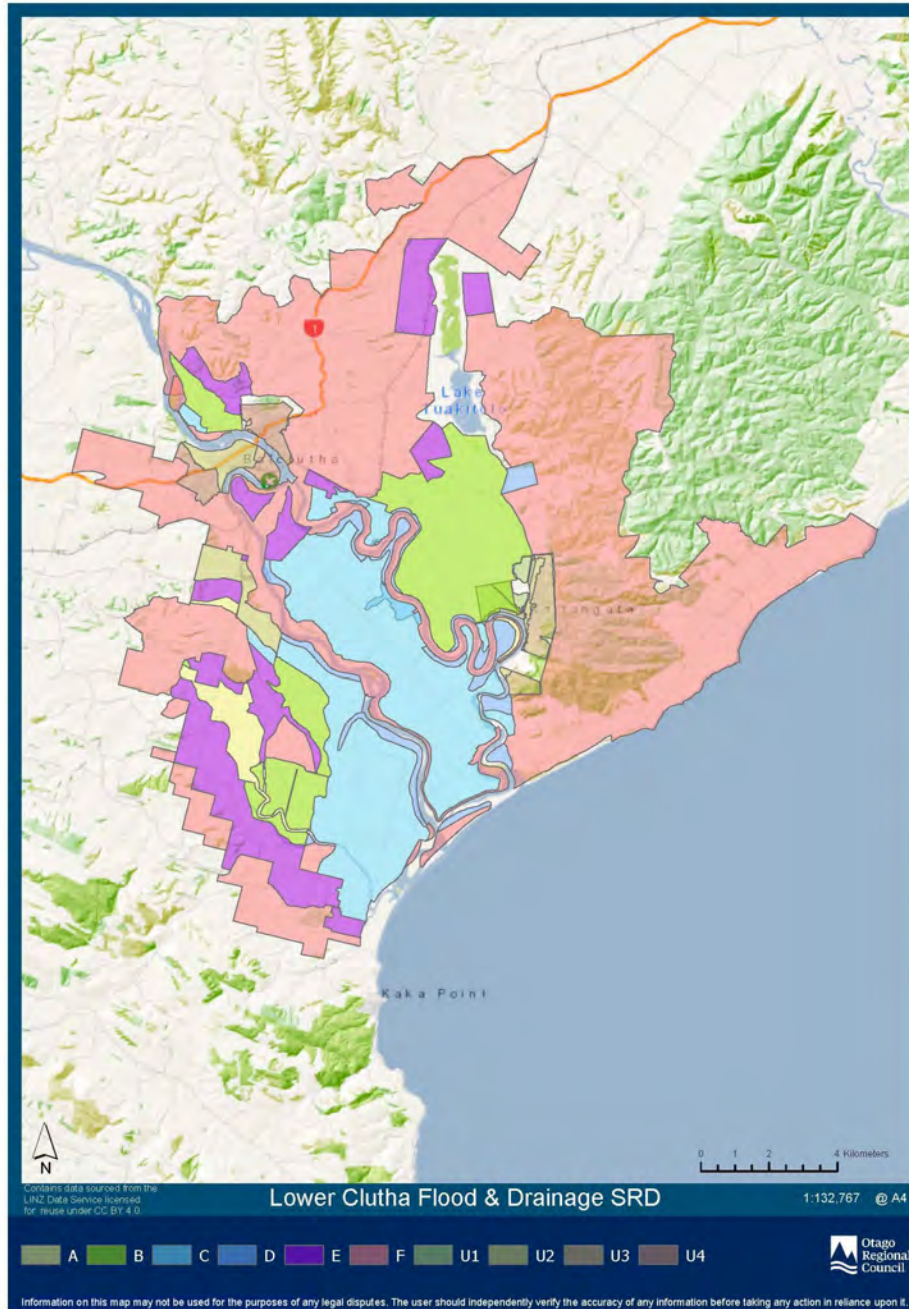
Tools to fund major capital projects will be considered on a case by case basis. Where necessary or appropriate, Council may borrow either internally or externally to fund a major project. Such projects (including the repayment of any associated borrowing) may be funded by any of the funding tools available to Council such as rating, dividend income, reserves, fees and charges and cash balances held by Council. In determining the appropriate funding tools, consideration will be given to matters such as the benefits arising from the project, the project costs, and the impacts and consequences of the project.

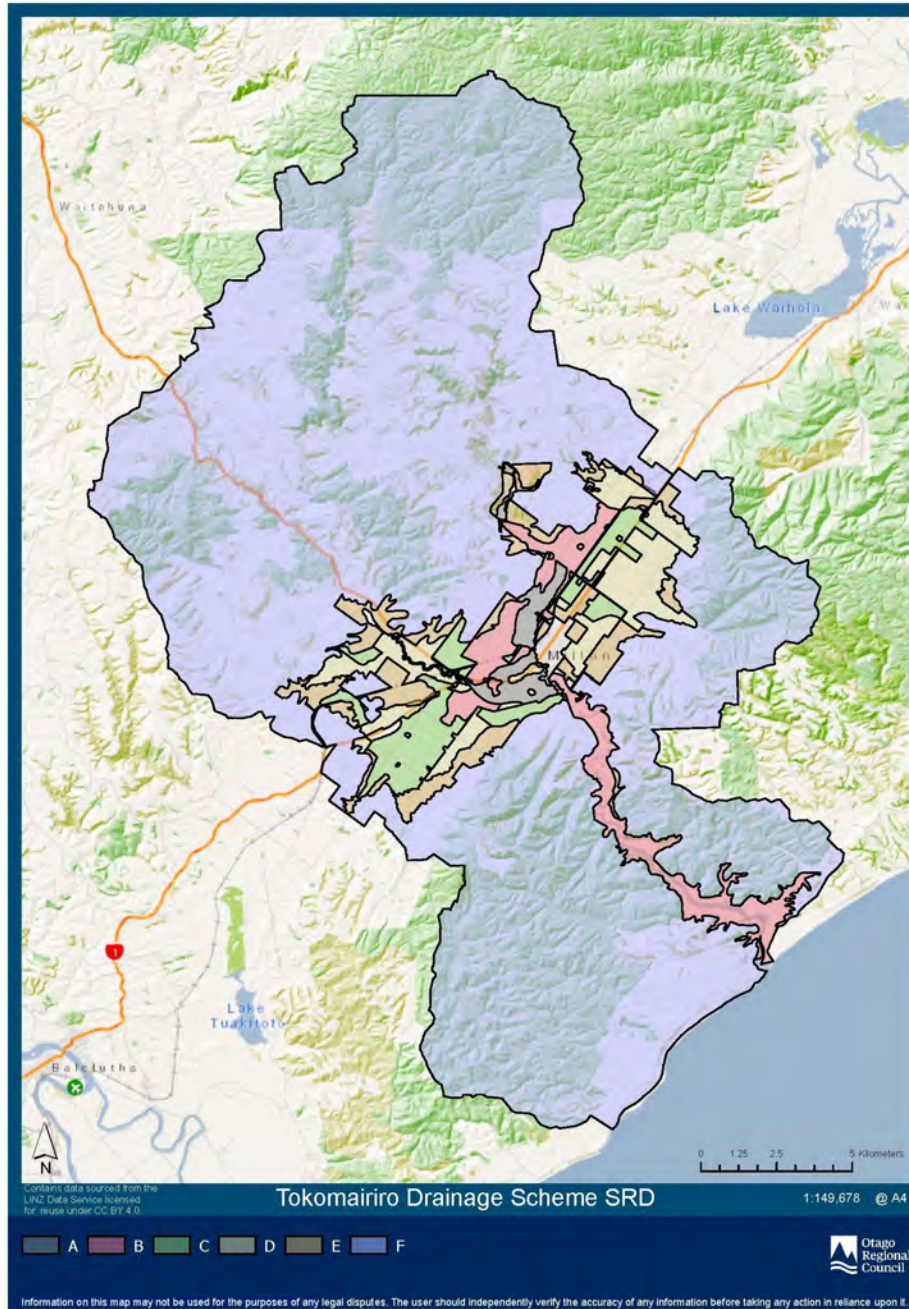
The following maps shows the geographic incidence of targeted rating

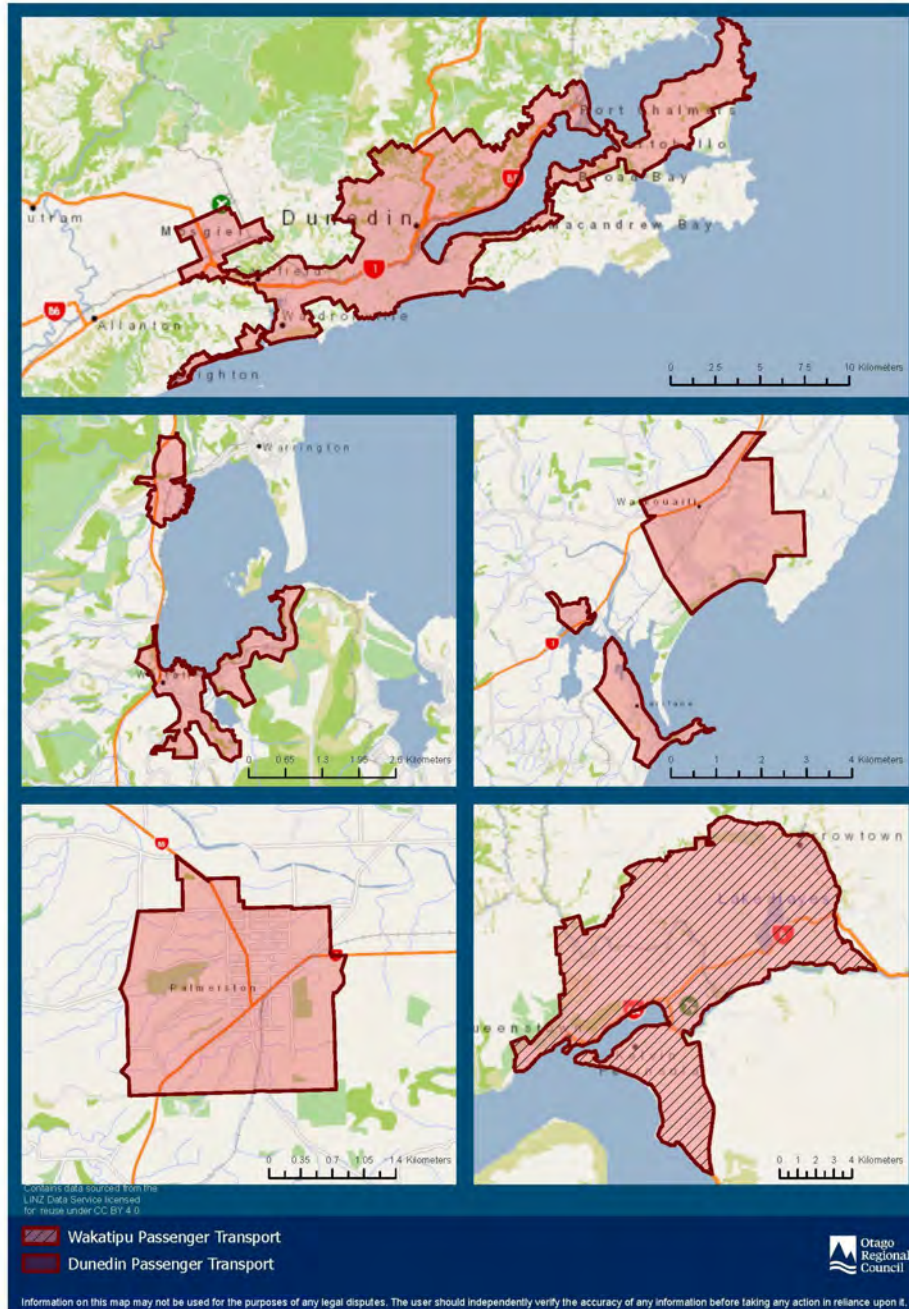












Summary Significance and Engagement Policy

The current and full Policy is available on the Council's website. The completion of a review of this policy is planned for the end of 2021. At the appropriate time an updated version will be posted on the ORC website.

This policy provides guidelines for determining the significance of proposals and decisions in relation to issues, assets or other matters affecting the Otago region, people likely to be affected and Council's capability to perform.

It sets out how Council may engage the Otago community in its decision-making processes and what types of decisions may be involved.

The policy also sets out those assets considered by Council to be strategic assets.

Significance

Assessing significance is essentially a matter of judgement. Council will consider each issue, proposal, decision, or matter, to determine the degree of significance attached to it. The degree of significance will influence our approach to decision-making. As the level of significance increases, the degree of community engagement carried out will also increase.

Degree of significance

When determining the degree of significance, Council will consider:

- the extent of any consequences or impacts on Otago residents and ratepayers, or stakeholders, including the consequences for, or impacts on, future generations. A moderate impact on a large number of residents or ratepayers, and a major impact on a small number of residents or ratepayers, will have higher degrees of significance than when there is a minor impact on any number of residents or ratepayers;
- the level of public interest likely to be generated within the region or New Zealand generally;
- any likely effect on the ability of Council to perform its role, carry out its existing activities and meet statutory timeframes;
- any financial and other costs or implications;
- the impacts on people's ability to use property or essential services; and/or
- if the issue, proposal, decision or other matter involves a strategic asset.

The level of community engagement and whether any impacts and consequences are of such a degree of importance as to require consultation on the issue, proposal, decision or other matter is a matter of judgement. The assessment will be documented, with reasons for conclusions reached.

To determine whether an issue, proposal, decision or other matter is significant based on its monetary value, its cost should be compared against an appropriate base amount.

The proportion of the community likely to be financially affected by the issue, proposal, decision or other matter will also be considered.

Issues, proposals, decisions or other matters that are part of the normal day to day council operations will not require formal consideration for significance.

Matters that are in Council's Long Term Plan and/or Annual Plan and other policies and plans that have been consulted on as a requirement of legislation, will not usually need further consideration under this policy.

Consultation will be required for any issue, proposal, decision, or matter that is determined to be significant.

Engagement

Engagement through this policy is about how Council will interact with the Otago community, interest groups, and its ratepayers, as part of its decision-making processes and how Council will respond to the community's preferences on issues.

Not all decisions will necessarily require specific engagement. As the level of significance of a decision increases, the degree of community engagement carried out will also increase.

Some engagement is carried out to provide information to the community, including about what Council is doing, and some to get feedback from the community on its preferences in relation to issues. This policy is in respect of the engagement carried out to seek community preferences.

The sorts of tools Council may use to engage with its community include:

- undertaking surveys;
- using social media;
- meeting with individuals, focus groups, and key stakeholders;
- holding public meetings; and/or
- undertaking consultation.

Consultation is just one tool of engagement. Both the Local Government Act and the Resource Management Act have provisions around consultation.

When choosing which engagement tool to use, the circumstances of the matter will be considered, including:

- who is being affected by the matter, i.e. is it a small focused group, or region wide and how are they being impacted;
- what information does Council already hold on community preferences in relation to the matter; and
- what is the level of significance of the matter and the level of urgency in making a decision on it.

In all cases where engagement has been carried out as part of Council's decision-making processes, community preferences will be considered prior to any decision being made. Reports to Council and Committees prepared by staff will provide details of any engagement carried out including the preferences of the community on the matter being decided.

Consultation with Maori

Council has in place a "Memorandum of Understanding and Protocol between Otago Regional Council, Te Rūnanga o Ngāi Tahu and Kāi Tahu ki Otago for effective consultation and liaison". The memorandum and protocol were first established in 2001 and are reviewed and updated as appropriate.

Council has statutory responsibilities to consult with Iwi and Maori on relevant management issues in the region and to consider the principles of the Treaty of Waitangi. These obligations are primarily under the Resource Management Act 1991, the Ngāi Tahu Claims Settlement Act 1998, the Ngāi Tahu Claims Settlement (Resource Management Consent Notification) Regulations 1999, the Biosecurity Act 1993 and the Local Government Act 2002.

Strategic Assets

The assets that Council holds and considers to be strategic are:

- Council shares held in Port Otago Limited, and
- flood protection and drainage schemes.

The flood protection and drainage schemes, managed as a whole, are strategic. However, not all trading decisions made about these assets are regarded as significant, nor do they affect the asset's strategic nature. For example, the Lower Taieri Flood Protection Scheme is strategic, but some bridges within the scheme area may not be and the purchase or sale of such bridges may not amount to a significant decision.

Acquiring or disposing of a component of a strategic asset will not trigger this provision, unless it is considered that the component is an integral part of the strategic asset and that acquiring or disposing of it would substantially affect the operation of the asset.

7.2. Rates Report and Rates Resolution

Prepared for: Council
Report No. CS2133
Activity: Governance Report
Author: Sarah Harrisson, Manager Finance, Revenue
Endorsed by: Nick Donnelly, General Manager Corporate Services
Date: 21 June 2021

PURPOSE

- [1] The purpose of this report is to provide details of each of the rates to be set, and to recommend that Council adopts the rates resolution for the 2021-22 financial year.

EXECUTIVE SUMMARY

- [2] Following the adoption of the Long-term Plan 2021-31, Council is required to adopt a rates resolution, which formally sets the rates for the 2021-22 financial year.
- [3] The rates resolution is attached to this report.
- [4] A table is attached to this report showing the rate effect of the rates contained in the rating resolution on a range of properties within the Otago region. The table includes rates for the 2020-21 year for comparative purposes.

RECOMMENDATION

That the Council:

- 1) **Receives** this report and the attached Rating and Sample Reports.
- 2) **Adopts** the Rating Resolution for the 2021-22 financial year.

DISCUSSION

GENERAL RATES

General rate amount and collection basis

- [5] The GST inclusive general rate requirement for the 2021-22 year of \$22,514,000 represents an increase of 75.1% on the 2020-21 rate of \$12,856,000.
- [6] Of the general rate requirement, the total amount of rates to be collected by way of Uniform Annual General Charge is \$5,628,000 equating to a charge of \$49.32 (including GST) on each rateable property compared to \$28.57 in the 2020-21 year.
- [7] General rates, excluding the portion collected as a Uniform Annual General Charge, are charged on a capital value basis.

Equalisation of capital values

- [8] Revaluations of property for rating purposes are conducted on a cyclic three-yearly basis.
- [9] The Dunedin City and the Central Otago Districts were last revalued in 2019 and the Waitaki and Clutha Districts were revalued in 2020. Due to COVID-19, the Queenstown Lakes District revaluation which was due in 2020 has been postponed until late 2021 / early 2022.
- [10] Council obtained a certificate of projected values from Quotable Value Limited that provides an assessment of the overall “equalised” capital values of the city and each of the districts within Otago, as at the common date of 1 October 2020.
- [11] The equalised values are applied to apportion the general rate amount to be collected on a capital value basis from the region as a whole and are also applied in those instances where rates are to be collected on a common basis where the rating base takes in more than one district.
- [12] The following table shows the equalised values for the city and districts as at 1 October 2020 that are applicable for 2021-22 rates and the comparative values applicable to the 2020-21 rates.

Equalised capital values of the Otago region				
	Values for the 2021/22 year		Values for the 2020/21 year	
City/Districts	Values \$billion	District %	Values \$billion	District %
Central Otago	13.407	12.65%	12.180	12.53%
Clutha	8.655	8.17%	8.363	8.60%
Dunedin	37.411	35.31%	31.012	31.91%
Queenstown	39.329	37.12%	39.156	40.29%
Waitaki (part)	7.148	6.75%	6.479	6.67%
Total	105.950	100.00%	97.190	100.00%

Significant general rate amounts

- [13] The following are the significant general rate amounts to be levied on the basis of capital value:

	General rates 2021/22 (GST inclusive) \$	General rates 2020/21 (GST inclusive) \$
Contact Energy Limited:		
Clyde Hydro Dam	87,369	48,205
Roxburgh Hydro Dam	42,734	23,578
Dunedin Waste Water Business Unit:		
Three major facilities	186,585	107,396
Total	316,689	179,179
Percentage of total general rates	1.88%	1.86%

- [14] The amount of general rate to be collected from these ratepayers, and the percentage of these rates in relation to the total general rate, is not considered unreasonable given the effects of the presence and operations of these properties.

RIVER AND WATERWAY MANAGEMENT RATES

- [15] The targeted rates to be levied for the purposes of maintenance and enhancement of rivers and waterways within the territorial authority city/districts and within the Lower Waitaki River area are as follows:

River and waterway management rates (inclusive of GST)		
Rating area	2021/22 \$	2020/21 \$
Central Otago District	368,000	345,000
Clutha District	414,000	380,000
Dunedin City	322,000	287,000
Queenstown-Lakes District - Wakatipu area	402,000	173,000
Queenstown-Lakes District - Wanaka area	304,000	207,000
Waitaki District	460,000	460,000
Lower Waitaki rating area	196,000	171,000
Total	2,466,000	2,023,000

- [16] The river and waterway management rates are assessed differentially on the rateable capital value of all rateable land situated within the territorial authority city/districts and within the Wakatipu and Wanaka waterway and river management rating districts. In respect of the Lower Waitaki scheme, the rates are assessed differentially on the rateable capital value of all rateable land within two scheme classifications.

FLOOD AND DRAINAGE SCHEME RATES

- [17] The rating levels for the various flood protection and drainage scheme rating districts are as follows:

Flood and drainage scheme rates (inclusive of GST)		
Targeted rating district	2021/22 \$	2020/21 \$
<i>Rates charged on a capital value basis:</i>		
Lower Taieri Flood	1,093,000	978,000
Lower Clutha Flood & Drainage	978,000	863,000
Tokomairiro Drainage	172,000	161,000
Shotover Delta Training Works	0	92,000
Leith Flood Protection	1,680,000	1,680,000
<i>Rates charged on an area basis:</i>		
West Taieri Drainage	840,000	748,000
East Taieri Drainage	667,000	575,000
Total	5,430,000	5,097,000

- [18] These rates are levied on either a classified or differentially targeted basis in accordance with assessed benefits.

Lower Taieri, Lower Clutha, Tokomairiro and Shotover Delta Schemes

- [19] The total rate requirement for these schemes is set on the capital value within each of the relevant classifications. The Lower Taieri Scheme has 21 classifications (*WF5, WF6, WF7 and WF9 are not financially viable to rate on due to the administration cost being higher than rate collected e.g. less than \$10 per classification*), the Lower Clutha has 10 classifications, and the Tokomairiro has 7 classifications. The Shotover Delta Scheme is not rated for separately in 2021-22 any further work will be covered by the river and waterway management rate during this period.

Leith Flood Protection

- [20] This rate is set on a capital value basis comprising two classifications, the Direct Benefit Zone and the Indirect Benefit Zone.
- [21] The Forsyth Barr Stadium is to contribute 4% of the rate requirement attributed to the Direct Benefit Zone, with other Direct Benefit Zone properties contributing 96% of the Direct Benefit Zone rate requirement.

West Taieri Drainage

- [22] This rate is set on an area basis comprising five differential classifications.
- [23] Of the total rate requirement, 30% is collected by way of a targeted uniform rate on classifications WD1 through to WD4 (inclusive), and the remainder is collected by way of a differential rate on classifications WD1 through to WD5 (inclusive).

East Taieri Drainage

- [24] This rate is set on an area basis comprising 10 classifications.
- [25] Of the total rate requirement, 25% is collected by way of a targeted uniform rate on all classifications except ED3, ED6 and ED7, and the remainder is collected by way of a differential rate on all classifications except ED3 and ED6.

TRANSPORT RATES

Dunedin Transport Rate

- [26] The Dunedin transport services targeted rate is to be levied on two classifications of ratepayer, Class A and Class B.
- [27] Class A ratepayers are made up of those properties within the inner city and St Kilda/St Clair areas that do not have a land use description of any of the following:
- Residential: bach,
 - Residential: multi-use within residential, multi-use residential,
 - Residential: multi-unit,
 - Residential: single unit excluding bach, and
 - Residential: vacant.

- [28] Class B comprises all properties within the transport services targeted rating area other than those designated as Class A. Class A ratepayers will pay a differential rate equating to 3.75 times the amount paid by Class B ratepayers.
- [29] The Dunedin Transport rates to be levied are as follows:

Dunedin Transport Rate (inclusive of GST)		
Classification	2021/22 \$	2020/21 \$
Class A	1,873,000	1,530,000
Class B	5,027,000	4,061,000
Total	6,900,000	5,591,000

Queenstown Transport Rate

- [30] The Queenstown transport services targeted rate is to be levied on two classifications of ratepayer, Class A and Class B. Class A ratepayers will pay a differential rate equating to 2.0 times the amount paid by Class B ratepayers.
- [31] Class A ratepayers are made up of those properties within the Queenstown Transport Services Rating Area that have the land use description of:
- Commercial: Retail, Multi-use within Commercial, and Services,
 - Community Services: Multi-use within Community Services,
 - Multi-use: Commercial,
 - Residential: Public Communal-licensed, and Public Communal-unlicensed,
 - Transport: Air Transport, and Multi-use within Transport, and
 - Recreational: Entertainment, Multi-use within recreational, Active indoor, Active outdoor, Passive indoor, and Passive outdoor.
- [32] Class B comprises all properties within the Queenstown Transport Services rating area other than those designated as Class A.
- [33] The Queenstown transport rates to be levied are as follows:

Queenstown Transport Rate (inclusive of GST)		
Classification	2021/22 \$	2020/21 \$
Class A	381,000	291,000
Class B	1,103,000	848,000
Total	1,484,000	1,139,000

RURAL WATER QUALITY RATE

- [34] The Rural Water Quality rate will be levied on the capital value of all rateable land situated within the Otago region that:
- (a) Has a rural land use description; or
 - (b) Has a lifestyle land use description and a land area of at least two hectares.

[35] The proportion of the total rate requirement to be collected within each territorial authority district/city will be based on the equalised capital values of each district/city.

[36] The GST inclusive rate requirement of \$602,000 for the 2021-22 year represents a decrease of 23% on the amount of \$782,000 levied in the 2020-21 period.

DAIRY MONITORING RATE

[37] The Dairy Monitoring rate will be levied on a targeted uniform basis on all rateable land, situated within the Otago region that operates a Dairy Farm.

[38] The GST inclusive rate requirement of \$216,000 for the 2021-22 year is set at the same level that was set in the 2020-21 year.

WILDING TREE RATE

[39] The Wilding Tree rate will be levied on a targeted uniform basis on all rateable land situated within the Otago region.

[40] The GST inclusive rate requirement of \$230,000 for the 2021-22 year represents a decrease of 5% on the amount of \$241,000 levied in the 2020-21 period.

CIVIL DEFENCE AND EMERGENCY MANAGEMENT RATE

[41] The Civil Defence and Emergency Management rate will be levied on a targeted uniform basis on all rateable land situated within the Otago region.

[42] The GST inclusive rate requirement of \$3,403,000 for the 2021-22 year represents an increase of 11% on the amount of \$3,057,000 levied in the 2020-21 period.

BIOSECURITY RATE

[43] The Biosecurity rate is new for 2021-22, it was established to fund pest management plan implementation activity relating to the control of pest plants and animals. It will be assessed differentially on the rateable land value of all rateable land situated within the territorial authority city/districts.

Biosecurity rates (inclusive of GST)		
Rating Area	2021/22 \$ (NEW)	2020/21 \$
<i>Rates charged on a land value basis:</i>		
Central Otago	352,000	N/A
Clutha	277,000	N/A
Dunedin	847,000	N/A
Queenstown	1,141,000	N/A
Waitaki (part)	184,000	N/A
Total	2,801,000	N/A

PAYMENT AND PENALTY DATES

- [44] The attached resolution provides that the due date for rates to be paid is 31 October 2021.
- [45] It also provides for penalty dates in November 2021 and May 2022 as follows:
- A 10% penalty will apply to all unpaid rates on 1 November 2021.
 - A 10% penalty will apply to all rates levied in previous financial years remaining unpaid on 1 May 2022.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [46] These rates are the result of Council's LTP process, including the setting of Council's strategic directions..

Financial Considerations

- [47] Financial considerations associated with this report have been reported separately as part of the Long-term Plan 2021-31 adoption process.

Significance and Engagement

- [48] Consultation on these rates requirements was undertaken as part of the LTP 2021-31 consultation process with feedback submitted and considered as part of that process. Recommendations were made in regard to rate requirements and the details in the rates resolution reflect the amounts agreed.

Legislative Considerations

- [49] The Otago Regional Council sets its rates in accordance with the requirements of the Local Government (Rating) Act 2002 - *Sections 23 and 24*, and the Local Government Act 2002.

Risk Considerations

- [50] There are no risk considerations associated with this report.

Climate Change Considerations

- [51] There are no climate change considerations associated with this report.

Communications Considerations

- [52] There are no communications considerations associated with this report.

ATTACHMENTS

1. Rating Resolution for Adoption [7.2.1 - 8 pages]
2. Rating Report 2021 22 Sample Rates [7.2.2 - 14 pages]
3. Mean CV Samples 2021 22 [7.2.3 - 2 pages]

Rating Resolution for Adoption

That in accordance with the provisions of the Local Government (Rating) Act 2002, the Otago Regional Council Long Term Plan 2021-31, and all other power or authorities in that behalf enabling it, the Otago Regional Council sets the following rates for the period commencing on the 1st day of July 2021 and ending on the 30th day of June 2022, namely:

1 General Rates

A Uniform Annual General Charge set under section 15 of the Local Government (Rating) Act 2002 made on every rating unit within the Otago region, assessed as a fixed amount of \$49.32 per rating unit. Revenue sought from the Uniform Annual General Charge amounts to \$5,629,000.

A general rate set under sections 13 and 14 of the Local Government (Rating) Act 2002 made on every rating unit within the Otago region, assessed differentially on the rateable capital value of all rateable land situated within the territorial authority districts as detailed below:

District	Rate cents in \$ on Capital Value	Revenue Sought \$
Central Otago	0.015772	1,970,000
Clutha	0.016422	1,424,000
Dunedin	0.022478	7,054,000
Queenstown Lakes	0.014840	5,313,000
Waitaki	0.015665	1,125,000
Total		16,886,000

2 River and Waterway Management Rates

2.1 Territorial Authority Districts

For the purpose of providing for maintenance and enhancement works of waterways within the Otago region, a targeted rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, made on every rating unit, assessed differentially on the rateable capital value of all rateable land situated within the territorial authority districts and the Wakatipu and Wanaka river and waterway management rating districts, as detailed below:

District	Rate cents in \$ on Capital Value	Revenue Sought \$
Central Otago District	0.002946	368,000
Clutha District	0.004773	414,000
Dunedin City	0.001026	322,000
Waitaki District	0.006406	460,000
Wakatipu River & Waterway Management Rating District	0.001645	402,000
Wanaka River & Waterway Management Rating District	0.002678	304,000
Total		2,270,000

2.2 Lower Waitaki Rating Area

For the purpose of providing for maintenance and enhancement works of waterways within the Lower Waitaki Rating Area, a targeted rate set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on every rating unit within the rating area,

assessed differentially on the rateable capital value of all rateable land within the classifications as detailed below:

Lower Waitaki Rating Area		
Classification	Rate cents in \$ on Capital Value	Revenue Sought \$
A	0.148423	125,000
B	0.074212	71,000
Total		196,000

3 Flood Protection and Drainage Scheme Rates

3.1 Lower Clutha, Tokomairiro and Lower Taieri Schemes

For the purpose of providing for the maintenance and improvement of works, in the river and drainage schemes listed below, a targeted rate set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on every rating unit within the scheme area, assessed differentially on the rateable capital value of all rateable land within the scheme classifications as detailed below.

The targeted rates set below are the cents in the dollar on the rateable capital value of rateable land situated within each classification.

Lower Clutha Flood Protection & Drainage Scheme		
Classification	Rate cents in \$ on Capital Value	Revenue Sought \$
A	0.673454	61,000
B	0.267403	159,000
C	0.252548	310,000
D	0.158460	57,000
E	0.084182	52,000
F	0.009904	34,000
U1	0.267399	4,000
U2	0.089134	220,000
U3	0.019808	16,000
U4	0.014856	65,000
Total		978,000

Tokomairiro Drainage Scheme		
Classification	Rate cents in \$ on Capital Value	Revenue Sought \$
A	0.080426	9,000
B	0.060318	17,000
C	0.048252	23,000
D	0.036188	31,000
E	0.020104	18,000
F	0.008042	25,000
U1	0.012063	49,000
Total		172,000

Lower Taieri Flood Protection Scheme					
Classification	Rate cents in \$ on Capital Value	Revenue Sought \$	Classification	Rate cents in \$ on Capital Value	Revenue Sought \$
WF1	0.236825	480,000	EF3	0.132964	480
WF2	0.140128	486,000	EF4	0.107821	12,000
WF3	0.002214	251	EF5	0.002996	2,000
WF4	0.003469	150	EF6	0.132589	1,000
WF5	0.000000	0	EF7	0.001819	1,000
WF6	0.000000	0	EF8	0.001721	37,000
WF7	0.000000	0	EF9	0.000798	4,000
WF8	0.016645	1,000	EF10	0.000993	2,000
WF9	0.000000	0	EF12	0.156712	2,000
EF1	0.127633	30,000	EF13	0.156703	3,000
EF2	0.133511	32,000			
Total					1,093,881

NOTE: The Lower Taieri Scheme has 21 classifications but WF5, WF6, WF7 and WF9 are not financially viable to rate on due to the administration cost being higher than rate collected e.g. less than \$10 per classification.

3.2 East Taieri Scheme

For the purpose of providing for the maintenance and improvement of works, in the East Taieri drainage scheme, the following two rates are set:

Targeted Uniform Rate

A targeted uniform rate of \$38.65 per hectare set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on all rating units on all land within the scheme area, except for land situated within classifications ED3, ED6 and ED7.

Revenue sought from the targeted uniform rate amounts to \$167,000.

Targeted Differential Rate

A targeted rate set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on every rating unit within the scheme area, except those rating units situated within classifications ED3 and ED6, assessed differentially on the area of land of all rateable land situated within the scheme classifications as detailed below.

The targeted differential rates set below, are the dollars per hectare of rateable land situated within each classification.

East Taieri Drainage Scheme - Targeted Differential Rate		
Classification	Rate \$ per hectare	Revenue Sought \$
ED1	218.18	194,000
ED2	169.73	104,000
ED4	183.94	20,000
ED5	82.98	78,000
ED7	199.01	16,000
ED8	55.05	43,000
ED9	47.75	32,000
ED10	42.42	13,000
Total		500,000

3.3 West Taieri Scheme

For the purpose of providing for the maintenance and improvement of works, in the West Taieri drainage scheme, the following two rates are set:

Targeted Uniform Rate

A targeted uniform rate of \$37.45 per hectare set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on all rating units on all land situated within classifications WD1, WD2, WD3 and WD4 located within the scheme area.

Revenue sought from the targeted uniform rate amounts to \$252,000.

Targeted Differential Rate

A targeted rate set under sections 16, 17, 18 and 146(1)(b) of the Local Government (Rating) Act 2002, made on every rating unit within the scheme area, assessed differentially on the area of land of all rateable land situated within the scheme classifications as detailed below.

The targeted differential rates set below, are the dollars per hectare of rateable land situated within each classification.

West Taieri Drainage Scheme - Targeted Differential Rate		
Classification	Rate \$ per hectare	Revenue Sought \$
WD1	120.99	465,000
WD2	33.24	82,000
WD3	90.28	27,000
WD4	121.00	13,000
WD5	0.49	235
Total		587,235

3.4 Leith Flood Protection Scheme

For the purpose of providing for flood protection works, in the Leith Flood Protection scheme area, a targeted rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, made on every rating unit within the scheme area, assessed differentially on the rateable capital value of all rateable land situated within the scheme classifications as detailed below:

Leith Flood Protection Scheme		
Classification	Rate cents in \$ on Capital Value	Revenue Sought \$
A – Direct benefit zone – Excluding Forsyth Barr Stadium	0.076848	806,000
A – Direct benefit zone – Forsyth Barr Stadium only	0.017537	34,000
B – Indirect benefit zone	0.003992	840,000
Total		1,680,000

3.5 Shotover Delta

For the 2021/22 period this rate is not required, any further work will be covered by the river and waterway management rate during this period. The purpose was to provide for flood mitigation and maintenance works on the Shotover Delta, a targeted rate was set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, made on every rating unit within the Shotover Flood Mitigation Rating Area, assessed on the rateable capital value of all rateable land situated within the rating district.

4 Transport Services Rates

For the purpose of providing for urban passenger transport services within the Dunedin city area and a service to Palmerston, and public passenger transport services within the Queenstown area, targeted rates set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, made on every rating unit within the transport rating areas, assessed differentially on the rateable capital value of all rateable land situated within the transport rating classifications, as detailed below:

Dunedin Transport Services Rate		
Classification	Cents in \$ on Capital Value	Revenue Sought \$
Class A	0.078471	1,873,000
Class B (within Dunedin City)	0.020926	4,997,000
Class B (within Waitaki District)	0.017524	30,000
Total		6,900,000

Queenstown Transport Services Rate		
Classification	Cents in \$ on Capital Value	Revenue Sought \$
Class A	0.011858	381,000
Class B	0.005929	1,103,000
Total		1,484,000

5 Rural Water Quality Rate

For the purpose of providing for the monitoring of rural water quality, a targeted rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, assessed on the capital value of all rateable land situated within the territorial authority districts within the Otago region, that has a land use type being:

Rural land use types, as follows:

- Rural - Arable Farming
- Rural - Dairy

- Rural - Forestry
- Rural - Market Gardens and Orchards
- Rural - Mineral Extraction
- Rural - Multi-Use within Rural Industry
- Rural - Specialist Livestock
- Rural - Stock Finishing
- Rural - Store Livestock
- Rural - Vacant

Lifestyle land use types, with a land area of 2 hectares or greater, as follows:

- Lifestyle - Multi-Unit
- Lifestyle - Multi-Use within Lifestyle
- Lifestyle - Single Unit
- Lifestyle - Vacant

Rural Water Quality Rate		
	Rate cents in \$ on Capital Value	Revenue Sought \$
Central Otago	0.002812	137,000
Clutha	0.002604	153,000
Dunedin	0.003110	104,000
Queenstown Lakes	0.002887	120,000
Waitaki	0.002604	88,000
Total		602,000

6 Dairy Monitoring Rate

For the purpose of providing for monitoring the environmental effect of dairy farms, a targeted uniform rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, assessed on all rateable land used for dairy farming in the Otago region.

Dairy Monitoring Rate		
	Uniform rate \$	Revenue Sought \$
All rating units	508.71	216,000
Total		216,000

7 Wilding Tree Rate

For the purpose of providing for the control of wilding trees, a targeted uniform rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, assessed on all rateable land in the Otago region.

Wilding Tree Rate		
	Uniform rate \$	Revenue Sought \$
All rating units	2.02	230,000
Total		230,000

8 Civil Defence and Emergency Management Rate

For the purpose of providing for Civil Defence and Emergency Management functions undertaken by the Council, a targeted uniform rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, assessed on all rateable land in the Otago region.

Civil Defence and Emergency Management Rate		
	Uniform rate	Revenue Sought
	\$	\$
All rating units	29.82	3,403,000
Total		3,403,000

9 Biosecurity Rate**9.1 Territorial Authority Districts**

For the purpose of managing pest plants and animals through inspections, education and promotion of landowner led initiatives alongside undertaking control works for specified pests including rooks and wallabies within the Otago region. This is a targeted rate set under sections 16, 17 and 18 of the Local Government (Rating) Act 2002, made on every rating unit, assessed differentially on the rateable land value of all rateable land situated within the territorial authority, as detailed below:

District	Rate cents in \$ on Land Value	Revenue Sought
		\$
Central Otago	0.005362	352,000
Clutha	0.004970	277,000
Dunedin	0.006014	847,000
Queenstown Lakes	0.005735	1,141,000
Waitaki	0.004970	184,000
Total		2,801,000

10 Other Matters**10.1 Rate Collection**

That the Otago Regional Council collects the rates set and assessed in the Otago region, and that the rates become due and payable on or before 31 October 2021.

10.2 Penalties on Unpaid Rates

Pursuant to Sections 57 and 58 of the Local Government (Rating) Act 2002, penalties will be added to unpaid rates assessed by the Council within the Otago region and due to the Council during the 2021/2022 financial year as follows:

- a) A penalty of 10% to be added to rates assessed during the 2021/2022 financial year, or any previous financial year, and which remain unpaid on 1 November 2021.
- b) A penalty of 10% to be added to rates which have been levied in any previous financial year and which remain unpaid on 1 May 2022.

Penalties will not be added to rate balances where the ratepayer has elected the tri-annual direct debit option of payment and where all payments under this payment option are honoured on the due payment date.

The amount of unpaid rates to which a penalty shall be added shall include:

- Any penalty previously added to unpaid rates under Section 58 of the Local Government (Rating) Act 2002.
- Any additional charges previously added to the amount of unpaid rates, and under Section 132 of the Rating Powers Act 1988.
- Any rates previously levied under the Rating Powers Act 1988 that remain unpaid.

10.3 Valuation and Rating Records

That the valuation rolls and rate records for the rates collected by the Otago Regional Council be made available for inspection during normal working hours at the office of the Council, 70 Stafford Street, Dunedin.

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Dunedin City	Amount of rate per capital value							
Dunedin Residential	\$100,000		\$250,000		\$500,000		\$750,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$60,000</i>		<i>\$115,000</i>		<i>\$240,000</i>		<i>\$360,000</i>	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional rates								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	22.48	12.94	56.19	32.35	112.39	64.69	168.58	97.04
River & Waterway Management (CV)	1.03	0.92	2.57	2.31	5.13	4.62	7.70	6.94
Biosecurity (LV)	3.61	-	6.92	-	14.43	-	21.65	-
Leith scheme - indirect benefit (CV)	3.99	4.02	9.98	10.06	19.96	20.12	29.94	30.19
Transport - class B (CV)	20.93	17.09	52.31	42.72	104.63	85.44	156.94	128.17
	52.03	34.98	127.97	87.44	256.54	174.89	384.81	262.33
Total rates including Leith scheme indirect rate	133.18	92.87	209.12	145.34	337.69	232.78	465.96	320.22
Add the Leith scheme direct benefit rate margin (CV)	76.85	76.60	192.12	191.49	384.24	382.98	576.36	574.47
Total for properties in the Leith Direct Benefit zone	206.03	165.44	391.26	326.76	701.97	595.63	1,012.38	864.50

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Dunedin City	Amount of rate per capital value							
Mosgiel Residential	\$100,000		\$250,000		\$500,000		\$750,000	
Assumed Land Value - Biosecurity rate	\$60,000		\$115,000		\$240,000		\$360,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	22.48	12.94	56.19	32.35	112.39	64.69	168.58	97.04
River & Waterway Management (CV)	1.03	0.92	2.57	2.31	5.13	4.62	4.62	6.94
Biosecurity (LV)	3.61	-	6.92	-	14.43	-	21.65	-
Transport - class B (CV)	20.93	17.09	52.31	42.72	104.63	85.44	156.94	128.17
Lower Taieri Flood - Class-EF8 (CV)	1.72	1.55	4.30	3.87	8.60	7.73	12.90	11.60
East Taieri Differential rate per ha - Class ED7	11.94	13.58	13.93	15.84	15.92	18.10	19.90	22.63
	61.70	46.08	136.22	97.09	261.10	180.60	384.60	266.38
Total rates	142.85	103.97	217.37	154.98	342.25	238.49	465.75	324.27

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Dunedin City	Amount of rate per capital value							
Dunedin Commercial	\$500,000		\$1,000,000		\$1,500,000		\$2,000,000	
Assumed Land Value - Biosecurity rate	\$250,000		\$500,000		\$750,000		\$1,000,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	112.39	64.69	224.78	129.38	337.17	194.08	449.56	258.77
River & Waterway Management (CV)	5.13	4.62	10.26	9.25	15.39	13.87	20.52	18.50
Biosecurity (LV)	15.03	-	30.07	-	45.10	-	60.14	-
Transport - class A (CV)	392.36	320.42	784.71	640.83	1,177.07	961.25	1,569.42	1,281.67
Leith scheme - indirect (CV)	19.96	20.12	39.92	40.25	59.88	60.37	79.84	80.50
	544.87	409.86	1,089.74	819.72	1,634.61	1,229.57	2,179.48	1,639.43
Total Rates	626.02	467.75	1,170.89	877.61	1,715.76	1,287.47	2,260.62	1,697.33

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Dunedin City								
	Amount of rate per capital value							
West Taieri Farm	\$200,000		\$500,000		\$800,000		\$1,000,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$150,000</i>		<i>\$375,000</i>		<i>\$600,000</i>		<i>\$750,000</i>	
Assumed hectares	10		15		20		30	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	44.96	25.88	112.39	64.69	179.82	103.51	224.78	129.38
River & Waterway Management (CV)	2.05	1.85	5.13	4.62	8.21	7.40	10.26	9.25
Biosecurity (LV)	9.02	-	22.55	-	36.08	-	45.10	-
Rural water quality (CV)	6.22	6.92	15.55	17.31	24.88	27.70	31.10	34.62
Lower Taieri Flood - Class WF1 (CV)	473.65	425.79	1,184.13	1,064.49	1,894.60	1,703.18	2,368.25	2,128.97
West Taieri drainage - Uniform rate per ha	374.47	331.13	561.70	496.70	748.93	662.26	1,123.40	993.39
West Taieri Differential rate per ha - Class WD1	1,209.91	1,074.52	1,814.87	1,611.78	2,419.83	2,149.04	3,629.74	3,223.56
	2,120.28	1,866.10	3,716.32	3,259.59	5,312.36	4,653.08	7,432.63	6,519.18
Total Rates - Non-Dairy Farm	2,201.43	1,923.99	3,797.46	3,317.48	5,393.50	4,710.98	7,513.78	6,577.07
Add Dairy Farm uniform rate	508.71	503.96	508.71	503.96	508.71	503.96	508.71	503.96
Total Rates - Dairy Farm	2,710.13	2,427.95	4,306.17	3,821.45	5,902.21	5,214.94	8,022.49	7,081.03

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Queenstown Lakes District		Amount of rate per capital value						
Wakatipu Residential	\$200,000		\$500,000		\$800,000		\$1,000,000	
Assumed Land Value - Biosecurity rate	\$110,000		\$340,000		\$440,000		\$560,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	29.68	17.42	74.20	43.55	118.72	69.69	148.40	87.11
River & Waterway Management (CV)	3.29	1.46	8.22	3.65	13.16	5.84	16.45	7.30
Biosecurity (LV)	6.31	-	19.50	-	25.23	-	32.11	-
Transport - class B (CV)	11.86	9.43	29.64	23.56	47.43	37.70	59.29	47.13
Shotover Delta (CV)	-	0.91	-	2.29	-	3.66	-	4.57
	51.14	29.22	131.57	73.05	204.54	116.89	256.25	146.11
Total Rates	132.28	87.12	212.72	130.95	285.69	174.78	337.40	204.00

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Queenstown Lakes District			Amount of rate per capital value					
Wanaka Residential	\$200,000		\$500,000		\$800,000		\$1,000,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$110,000</i>		<i>\$340,000</i>		<i>\$440,000</i>		<i>\$560,000</i>	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	29.68	17.42	74.20	43.55	118.72	69.69	148.40	87.11
River & Waterway Management (CV)	5.36	3.77	13.39	9.42	21.42	15.07	26.78	18.84
Biosecurity (LV)	6.31	-	19.50	-	25.23	-	32.11	-
	41.34	21.19	107.09	52.97	165.38	84.76	207.30	105.95
Total Rates	122.49	79.08	188.24	110.87	246.53	142.65	288.44	163.84

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Queenstown Lakes District								
Amount of rate per capital value								
Wakatipu Commercial	\$500,000		\$1,000,000		\$1,500,000		\$2,000,000	
Assumed Land Value - Biosecurity rate	\$250,000		\$500,000		\$750,000		\$1,000,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	74.20	43.55	148.40	87.11	222.61	130.66	296.81	174.22
River & Waterway Management (CV)	8.22	3.65	16.45	7.30	24.67	10.94	32.89	14.59
Biosecurity (LV)	14.34	-	28.67	-	43.01	-	57.35	-
Transport - class A (CV)	59.29	47.13	118.58	94.26	177.87	141.39	237.16	188.52
Shotover Delta (CV)	-	2.29	-	4.57	-	6.86	-	9.15
	156.05	96.62	312.10	193.24	468.15	289.86	624.20	386.48
Total Rates	237.20	154.51	393.25	251.13	549.30	347.75	705.35	444.37

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Central Otago District	Amount of rate per capital value							
Alexandra Residential	\$100,000		\$250,000		\$500,000		\$750,000	
Assumed Land Value - Biosecurity rate	\$60,000		\$115,000		\$240,000		\$360,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	15.77	8.70	39.43	21.76	78.86	43.51	118.29	65.27
River & Waterway Management (CV)	2.95	2.81	7.36	7.01	14.73	14.03	22.09	21.04
Biosecurity (LV)	3.22	-	6.17	-	12.87	-	19.30	-
	21.94	11.51	52.96	28.77	106.46	57.54	159.69	86.31
Total Rates	103.08	69.40	134.11	86.66	187.61	115.43	240.84	144.20

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Central Otago District								
	Amount of rate per capital value							
Central Otago Farm	\$500,000		\$1,000,000		\$1,500,000		\$2,000,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$375,000</i>		<i>\$750,000</i>		<i>\$1,125,000</i>		<i>\$1,500,000</i>	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	78.86	43.51	157.72	87.02	236.58	130.53	315.44	174.05
River & Waterway Management (CV)	14.73	14.03	29.46	28.06	44.19	42.09	58.92	56.12
Biosecurity (LV)	20.11	-	40.22	-	60.33	-	80.44	-
Rural water quality - on qualifying land use types (CV)	14.06	17.31	28.12	34.62	42.17	51.93	56.23	69.24
	127.76	74.85	255.51	149.70	383.27	224.55	511.03	299.40
Total Rates - Non-Dairy Farm	208.90	132.74	336.66	207.60	464.42	282.45	592.18	357.30
Add Dairy Farm uniform rate	508.71	503.96	508.71	503.96	508.71	503.96	508.71	503.96
Total Rates - Dairy Farm	717.61	636.71	845.37	711.56	973.12	786.41	1,100.88	861.26

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Clutha District		Amount of rate per capital value						
Balclutha Residential	\$100,000		\$250,000		\$500,000		\$750,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$60,000</i>		<i>\$115,000</i>		<i>\$240,000</i>		<i>\$360,000</i>	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	16.42	11.04	41.06	27.59	82.11	55.18	123.17	82.77
River & Waterway Management (CV)	4.77	4.70	11.93	11.76	23.86	23.51	35.80	35.27
Biosecurity (LV)	2.98	-	5.72	-	11.93	-	17.89	-
Lower Clutha Flood Protection - Class U2 (CV)	89.13	80.53	222.84	201.33	445.67	402.66	668.51	603.99
	113.31	96.27	281.54	240.67	563.58	481.35	845.37	722.02
Total Rates	194.46	154.16	362.69	298.57	644.72	539.24	926.51	779.92

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Clutha District Milton Residential	Amount of rate per capital value							
	\$100,000		\$250,000		\$500,000		\$750,000	
Assumed Land Value - Biosecurity rate	\$60,000		\$115,000		\$240,000		\$360,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	16.42	11.04	41.06	27.59	82.11	55.18	123.17	82.77
River & Waterway Management (CV)	4.77	4.70	11.93	11.76	23.86	23.51	35.80	35.27
Biosecurity (LV)	2.98	-	5.72	-	11.93	-	17.89	-
Tokomairiro Drainage - Class U1 (CV)	12.06	12.62	30.16	31.54	60.31	63.09	90.47	94.63
	36.24	28.35	88.86	70.89	178.22	141.77	267.33	212.66
Total Rates	117.39	86.25	170.01	128.78	259.37	199.67	348.48	270.56

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties								
(current year rates included for comparative purposes)								
Clutha District								
	Amount of rate per capital value							
Clutha Farm	\$500,000		\$1,000,000		\$1,500,000		\$2,000,000	
<i>Assumed Land Value - Biosecurity rate</i>	<i>\$375,000</i>		<i>\$750,000</i>		<i>\$1,125,000</i>		<i>\$1,500,000</i>	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	82.11	55.18	164.22	110.36	246.33	165.53	328.45	220.71
River & Waterway Management (CV)	23.86	23.51	47.73	47.02	71.59	70.53	95.46	94.04
Biosecurity (LV)	18.64	-	37.28	-	55.91	-	74.55	-
Lower Clutha Flood Protection - Class C (CV)	1,262.74	1,140.87	2,525.48	2,281.74	3,788.21	3,422.61	5,050.95	4,563.48
Rural water quality - on qualifying land use types (CV)	13.02	17.96	26.04	35.92	39.06	53.88	52.08	71.84
	1,400.37	1,237.52	2,800.75	2,475.04	4,201.12	3,712.55	5,601.49	4,950.07
Total Rates - Non-Dairy Farm	1,481.52	1,295.41	2,881.89	2,532.93	4,282.27	3,770.45	5,682.64	5,007.97
Add Dairy Farm uniform rate	508.71	503.96	508.71	503.96	508.71	503.96	508.71	503.96
Total Rates - Dairy Farm	1,990.23	1,799.37	3,390.60	3,036.89	4,790.97	4,274.41	6,191.34	5,511.93

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Waitaki District	Amount of rate per capital value							
Oamaru Residential	\$100,000		\$250,000		\$500,000		\$750,000	
Assumed Land Value - Biosecurity rate	\$60,000		\$115,000		\$240,000		\$360,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	15.66	10.39	39.16	25.98	78.32	51.96	117.49	77.95
River & Waterway Management (CV)	6.41	7.44	16.01	18.60	32.03	37.20	48.04	55.80
Biosecurity (LV)	2.98	-	5.72	-	11.93	-	17.89	-
	25.05	17.83	60.89	44.58	122.28	89.17	183.42	133.75
Total rates	106.20	75.73	142.04	102.48	203.43	147.06	264.57	191.64

Attachment to the Rating Report 2021/22								
Proposed 2021/22 rates for a sample of properties (current year rates included for comparative purposes)								
Waitaki District	Amount of rate per capital value							
Waitaki Farm	\$500,000		\$1,000,000		\$1,500,000		\$2,000,000	
<i>Assumed Land Value - Biosecurity rate</i>	\$375,000		\$750,000		\$1,125,000		\$1,500,000	
	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21	2021/22	2020/21
Uniform regional charges								
Uniform annual general charge	49.32	28.57	49.32	28.57	49.32	28.57	49.32	28.57
Emergency management uniform rate	29.82	27.18	29.82	27.18	29.82	27.18	29.82	27.18
Wilding trees uniform rate	2.02	2.15	2.02	2.15	2.02	2.15	2.02	2.15
	81.15	57.89	81.15	57.89	81.15	57.89	81.15	57.89
Variable charges (capital value/land value/hectares)								
General rate (CV)	78.32	51.96	156.65	103.93	234.97	155.89	313.30	207.86
River & Waterway Management (CV)	32.03	37.20	64.06	74.40	96.09	111.61	128.11	148.81
Biosecurity (LV)	18.64	-	37.28	-	55.92	-	74.55	-
Rural water quality - on qualifying land use types (CV)	13.02	18.20	26.04	36.39	39.06	54.59	52.08	72.79
	142.01	107.36	284.02	214.73	426.03	322.09	568.05	429.45
Total Rates - Non-Dairy Farm	223.16	165.26	365.17	272.62	507.18	379.98	649.19	487.35
Add Dairy Farm uniform rate	508.71	503.96	508.71	503.96	508.71	503.96	508.71	503.96
Total Rates - Dairy Farm	731.87	669.22	873.88	776.58	1,015.89	883.95	1,157.90	991.31

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Attachment to the Rating Report 2021/22											
Proposed 2021/22 rates for a sample of properties based on estimated median capital values (current year rates included for comparative purposes)											
Dunedin City	Amount of rate per capital value		Dunedin City	Amount of rate per capital value		Dunedin City	Amount of rate per capital value		Dunedin City	Amount of rate per capital value	
Dunedin Residential	\$420,000	\$420,000	Mosgiel Residential	\$420,000	\$420,000	Dunedin Commercial	\$2,300,000	\$2,300,000	West Taieri Farm	\$550,000	\$500,000
<i>Assumed land value</i>	<i>\$210,000</i>		<i>Assumed land value</i>	<i>\$210,000</i>	<i>0.08</i>	<i>Assumed land value</i>	<i>\$1,150,000</i>		<i>Assumed land value</i>	<i>\$412,500</i>	<i>\$10</i>
	2021/22	2020/21		2021/22	2020/21		2021/22	2020/21		2021/22	2020/21
Uniform regional charges			Uniform regional charges			Uniform regional charges			Uniform regional charges		
Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57
Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18
Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15
	81.15	57.89		81.15	57.89		81.15	57.89		81.15	57.89
Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)		
General rate (CV)	94.41	54.34	General rate (CV)	94.41	54.34	General rate (CV)	516.99	297.59	General rate (CV)	123.63	64.69
River & Waterway Management (CV)	4.31	3.88	River & Waterway Management (CV)	4.31	3.88	River & Waterway Management (CV)	23.60	21.27	River & Waterway Management (CV)	5.64	4.62
Biosecurity (LV)	12.63	-	Biosecurity (LV)	12.63	-	Biosecurity (LV)	69.16	-	Biosecurity (LV)	24.81	-
Transport - class B (CV)	87.89	71.77	Transport - class B (CV)	87.89	71.77	Transport - class A (CV)	1,804.83	1,473.92	Rural water quality (CV)	17.10	17.31
Leith Indirect (CV)	16.77	16.90	Lower Taieri Flood - Class EFB (CV)	7.23	6.50	Leith scheme - Indirect (CV)	91.81	92.57	Lower Taieri Flood - Class WF1 (CV)	1,302.54	1,064.49
	216.00	146.90	East Taieri Differential rate per ha - Class ED7	15.92	18.10		2,506.40	1,885.35	West Taieri drainage - Uniform rate per ha	374.47	331.13
				222.38	154.60				West Taieri Differential rate per ha - Class WD1	1,209.91	1,074.52
Total rates including Leith scheme indirect rate	297.15	204.80								3,058.10	2,556.76
Add the Leith scheme direct benefit rate margin (CV)	322.76	321.70							Total Rates - Non-Dairy Farm	3,139.25	2,614.66
									Add Dairy Farm uniform rate	508.71	503.96
Total for properties in the Leith Direct Benefit zone	603.14	509.60	Total rates	303.53	212.40	Total Rates	2,587.55	1,943.24	Total Rates - Dairy Farm	3,647.95	3,118.62
Queenstown Lakes District	Amount of rate per capital value		Queenstown Lakes District	Amount of rate per capital value		Queenstown Lakes District	Amount of rate per capital value		Queenstown Lakes District	Amount of rate per capital value	
Wanaka Residential	\$840,000	\$850,000	Wakatipu Residential	\$840,000	\$850,000	Wakatipu Commercial	\$1,530,000	\$1,140,000	Queenstown Lakes Farm	\$1,910,000	\$2,000,000
<i>Assumed land value</i>	<i>\$420,000</i>		<i>Assumed land value</i>	<i>\$420,000</i>		<i>Assumed land value</i>	<i>\$765,000</i>		<i>Assumed land value</i>	<i>\$1,432,500</i>	
	2021/22	2020/21		2021/22	2020/21		2021/22	2020/21		2021/22	2020/21
Uniform regional charges			Uniform regional charges			Uniform regional charges			Uniform regional charges		
Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57
Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18
Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15
	81.15	57.89		81.15	57.89		81.15	57.89		81.15	57.89
Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)		
General rate (CV)	124.66	74.04	General rate (CV)	124.66	74.04	General rate (CV)	227.06	99.31	General rate (CV)	283.45	174.22
River & Waterway Management (CV)	22.49	6.20	River & Waterway Management (CV)	13.82	6.20	River & Waterway Management (CV)	25.16	8.32	River & Waterway Management (CV)	31.41	14.59
Biosecurity (LV)	24.09	-	Biosecurity (LV)	24.09	-	Biosecurity (LV)	43.87	-	Biosecurity (LV)	82.15	-
	171.24	80.24	Transport - class B (CV)	49.80	40.06	Transport - class A (CV)	181.42	107.46	Rural water quality (CV)	55.15	79.06
			Shotover Delta (CV)	-	3.89	Shotover Delta (CV)	-	5.21		452.16	267.87
				212.36	124.19		477.52	220.29			
Total Rates	252.39	138.14	Total Rates	293.51	182.09	Total Rates	558.66	278.19	Total Rates - Non-Dairy Farm	533.31	325.77
									Add Dairy Farm uniform rate	508.71	503.96
									Total Rates - Dairy Farm	1,042.02	829.73
Central Otago District	Amount of rate per capital value		Central Otago District	Amount of rate per capital value							
Alexandra Residential	\$520,000	\$520,000	Central Otago Farm	\$1,460,000	\$1,500,000						
<i>Assumed land value</i>	<i>\$260,000</i>		<i>Assumed land value</i>	<i>\$1,095,000</i>							
	2021/22	2020/21		2021/22	2020/21						
Uniform regional charges			Uniform regional charges								
Uniform annual general charge	49.32	28.57	Uniform annual general charge	49.32	28.57						
Emergency management uniform rate	29.82	27.18	Emergency management uniform rate	29.82	27.18						
Wilding trees uniform rate	2.02	2.15	Wilding trees uniform rate	2.02	2.15						
	81.15	57.89		81.15	57.89						
Variable charges (capital value/land value/hectares)			Variable charges (capital value/land value/hectares)								
General rate (CV)	82.02	45.25	General rate (CV)	230.27	130.53						
River & Waterway Management (CV)	15.32	14.59	River & Waterway Management (CV)	43.01	42.09						
Biosecurity (LV)	13.94	-	Biosecurity (LV)	58.72	-						
	111.28	59.84	Rural water quality (CV)	41.05	51.93						
				373.05	224.55						
			Total Rates - Non-Dairy Farm	454.20	282.45						
			Add Dairy Farm uniform rate	508.71	503.96						
Total Rates	192.42	117.74	Total Rates - Dairy Farm	962.90	786.41						

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Clutha District		Amount of rate per capital value		Clutha District		Amount of rate per capital value		Clutha District		Amount of rate per capital value	
Balclutha Residential		\$270,000	\$200,000	Milton Residential		\$270,000	\$200,000	Clutha Farm		\$1,280,000	\$1,000,000
Assumed land value		\$135,000		Assumed land value		\$135,000		Assumed land value		\$960,000	
		2021/22	2020/21			2021/22	2020/21			2021/22	2020/21
Uniform regional charges				Uniform regional charges				Uniform regional charges			
Uniform annual general charge		49.32	28.57	Uniform annual general charge		49.32	28.57	Uniform annual general charge		49.32	28.57
Emergency management uniform rate		29.82	27.18	Emergency management uniform rate		29.82	27.18	Emergency management uniform rate		29.82	27.18
Wilding trees uniform rate		2.02	2.15	Wilding trees uniform rate		2.02	2.15	Wilding trees uniform rate		2.02	2.15
		81.15	57.89			81.15	57.89			81.15	57.89
Variable charges (capital value/land value/hectares)				Variable charges (capital value/land value/hectares)				Variable charges (capital value/land value/hectares)			
General rate (CV)		44.34	22.07	General rate (CV)		44.34	22.07	General rate (CV)		210.21	110.36
River & Waterway Management (CV)		12.89	9.40	River & Waterway Management (CV)		12.89	9.40	River & Waterway Management (CV)		61.09	47.02
Biosecurity (LV)		6.71	-	Biosecurity (LV)		6.71	-	Biosecurity (LV)		47.71	-
Lower Clutha Flood Protection - Class U2 (CV)		240.66	161.06	Tokomairiro Drainage - Class U1 (CV)		32.57	25.23	Lower Clutha Flood Protection - Class C (CV)		3,232.61	2,281.74
		304.60	192.54			96.51	56.70	Rural water quality (CV)		33.33	35.92
										3,584.95	2,475.04
								Total Rates - Non-Dairy Farm		3,666.10	2,532.93
								Add Dairy Farm uniform rate		508.71	503.96
Total Rates		385.75	250.43	Total Rates		177.65	114.59	Total Rates - Dairy Farm		4,174.81	3,036.89
Waitaki District		Amount of rate per capital value		Waitaki District		Amount of rate per capital value		Waitaki District		Amount of rate per capital value	
Oamaru Residential		\$330,000	\$250,000	Waitaki Farm		\$1,030,000	\$1,000,000	Waitaki Farm		\$772,500	\$772,500
Assumed land value		\$165,000		Assumed land value		\$772,500		Assumed land value		\$772,500	
		2021/22	2020/21			2021/22	2020/21			2021/22	2020/21
Uniform regional charges				Uniform regional charges				Uniform regional charges			
Uniform annual general charge		49.32	28.57	Uniform annual general charge		49.32	28.57	Uniform annual general charge		49.32	28.57
Emergency management uniform rate		29.82	27.18	Emergency management uniform rate		29.82	27.18	Emergency management uniform rate		29.82	27.18
Wilding trees uniform rate		2.02	2.15	Wilding trees uniform rate		2.02	2.15	Wilding trees uniform rate		2.02	2.15
		81.15	57.89			81.15	57.89			81.15	57.89
Variable charges (capital value/land value/hectares)				Variable charges (capital value/land value/hectares)				Variable charges (capital value/land value/hectares)			
General rate (CV)		51.69	25.98	General rate (CV)		161.35	103.93	General rate (CV)		161.35	103.93
River & Waterway Management (CV)		21.14	18.60	River & Waterway Management (CV)		55.98	74.40	River & Waterway Management (CV)		55.98	74.40
Biosecurity (LV)		8.20	-	Biosecurity (LV)		38.40	-	Biosecurity (LV)		38.40	-
		81.03		Rural water quality (CV)		26.82	36.39	Rural water quality (CV)		26.82	36.39
						292.54	214.73			292.54	214.73
								Total Rates - Non-Dairy Farm		373.69	272.62
								Add Dairy Farm uniform rate		508.71	503.96
Total rates		162.18	102.48	Total Rates - Dairy Farm		882.40	776.58				

7.3. Adoption of 2021-31 Regional Land Transport Plan

Prepared for: Council
Report No. PPT2111
Activity: Transport: Transport Planning
Author: Garry Maloney, Manager Transport
Endorsed by: Gavin Palmer, General Manager Operations
Date: 23 June 2021

PURPOSE

- [1] To seek Council approval of the Otago Regional Land Transport Plan 2021-2031 for submission to Waka Kotahi NZ Transport Agency (WKNZTA).

EXECUTIVE SUMMARY

- [2] The Land Transport Management Act 2003 (LTMA) requires a Regional Transport Committee (RTC) to prepare a Regional Land Transport Plan (RLTP) and subsequent reviews for approval by the regional council. Once approved by a regional council the RLTP must be submitted to WKNZTA to form the basis of the region's transport programmes to be included in the National Land Transport Programme (NLTP).
- [3] The Otago and Southland RTCs have collaborated closely on preparing the Otago Southland Regional Land Transport Plans 2021-2031, as required by the legislation, and recommend the Regional Land Transport Plan 2021-2031 be approved by Council (RLTP attached for Councillors' information). This document contains both the Otago and the Southland regional land transport plans, which have many common elements, the most important being the common strategic section. The RLTP will be available on Council's website from 1 July 2021.
- [4] On 11 May 2021, the Otago RTC resolved to lodge the RLTP 2021-2031 with Council for approval. This report recommends Council approve the parts of the RLTP document that comprise the Otago Regional Land Transport Plan and forward it to WKNZTA by its deadline of 30 June 2021.

RECOMMENDATION

That the Council:

- 1) **Receives** this report.
- 2) **Approves** the Otago Regional Land Transport Plan 2021-2031 (being those parts of the Otago Southland Regional Land Transport Plans 2021 2031 that apply in Otago).
- 3) **Agrees** to forward the Otago Regional Land Transport Plan 2021-2031 to Waka Kotahi New Zealand Transport Agency by the 30 June 2021.

BACKGROUND

- [5] The RLTP sets out the strategic direction for land transport in Otago and Southland, and the activities recommended by the RTCs for funding from the National Land Transport Fund (NLTF) administered by WKNZTA.
-

- [6] The Land Transport Management Act 2003 (LTMA) requires Regional Transport Committees (RTC) to prepare a Regional Land Transport Plan (RLTP) and any subsequent reviews for approval by the regional council. RLTPs are prepared every six years with a review to be completed within the six months immediately before the mid-point (3 years) of the life of the Plan.
- [7] To receive funding from the NLTF activities must be included in a regional land transport plan. The RLTP document is a proposal for funding support from the NLTF, not a funding commitment. Delivery of the activities in the Plan depends upon the participating agencies – Otago local authorities and WKNZTA itself – securing the required local funds. Final decisions regarding the funding of any activity rest with the WKNZTA Board. The Board approves a National Land Transport Programme (NLTP) allocating funding from the NLTF to approved organisations throughout the country. WKNZTA intends releasing the 2021-2024 NLTP in late August 2021.
- [8] Although the RLTP document is called the Otago Southland Regional Land Transport Plans 2021-2031, it is legally two plans within one cover. The Otago and the Southland RTCs are not a joint committee under the LTMA, and therefore each prepares their own regional land transport plan. The Plans are, however, developed using a collaborative approach to the combined regions' transport requirements.

DISCUSSION

- [9] The Southland and Otago RTCs collaborated in the development of the 2015-2021 RLTP and its subsequent mid-term review in 2018. The most recent collaboration, RLTP 2021-31, has been substantially reformatted and includes new objectives and ten-year priorities to better reflect the current thinking around transport, modal shift opportunities and climate change.
- [10] During the course of developing a common strategic framework for the two regions, the two RTCs, with assistance from an advisory group of staff from each contributing organisation, identified regional obstacles and issues, developed and challenged objectives and policies, and debated the feasibility and affordability of alternative objectives. This resulted in a strategic framework that gives effect to both national objectives and regional priority issues whilst still acknowledging that there is further work required on climate change and mode shift opportunities.
- [11] Each contributing organisation submitted, through the WKNZTA transport investment process, the projects it wanted considered for inclusion in the RLTP document. Regional Council staff then prepared with the assistance of the technical advisory group, a list of these projects for the RTCs to consider, assessed their significance, including any inter-regional significance, and prioritised them.
- [12] Having prepared a draft RLTP for each region, the RTCs consulted in accordance with the consultation principles in the Local Government Act 2002.
- [13] The draft RLTP document was publicly notified on Saturday 6 March 2021, with notices placed on the Environment Southland and Otago Regional Council websites, and in major newspapers across Otago and Southland. Letters advising of the notification were sent to over 200 people or organisations with an interest in land transport across Otago and Southland. These included:

- Territorial authorities in the regions.
- WKNZTA and other interested government agencies.
- Southern District Health Board.
- New Zealand Historic Places Trust.
- Mana Whenua organisations in the two regions.
- Representative groups of land transport users and providers.

- [14] Submissions on the draft RLTP document closed on 26 March 2021. About 50 submissions were received - 35 submissions by Otago Regional Council and 17 by Environment Southland. Each regional council received some submissions that related to the other regional council's area.
- [15] Joint hearings were held in Dunedin on 21 April 2021 and in Queenstown on 23 April 2021, followed by deliberations. Fifteen submitters were heard in Dunedin and four in Queenstown.
- [16] Most submissions were supportive of the strategic direction and priorities included in the RLTP. Following the Hearings, the Panel requested changes to further highlight climate change responses, the importance of rail to the South Island transport network and strengthening a coordinated approach to walking and cycling proposals across the two Regions.

OPTIONS

- [17] The Committees have prepared the Plan and now lodge it with each Council for adoption. The Council may:
- approve the Plan, without modification; or
 - refer the Plan back to the Committee with a request that it reconsider one or more aspects of the Plan.
- [18] Council should note that there is no obligation on the RTC to amend the Plan as requested by Council. Should the RTC decline to do so, the Act requires both versions of the Plan to be sent to WKNZTA.
- [19] Unless Council identifies a fundamental flaw with the appended document, staff recommend that it approve the Plan. This is because it was endorsed by both Committees (Otago and Southland) and our Committee includes representatives of all our region's local authorities.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [20] One of our Community Outcomes for 2021-31 is sustainable, safe and inclusive transport. The RLTP gives effect to this outcome.

Financial Considerations

- [21] There are no additional financial considerations relating to the decisions recommended in this report. Budget for the management of Council's responsibilities for regional transport are included in the Draft 2021-31 Long Term Plan and a contribution has been sought from the National Land Transport Fund (approximately 51% of the cost and yet to be confirmed).

Significance and Engagement

- [22] As required by the LTMA, the Draft RLTP was consulted on in accordance with the consultation principles set out in the Local Government Act 2002.

Legislative and Risk Considerations

- [23] The requirement and process to prepare a Regional Land Transport Plan is set down in section 13 of the Land Transport Management Act 2003. Sections 105, 106 and 107 of the Act set down the RTC's composition, function and procedures.
- [24] Should Council decide not to approve the Plan, it is almost certain that both the Southland and Otago regions will miss WKNZTA's deadline (30 June 2021) to submit the Plan (given that an extraordinary meeting of the Committees would be required). That may put at risk funding for some of the two region's significant land transport activities.
- [25] Section 124 of the LTMA requires the Regional Public Transport Plan (RPTP) to be consistent with the RLTP. Given that Council is also considering adopting a new RPTP on 23 June 2021, it is uncertain what the implications may be for that process if it has not adopted the RLTP (that is, depending on why the RLTP may not be adopted, Council may not be able to adopt the RPTP on the basis of uncertainty over consistency).

Climate Change Considerations

- [26] Climate change considerations are addressed in the Plan.

Communications Considerations

- [27] There are no communication considerations.

NEXT STEPS

- [28] Should Council approve the RLTP, staff will lodge the document with WKNZTA and respond to all submitters in regard to the outcomes of the consultation process.

ATTACHMENTS

1. RLTP 2021-2031 (Final) [7.3.1 - 128 pages]

OTAGO SOUTHLAND

Regional Land Transport Plans

2021-31



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Otago and Southland RTC Chairs Foreword

The Otago and Southland Regional Transport Committees (RTCs) are pleased to present the draft Otago Southland Regional Land Transport Plans (RLTPs). The Plan is comprehensively reviewed every six years and a strong collaborative focus has been taken with territorial authorities and Waka Kotahi the NZ Transport Agency (Waka Kotahi) in development of this plan for the region. Our aim has been to ensure the plan reflects the community's desired future for their transport network, the aspirations of the various Road Controlling Authorities and that it will meet the ever-changing needs.

These RLTPs are prepared using the best information available at the time. During recent months there have been a number of Government announcements that will have significant impacts on the transport network, its utilisation shape and form. The impacts of the Government's Resource Management Act reforms, implementing the Climate Change Commission's recommendations and transitioning the vehicle fleet to a low carbon model will all present challenges in coming years. With more information becoming available during the next 12 to 18 months the mid-term review of these RLTPs will take on a greater importance as the national effects are translated into regional policies and outcomes.

The plans set our vision of transport based on the best information available regarding the future and how we - the 10 local authorities in our two regions and Waka Kotahi - intend to achieve this by funding and providing transport services and infrastructure, and by concentrating over the next few years on achieving a safer, more inclusive and more sustainable transport system supports and enhances regional development.

Covering almost half of the South Island, the Otago and Southland regions share opportunities to improve transport and face common challenges. These shared issues and opportunities led us to jointly develop our Regional Land Transport Plans.

Our common challenges include a very large land area and road network but comparatively low rating population in many areas. For the majority of our two regions, the major emphasis in these plans needs to be on maintaining and operating the roading networks, in most cases to existing levels of service. Providing funds to keep the network at similar levels of service to those that exist today is a major challenge. Our major cities and towns are undergoing substantial change in the way they cater for the interactions between people and the transport network. Individual authorities have been provided with the opportunity to input their plans for the future of their networks and the changes that will take place.

Our two regions share many road safety issues. We also face many of the same types of natural hazards, challenging the resilience of our transport networks and our communities.

Joining together to create these plans has heightened our awareness that journeys do not stop at administrative boundaries. Many journeys, whether by freight or visitors, span Otago and Southland, and beyond. At a larger scale, there are critical freight and visitor journeys crossing regions, extending along and across the South Island, and connecting to both Stewart Island and the North Island.

Recognising the interconnectedness of South Island regional economies and communities, the chairs of the seven RTCs in the South Island have formed a Chair's Group and a work programme for those matters best addressed at this scale. A combined statement from this group follows this forward.

For Otago and Southland, the benefits that these RLTPs seek to realise are:

- improved network performance and capability, and network resilience;
- improved safety and reduced social impact of fatalities and injuries;
- a focus on areas of regional development, productivity and connectivity;
- increased customer voice on connectivity, accessibility and transport options;
- optimisation of the transport system through communication technology, innovation and improved people capability;
- greater value for money delivered by transport investments.

We are proud of the collaborations that have gone into preparation of these plans. We would like to thank the participating organisations for their time and assistance and to acknowledge the hard work of elected RTC members and staff.

Cr Lloyd McCallum
Chair, Southland Regional Transport Committee

Cr Alexa Forbes
Chair, Otago Regional Transport Committee

Joint Statement from the South Island Regional Transport Chairs

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of freight. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes in the South Island through better interregional collaboration and integration.

The Group is focussed on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the central government. We want to be seen by central government as a group of 1 million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below.

Priority areas

1. Advocacy for transportation in the South Island, including tracking how central government investment, including the National Land Transport Fund and Provincial Growth Fund, is being allocated across the country.
2. Resilience of the transport network.
3. Freight journeys across the South Island.
4. Tourism journey improvements across the South Island.
5. An enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions.
6. Explore opportunities for inter-regional public transport.

South Island Regional Transport Chairs Group Members

Regional Councils

Environment Southland – Otago Regional Council – Environment Canterbury – West Coast Regional Council

Unitary Councils

Tasman District Council – Marlborough District Council - Nelson City Council

Executive Summary

The Otago Southland Regional Land Transport Plans have been collaboratively prepared by the Regional Transport Committees from Otago and Southland. It is the third joint Otago Southland RLTPs, but the first to be developed with the shared understanding and common focus on the Otago and Southland transport network existing as an enabler of people and communities, to meet and sustain them day-to-day, and to move and supply the goods and services they need.

These RLTPs have been prepared during the COVID-19 pandemic - a system-wide shock that has created high levels of uncertainty for New Zealand's transport sector. While transport will have an important part to play in supporting recovery from the impacts of COVID-19, there is also a significant reduction in transport funding that could continue in future years.

The Otago and Southland RTCs share their investment focus and development of these RLTPs with KiwiRail, Department of Conservation, Kainga Ora and NZ Police.

Problem Statements

The problems the Otago and Southland region face that require focused investment are:

Problem 1: Increasing and changing demands on the road network requires ongoing prioritisation of maintenance and renewals investment meaning parts of the network miss out.

Problem 2: Network infrastructure and condition is deficient, increasing the level of risk and resulting in deaths and serious injuries.

Problem 3: Lack of land use and transport integration and the ease of vehicular travel means alternative mode networks remain underdeveloped and unattractive.

In addition to addressing these problems, and working alongside the South Island RTC Chairs group, the Otago and Southland RTCs will also pursue through this RLTP the opportunity to:

- take a South-Island wide approach to transport planning;
- advocate for better mode integration and mode shift;
- support tourism and the regional dispersal of tourism benefits;
- encourage the creation of a network of cycle rides and cycling facilities throughout and between the regions.

Vision and Objectives

These RLTPs take a long-term (30-year) view of the region, setting strategic objectives to achieve the combined Otago and Southland RTCs vision for:

A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity

Strategic objectives relate to:

- **Road Safety** - where Otago and Southland continue to be disproportionately represented in New Zealand's poor road safety statistics;
- **Asset Condition** - with resilience issues arising across Otago and Southland due to the age and deteriorating condition of road assets;
- **Connectivity and Choice** - and the need for co-ordinated, integrated planning to improve choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school;
- **Environmental Sustainability** - where transforming to a low carbon transport system and reducing the environmental impact of transport is urgent; and being further considered by Government.
- **Future Focused** - to ensure the Otago and Southland regions are ready and able to respond to change and new challenges is essential.

Short-term Priorities

The short-term (10-year) priorities where investment will be focused through this RLTP are:

- **Network deficiencies**
Aging and vulnerable assets present an increasingly unacceptable risk to social wellbeing and economic prosperity. Without sufficient, sustained investment, asset deficiencies will increase and may be at risk of failure, creating access, safety, resilience and productivity issues for affected communities.
- **High risk areas**
In Otago and Southland, the roads, fleet, vehicle speeds and drivers all contribute to an unfavourable road safety record. The regions need a continued and sustained investment response to reduce road safety risk and improve infrastructure in high risk areas.
- **Creating genuine mode choice**
Rapid change and unplanned urban growth is impacting on the timely upgrade of infrastructure. Urgent investment in multi-modal transport options, alongside integrated land use and transport planning, is needed to develop genuine mode choices, as well as address pressing environmental issues, meet carbon emissions targets and mode shift goals.

Projected expenditure

Each territorial authority in the Otago and Southland region and Waka Kotahi has prepared programmes proposed for investment. The programmes respond to the challenges each of the authorities respectively face, and collectively contribute to the achieving the vision and objectives of this RLTP.

The following tables are based on the 10-year programmes provided by each organisation requesting funding from the National Land Transport Fund. They are believed correct as at the end of January 2021. Direct comparison of funding requests between the 2018-2021 Regional Land Transport Plans and the funding requests included in this Regional Land Transport Plan is difficult. The Activity classes and funding bands changed with the release of the Government Policy

Statement for the 2021-2031 period. The following tables provide the best comparison at this stage. Funding requested under each activity class is still to be considered at a national level by Waka Kotahi and variations are likely when the final National Land Transport Programme is announced. Already committed projects are not included.

Please note that the final decision on whether any of the activities proposed in these Otago and Southland plans are included in the National Land Transport Programme rests with Waka Kotahi. Waka Kotahi is expected to release the National Land Transport Programme in August 2021.

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago - Estimated cost of activities funded from the NLTF in Otago region, 2021-2024 (\$)

Activity Class Name	CODC	CDC	DOC	DCC	Waka Kotahi	ORC	QLDC	WDC	Total Otago Region 2021/24 RLTP	Total Otago Region 2018/21 RLTP
Transport Planning 18/21	\$193,888	\$238,620	\$0	\$457,900	\$0	\$1,674,904	\$2,205,000	\$368,275		\$5,138,587
Investment Management 21/24	\$0	\$236,800	\$0	\$14,498,621	\$0	\$2,006,343	\$1,560,000	\$378,949	\$18,680,713	
Road Safety 18/21	\$295,200	\$328,000	\$0	\$1,998,168	\$0	\$0	\$442,000	\$510,600		\$3,573,968
Walking & Cycling	\$0	\$0	\$0	\$17,157,900	\$7,489,800	\$0	\$24,305,250	\$0		\$48,952,950
Walking and Cycling	\$1,760,000	\$0	\$0	\$8,405,000	\$18,264,686	\$0	\$25,050,000	\$1,500,000	\$54,979,686	
Public Transport Services & Infrastructure 18/21	\$0	\$0	\$0	\$0	\$4,322,993	\$45,715,963	\$7,930,000	\$0		\$57,968,956
Public Transport Services	\$0	\$0	\$0	\$0	\$0	\$73,560,208	\$0	\$0	\$73,560,208	
Public Transport Infrastructure	\$0	\$0	\$0	\$0	\$7,616,061	\$3,542,475	\$5,440,000	\$0	\$16,596,536	
Maintenance and Renewals Local Roads 18/21	\$24,018,407	\$37,487,177	\$236,709	\$77,962,833	\$0	\$414,000	\$42,183,460	\$29,124,288		\$211,426,874
Local Roads Maintenance includes Renewals	\$31,470,487	\$49,128,400	\$254,808	\$109,218,621	\$0	\$0	\$57,014,136	\$38,190,245	\$285,276,697	
Maintenance and Renewals State Highways 18/21	\$0	\$0	\$0	\$0	\$117,338,864	\$0	\$0	\$0		\$117,338,864
State Highways Maintenance includes Renewals	\$0	\$0	\$0	\$0	\$182,492,815	\$0	\$0	\$0	\$182,492,815	
Local Roads Improvements 18/21	\$3,577,000	\$8,060,000	\$100,000	\$24,762,800	\$0	\$0	\$33,213,075	\$13,331,000		\$83,043,875
Local Roads Improvements	\$2,325,000	\$2,539,600	\$100,000	\$26,228,000	\$0	\$612,000	\$21,241,698	\$200,000	\$53,246,298	
State Highway Improvements 18/21	\$0	\$0	\$0	\$0	\$146,198,198	\$0	\$0	\$0		\$146,198,198
State Highway Improvements	\$0	\$0	\$0	\$0	\$28,127,514	\$0	\$0	\$0	\$28,127,514	
Regional Improvements 18/21	\$0	\$0	\$0	\$0	\$32,242,710	\$0	\$56,613,000			\$88,855,710
Road To Zero - Includes Road Safety	\$2,374,142	\$324,000	\$0	\$18,540,960	\$56,794,563	\$0	\$22,900,500	\$8,036,453	\$104,061,003	
Coastal Shipping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Rail Network	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total 18/21	\$28,084,495	\$46,113,797	\$336,709	\$122,339,601	\$307,592,565	\$47,804,867	\$166,891,785	\$43,334,163		\$762,497,982
Total 21/24	\$37,929,629	\$52,228,800	\$354,808	\$176,891,202	\$293,295,026	\$79,721,026	\$133,206,334	\$48,305,647	\$821,933,085	

Southland - Estimated cost of activities funded from the NLTF in Southland region, 2021-2024 (\$)

Activity Class Name	DOC	ES	GDC	ICC	SDC	Waka Kotahi	Total Southland Region 2021/24 RLTP	Total Southland Region 2018/21 RLTP
Transport Planning 18/21	\$0	\$768,000	\$0	\$230,000	\$0	\$0		\$998,000
Investment Management 21/24	\$0	\$1,354,374	\$1,515,972	\$0	\$0	\$0	\$2,870,346	
Road Safety 18/21	\$0	\$0	\$0	\$1,076,450	\$0	\$0		\$1,076,450
Walking and Cycling	\$0	\$0	\$1,349,092	\$0	\$0	\$1,745,001	\$3,094,093	
Public Transport Services & Infrastructure 18/21	\$0	\$0	\$0	\$6,814,307	\$0	\$0		\$6,814,307
Public Transport Services	\$0	\$0	\$0	\$6,492,235	\$0	\$0	\$6,492,235	
Public Transport Infrastructure	\$0	\$0	\$0	\$447,890	\$0	\$0	\$447,890	
Maintenance and Renewals Local Roads 18/21	\$164,270	\$247,940	\$12,335,797	\$26,834,200	\$70,542,582	\$0		\$110,124,789
Local Roads Maintenance includes Renewals	\$1,616,535	\$195,970	\$5,321,671	\$43,574,377	\$100,225,145	\$0	\$150,933,698	
Maintenance and Renewals State Highways 18/21	\$0	\$0	\$0	\$0	\$0	\$70,187,198		\$70,187,198
State Highways Maintenance includes Renewals	\$0	\$0	\$0	\$0	\$0	\$125,009,969	\$125,009,969	
Local Roads Improvements 18/21	\$100,000	\$364,740	\$928,541	\$3,580,600	\$5,730,000	\$0		\$10,703,881
Local Roads Improvements	\$100,000	\$0	\$8,009,387	\$5,026,256	\$3,092,930	\$0	\$16,228,573	
State Highway Improvements 18/21	\$0	\$0	\$0	\$0	\$0	\$16,660,134		\$16,660,134
State Highway Improvements	\$0	\$0	\$0	\$0	\$0	\$3,560,400	\$3,560,400	
Regional Improvements 18/21	\$0	\$0	\$0	\$0	\$0	\$25,203,486		\$25,203,486
Road To Zero - Includes Road Safety	\$0	\$0	\$462,821	\$4,102,157	\$1,459,939	\$13,104,494	\$18,883,575	
Coastal Shipping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Rail Network	\$0	\$0	\$555,182	\$0	\$0	\$0	\$555,182	
Total 18/21	\$264,270	\$1,380,680	\$13,264,338	\$38,535,557	\$76,272,582	\$112,050,818		\$241,768,245
Total 21/24	\$1,716,535	\$1,550,344	\$17,214,125	\$59,642,915	\$104,778,014	\$143,419,864	\$328,321,797	

Introduction

Purpose

These Regional Land Transport Plans (RLTPs) are the primary document guiding integrated land transport planning and investment within the combined Otago and Southland regions. They have been prepared as required by the Land Transport Management Act 2003 (LTMA) and are not inconsistent with the Government Policy Statement on Land Transport 2018-2021 (GPS).

These RLTPs:

- are owned collectively by the Regional Transport Committee (RTC) comprising all territorial authorities in the region, Waka Kotahi and the two regional councils;
- set the strategic transport direction to guide transport activities in Long-term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP);
- set the long-term vision and strategic direction for Otago Southland's land transport system;
- identify the agreed regional transport priorities for investment in the short to medium term;
- present the activities of approved organisations in a single co-ordinated three to six-year programme, as a bid for funding from the National Land Transport Fund (NLTF);
- provide the basis for communication of Otago Southland's transport direction and priorities with stakeholders and the general public.

A guide to the terms and abbreviations used in this document can be found in Appendix 1.

Background to Combined Regions

In 2015, the Otago Regional Council and Environment Southland requested that the two regions' Regional Transport Committees (RTCs) collaborate to produce a single RLTP, consisting of a common strategic section and two separate programmes of work.

The first collaborative RLTP was released in June 2015, with a subsequent review in 2018. The combined RTCs recommended the collaborative process be used again for this 2021-2031 Regional Land Transport Plan.

These RLTPs have been prepared by the RTCs through a series of workshops and combined meetings. This process has highlighted a shared understanding that the Otago and Southland transport network exists as an enabler of people and communities, to meet and sustain their day-to-day needs. While there are differences between the Otago and Southland regions, the two RTCs share this common focus in the development of these plans.

Approved Organisations

In addition to the RTC members, organisations that have an interest in these RLTPs are:

KiwiRail	Owns the Otago and Southland rail network (excluding the Taieri Gorge railway track from outer Mosgiel to Middlemarch). Focus is to run a “Resilient and Reliable Network” across the country, with the primary focus in Otago and Southland on maintenance and renewals with no major improvement works planned for the next three years.
Department of Conservation (DOC)	Responsible for roads on the conservation estate that provide public access. Waka Kotahi’s ‘Financial Assistance Rate’ review (2014) identified DOC as a road controlling authority to receive funding for some major access roads on DOC land. An activity management plan provides the business case for funding of network maintenance, renewals, and improvement requirements.
Kāinga Ora – Homes and Communities	Crown agency with the role of public landlord managing tenancies across New Zealand, and leading small and large-scale urban development projects (specified development projects (SPDs) in partnership with other agencies, local government, iwi and Māori and private partners

South Island Regional Transport Committee

A South Island Regional Transport Committee Chairs Group¹ aims to significantly improve transport outcomes in the South Island, through collaboration and integration.

The South Island chairs document their collective priorities in a charter, which is renewed and updated each election cycle. The key priorities for the Chairs Group identified in the current charter are:

1. advocacy for transportation in the South Island, including tracking how Central Government investment including the National Land Transport Fund (NLTF), Provincial Growth Fund (PGF) etc. is being allocated across the country;
2. resilience of the transport network;
3. freight journeys across the South Island;
4. tourism journey improvements across the South Island;
5. an enabling funding approach for innovative multi-modal (road, rail, air, sea) solutions;
6. explore opportunities for inter-regional public transport.

COVID-19 Implications for Land Transport

This draft Otago Southland Regional Land Transport Plan has been prepared during the COVID-19 pandemic. The long-term effects of the pandemic remain unknown.

In early 2020, Waka Kotahi reviewed the implications for land transport in New Zealand as a result of COVID-19. This review found that Southland and the majority of Otago are comparatively well-placed to recover from the pandemic, in part due to the scale of primary production. Large centres, like Dunedin and Invercargill, have some resilience due to the role of education, healthcare and government services.

¹ The South Island Regional Transport Committee Chairs Group is made up of the chairs of the seven Regional Transport Committees in the South Island.

The parts of Otago that are heavily reliant on tourism and temporary migrant workers are forecast to be significantly affected by the pandemic and associated economic downturn. Otago region has the second highest tourism spend in the country, with 55% of total spend from international visitors (rising to 63% in Queenstown Lakes District). Otago has the highest proportion of temporary migrant workers of any region (5.2% of labour force).

The Waka Kotahi review concluded that, outside of the Queenstown Lakes and Central Otago Districts, no significant changes are expected in the nature, scale and location of transport demand over the medium to long-term. For the majority of Otago and Southland, the 10-year outlook, as a consequence of the COVID-19 pandemic, remains largely unchanged. However, the review noted significant levels of uncertainty regarding the scale and duration of COVID-19 impacts, particularly in the medium to long-term.

Transport will have an important part to play in supporting recovery. There is an ongoing need for transport services to improve access to employment and essential services, particularly for vulnerable communities. Maintaining safe and reliable road and rail freight connections, particularly to airports and seaports, is vital.

Growth predictions may change, and population fluctuation from incoming visitors, seasonal workers and students² will cease, at least while borders are closed. Post COVID-19, the predicted rate of growth is likely to be lower than expected in tourist destinations, however other areas may well grow more rapidly than expected due to increased demand for housing as New Zealanders return home and others seek to immigrate. Addressing pre-COVID growth pressures, particularly in Queenstown, remains a priority.

The New Zealand tourism market has been seriously affected by the closing of international borders, and the impact may change the way tourism is viewed in New Zealand. These RLTPs have been prepared with an expectation that the international tourism sector will recover over time, although a return to previous levels of activity are not expected within the first three to six years and is dependent on when border restrictions lift. Domestic tourism has increased as people are unable to holiday overseas, but peaks are limited to school holiday periods³.

The reduction in tourist numbers provides the opportunity to re-evaluate the way the Otago and Southland tourism sector operates, and to question whether a return to large numbers of relatively short-term visitors is the best outcome for the future. The opportunity to envisage what a new tourism approach might look like and how to move people about the region needs to be a high priority in the immediate future. The pandemic also highlights the need for tourism reliant districts to diversify their economy.

Fully understanding the implications of the COVID-19 pandemic on the country's tourism is beyond the scope of a single Regional Land Transport Plan. On adoption of this plan the South Island RTC Chairs Group will be requested to advocate for a joint Waka Kotahi and MBIE research project into the likely visitor behaviours as borders are opened up to inform better transport planning.

Recreational walking and cycling increased during New Zealand's Level-4 lockdown and this increase in people cycling is an opportunity to maximise mode shift and provide an affordable transport option for many whose incomes have been negatively affected by the COVID-19 pandemic.

² International students make up around 14% of total enrolments at University of Otago
³ <https://www.odt.co.nz/business/domestic-tourism-does-much-counter-border-closure>

Economic Stimulus

During finalisation of these RLTPs a number of Government announcements have been made that will have an effect on the transport system and the way it currently operates.

Reform of the Resource Management Act (RMA), implementation of the Climate Change Commission's 2021 Report and reforming the countries vehicle fleet will all present significant challenges in the way we work and plan for the future. The way the combined regions respond to the challenges being set by Government will need to be considered in detail in the 2024 mid-term review of these RLTPs.

There has been a significant amount of planned and emergency funding made available in the period during which these RLTPs have been in development. Since 2018, sectors across Otago and Southland have benefited from investment through the government's Provincial Growth Fund (PGF). In January 2020, the New Zealand Upgrade Programme (NZUP) was announced to improve infrastructure across the country. Queenstown shared in the \$6.8 billion investment made to get New Zealand cities moving, save lives and boost productivity in growth areas.

In March 2020, the Government released its fiscal and economic response to the COVID-19 pandemic. Crown Infrastructure Partners (CIP) were asked for projects that were 'shovel-ready' or likely to be within six months, to add value to the nation's economic recovery from COVID-19. An August announcement indicated funding for 147 shovel-ready projects across New Zealand⁴ – ten in Otago (valuing \$260 million) and six in Southland (valuing \$90 million). While not all projects relate directly to the transport sector, they will have a direct impact on the region's transport systems, through the initial construction period and/or in the realisation of benefits.

Despite the economic uncertainty created by the COVID-19 pandemic, these funding injections and the conditions created by border restrictions create an ideal time to progress transport projects in the Otago and Southland region. The effects of disruption will be far less, as there are far less visitors and traffic compared to constructing when activity is at normal or increasing levels.

Due to economic uncertainty and anticipated unemployment, it is critical to provide better travel choices now, that are more affordable than driving, to ensure continued access for those who may have their incomes reduced.

The COVID-19 pandemic reduction in tourist numbers presents the opportunity to proactively prepare for a future when international visitors do return, stimulating other economic activities and unlocking benefits quickly, at that time.

⁴ https://www.crowninfrastructure.govt.nz/wp-content/uploads/Government-announced-projects_28-January.pdf

Strategic Context

Our Region

The natural environment and geographic isolation of Otago and Southland are a major attractor for people, as well as the basis of many of the issues these regions face.

Districts

The Otago Southland region is made up of two regional councils and eight territorial authorities. These are shown in Table 1 below.

Table 1: Otago Southland Territorial Authorities

Otago (Ōtākou)	Southland (Murihiku)
Otago Regional Council	Environment Southland
Central Otago District Council	Gore District Council
Clutha District Council	Invercargill City Council
Dunedin City Council	Southland District Council
Queenstown Lakes District Council	
Waitaki District Council	

Together the territorial authorities in the Otago Southland region cover 66,000 km² of the southernmost part of New Zealand’s South Island.

Figure 1 below shows a map of the Otago Southland combined region.

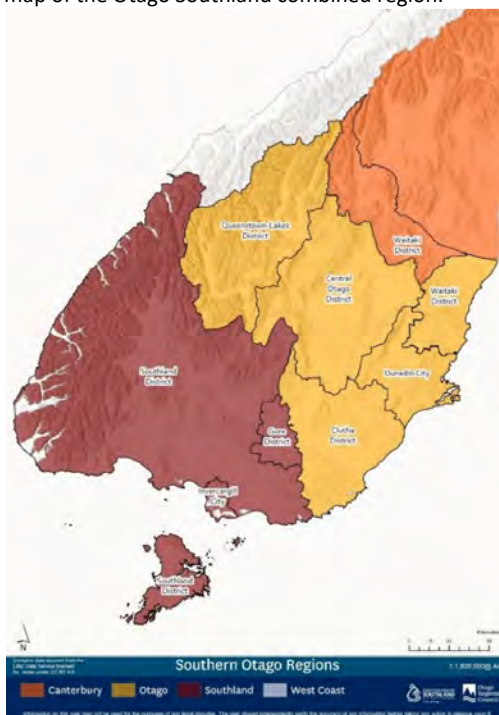


Figure 1: Otago Southland combined region map

The Otago Southland landscape is rich in diversity. Otago has alpine mountains and glacial lakes in the west, central 'drylands' of tussock-grasslands and block mountains interspersed with highly productive agricultural basins, and a remnant volcanic and low lying east coast. Southland's west is dominated by mountains, fiords and glacial lakes while, in the east, the Southland Plains are some of New Zealand's most fertile farmlands.

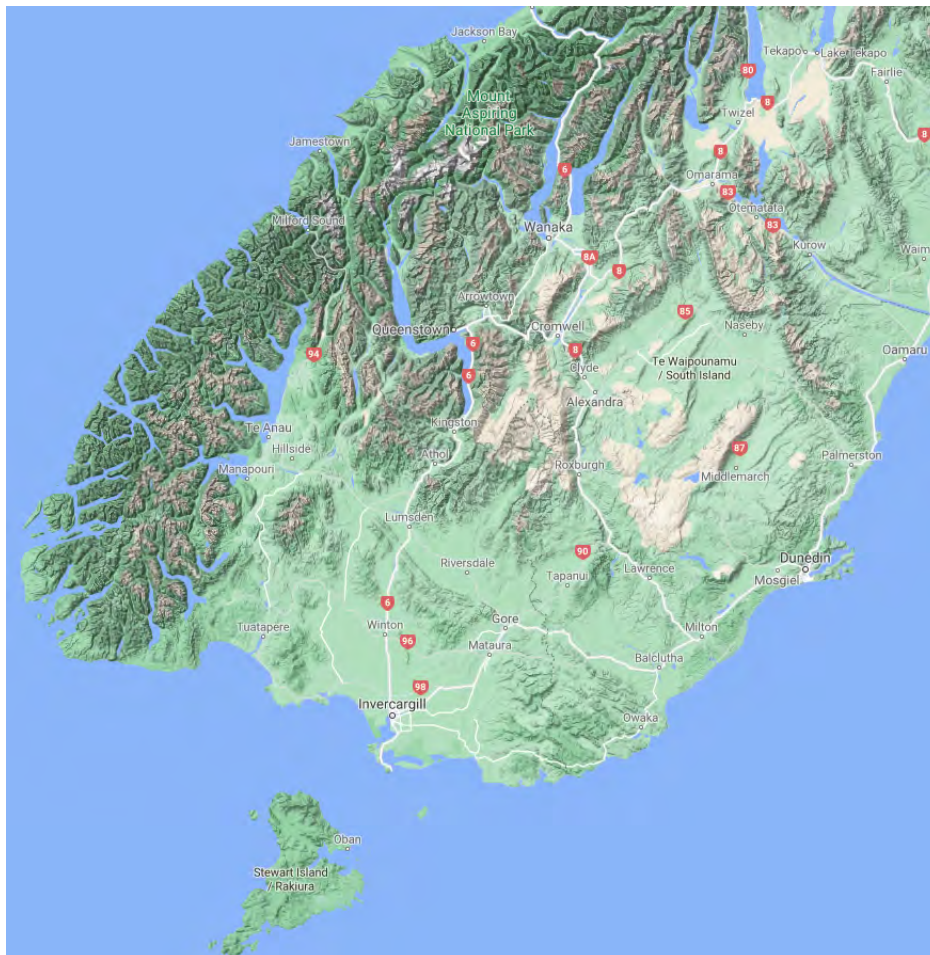


Figure 2: Otago Southland (relief map)

Otago and Southland host three of New Zealand's largest national parks - Fiordland National Park (12,519 km²), Mount Aspiring National Park (3,555 km²) and Rakiura National Park (1,500 km², covering most of Stewart Island). There are also hundreds of kilometres of river systems, including the Clutha (New Zealand's second longest and highest volume river) and the Taieri (New Zealand's fourth longest river).

Climatic conditions can be extreme. NIWA considers the climate of Otago to be perhaps the most diverse of any region in New Zealand⁵. Coastal Otago's climate is relatively constant but, inland, very hot periods and very cold periods are common. Southland is both the most southerly and most westerly part of New Zealand and heavily influenced by prevailing weather systems moving over the country from the west or south. This results in Southland's western ranges being among the rainiest places on earth.

Local environmental conditions, coupled with predicted effects from climate change, are cause for concern in some areas. Rises in sea and groundwater levels are forecast, and rain events, flooding, slips, erosion, storms and sea surge are all expected to intensify. Changes to the frequency and/or severity of weather events - snow, high rainfall, high temperatures and periods of drought – are likely, with increased risk for most parts of the Otago and Southland.

Population Distribution

Much of Otago and Southland are sparsely populated. Towns and cities are either some distance from each other or separated by significant landforms such as rivers, gorges or mountain ranges. Many communities have to travel a long distance to essential services.

Some urban parts of Otago (Dunedin, Queenstown Lakes and Central Otago) are experiencing growth. In rural parts of Otago and in most of Southland, the population is stable or declining. Table 2 shows population change in the last three census periods for each territorial authority.

Table 2: Population change by TA

Region	Territorial Authority	Population year			Average annual change 2013-18	Average annual change 2018-20
		2013	2018	2020		
Otago	Waitaki District	20,829	22,900	23,500	1.99%	1.31%
	Central Otago District	17,895	22,200	23,900	4.81%	3.83%
	Queenstown-Lakes District	28,224	42,500	47,400	10.12%	5.76%
	Dunedin City	120,249	131,200	134,100	1.82%	1.11%
	Clutha District	16,890	18,050	18,300	1.37%	0.69%
Southland	Southland District	29,613	31,900	32,500	1.54%	0.94%
	Gore District	12,033	12,800	12,900	1.27%	0.39%
	Invercargill City	51,696	55,900	57,100	1.63%	1.07%

Economy

There are differences and similarities between the economies of the Otago and Southland regions.

Both regions draw heavily on their natural resources, with strong agriculture, horticulture and forestry sectors. Across the regions, primary production and associated processing feature strongly.

Otago and Southland's tourism offer is closely related to the natural environment. National Parks, lakes and mountain areas provide a stunning backdrop for many tourist activities. Queenstown and Wanaka are key selling points for New Zealand's tourist industry. The Queenstown Lakes area is

⁵ <https://niwa.co.nz/our-science/climate/publications/regional-climatologies>

especially busy during the summer holiday season and during the winter ski season, hosting four large ski resorts⁶.

The regions' coastline, and associated wildlife, is also a major draw. Milford and Doubtful Sounds are nationally significant destinations, and The Catlins and Rakiura (Stewart Island) major attractors. Milford Sound and Dunedin are regular fixtures on cruise ship itineraries.

Most of the towns and urban centres in Otago and Southland are relatively small, acting as service towns for the surrounding primary production and farming communities or as a base for tourism. Invercargill is the commercial centre of the Southland region, and has a full range of banking, social services, and education, health and transport services.

Dunedin, the largest city in Otago Southland, has a different economic base to the rest of the region. Education and health care⁷ are a large focus for the Dunedin economy, reflecting the importance of the University of Otago and Otago Polytechnic, and Dunedin Hospital/health care facilities. Dunedin's health and health technologies sector are valued at approximately \$330 million, employing over 4,000 people in more than 560 businesses⁸. Declines in traditional manufacturing have been offset with gains in high-tech manufacturing, and information and communications technology (ICT) sectors.

See Appendix 2 for the regions' GDP and Appendix 3 for a list of the top tourist attractions.

Our People

How and where people live across Otago and Southland plays a critical role in shaping the needs of the transport system. Over the course of this Plan the population is predicted to become more urban, less rural, older and be made up of households with fewer people.

Mana whenua

Ngāi Tahu (also known as Kāi Tahu) are the takata whenua that hold up the mana of Otago and Southland and further parts of the South Island. The Kāi Tahu takiwā (tribal area) is the largest in New Zealand, and extends from White Bluffs/Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the north to Stewart Island and the Subantarctic Islands in the south. Kāi Tahu comprises 18 rūnanga (governance areas) corresponding to traditional settlements.

There are seven rūnanga who are the kaitiaki (guardians) of the area stretching Southland and Otago (see Appendix 4).

Age Distribution

There is a greater percentage of people aged 65 and over in Otago and Southland compared to New Zealand

Table 3). Older people are particularly vulnerable to social isolation due to loss of health, mobility, income or support networks. In Southland, there are more young people aged 15 years and under compared to the national average. This is the age group who are unable to drive, although current

⁶ Treble Cone, Cardrona, Coronet Peak, and The Remarkables

⁷ contributing 9.3% and 9.7%, respectively

⁸ <https://www.dunedinnz.com/business/business-support/help-for-business-growth/healthcare>

trends show that fewer young people are getting their licence when they turn 16, including those in rural areas, preferring to travel as a passenger.

Otago has a high number of people aged 15 to 29. This is likely due to the large number of secondary and tertiary education institutions, which include extensive residential boarding facilities. This is the age group seeking independence through transport and most likely to use micro-mobility and alternatives modes of transport.

Table 3: Percentage population by age group

Age Group	Otago	Southland	New Zealand
up to 14 years	16.5%	20.05%	19.6%
15-29 years	23%	17.85%	20.55%
30-65 years	44%	45.3%	44.6%
Over 65 years	16.5%	16.8%	15.2%

Socio-economic Factors

Median incomes in Otago and Southland are generally low compared to the national average Table 4). The exceptions are in the highest growth areas of Otago, where wages are driven up by very high costs of living, and in Southland District where a strong rural sector has created high levels of employment.

Table 4: Median incomes by TA

Territorial Authority	Median income	% earning over \$70,000
Waitaki District	\$27,700	11.10%
Central Otago District	\$33,300	14.90%
Queenstown-Lakes District	\$40,600	19.90%
Dunedin City	\$25,500	13.50%
Clutha District	\$30,900	11.40%
Southland District	\$36,300	15.30%
Gore District	\$30,900	11.90%
Invercargill City	\$29,900	13.70%
New Zealand	\$31,800	17.20%

In the main urban areas, median incomes are low and these communities are likely to benefit from low cost transport choices such as walking and cycling. There is also an increasing number of people on fixed incomes, due in part to the aging population. This is likely to continue to affect the ability of territorial and regional councils to fund the transport system through rates and in line with current funding models.

In addition, there are high rates of disability in the Otago and Southland regions. In the 2018 census, Statistics NZ asked whether people had difficulty performing any of six basic universal activities (walking, seeing, hearing, cognition, self-care, and communication) to understand ‘activity limitations’.

Table 5 shows that most of Otago Southland communities self-reported more ‘activity limitations’ than nationally.

Table 5: Percentage population with a disability, by TA

Territorial Authority	One or more activity limitations
Waitaki District	8.8%
Central Otago District	6.2%
Queenstown-Lakes District	2.8%
Dunedin City	7.2%
Clutha District	7.3%
Southland District	5.5%
Gore District	9.0%
Invercargill City	8.4%
New Zealand	6.5%

Vehicle ownership rates across the Otago and Southland regions are shown in Figure 3, with higher numbers of vehicles per household in rural and more remote districts. All districts have households with no access to motor vehicles, with Invercargill, Waitaki and Gore near to, and Dunedin significantly higher than the national average.

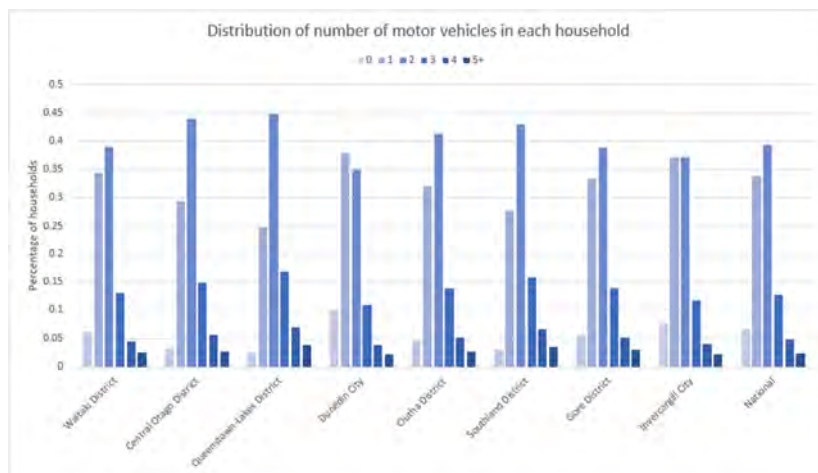


Figure 3: Vehicle ownership by TA

High rates of vehicles per household correspond to high percentage of journey to work by motor vehicle.

Figure 4 shows Census Journey to Work data, by mode, for Dunedin, Queenstown and Invercargill communities in 2018.

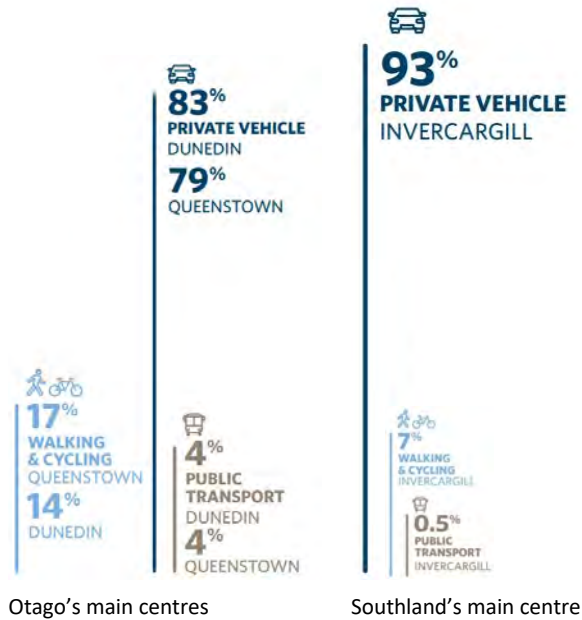


Figure 4: Census Journey to Work (2018) – main centres comparison

Our Transport System

The people of Otago and Southland require a transport system that enables them to meet their travel needs, and that moves the goods and freight needed to support them. Otago and Southland’s transport system exists within complex, and in some places increasingly urban areas as well as across wide reaching rural environments. These networks provide for people and local communities, from the moment they leave their homes, or their products leave the gate. They serve important community places, schools, town centres and tourist attractions, and provide for freight, general traffic and tourism.

The transport network only provides the base infrastructure for these connections. To be effective they must accommodate an increasing variety of transport modes, including, but not limited to, walking, cycling (both commuter and recreational), electric cycles and scooters along with the traditional cars, trucks and buses in urban areas.

High capacity trucks and increasingly over dimension agricultural vehicles are changing the traffic patterns on rural networks. Over dimension agricultural vehicles frequently travelling in tandem and at much lower speeds than the main traffic flow is causing a hazard on the network that is hard to mitigate.

Distances from major urban centres and options to use alternative modes of transport are not available to many of our communities. This introduces inequities across the community that are not currently being addressed in the development of work programmes or transport options.

Currently, programmes of work required to address equity issues between those who have full access to a car and those who have disabilities or cannot drive are being addressed in the two regions' public transport plans. These services are only available in the major urban centres of Dunedin, Invercargill and Queenstown. During the currency of this plan investigations to quantify the need for additional services to meet the needs of our smaller centres, with particular reference to transport disadvantaged and under driving age, needs to take place.

This RLTP has been prepared as the One Network Framework (ONF) is introduced to guide and improve transport systems thinking across New Zealand. The new ONF replaces a classification system⁹ that primarily used vehicles volumes as a proxy for route importance. In contrast, the ONF recognises where a route exists - adjacent land use and place functions - in defining how the network should look and feel.

The ONF provides an opportunity for delivery of more integrated regional outcomes, incorporating end-to-end processes and supporting transport planning through to the delivery of agreed outcomes for communities. During the 2021-2024 period Otago and Southland's territorial authorities will transition to the One Network Framework for strategic planning and future reporting.

In higher population density areas, adoption of *'Healthy Streets'* approach where people and their health are at the heart of decision-making will result in more people choosing to walk, cycle or use public transport. This consideration should be part of the transition of networks from the One Network Roads Classification to the One Network Framework where the people component of network use is taken into account.

Integrated walking and cycling networks are becoming more important to the overall transport network system. They provide the optional network for people who wish to use alternative means of transport. There is currently a gap in the roles and responsibilities for co-ordination of these regional walking and cycling networks.

As additions and improvements to the combined regions' transport networks are made the importance of considering all types of networks increases. Networks other than the road network may include tracks, trails, recreational cycling and Great Rides but also commuting, protected cycleways, shared paths, separated cycleways and low traffic neighbourhoods.

The impacts of climate change are being felt across the region but meeting the challenge will not be easy. Otago and Southland face a similar range of effects from climate change. Sea level rise, flooding, and storms are predicted to intensify over the next 30 years, along with increased slips and erosion, increasing risk to communities, and the road and rail networks that support them.

Both Otago and Southland have programmes underway to understand and respond to climate change. The Otago Regional Council's Climate Change Risk Assessment provides comprehensive evidence for both current and future challenges¹⁰. Environment Southland and the region's territorial authorities commissioned the Southland Climate Change Impact Assessment and Action Plan¹¹. It is accepted that climate change will, depending on the season, result in warmer

⁹ One Network Road Classification (ONRC)

¹⁰ <https://www.orc.govt.nz/managing-our-environment/climate-change/climate-change-risk-assessment>

¹¹ <https://www.es.govt.nz/environment/climate-change>

temperatures (more hot days, fewer frosts), more wet conditions (winter and spring), significant decreases in snow, more-windy days, increase in storm intensity, local wind extremes, more thunderstorms and sea-level rise.

Understanding and acting to address resilience 'hotspots' across the regions will reduce exposure of the transport network. Security for the movement of freight is vital. In addition to resilience issues along the strategic road network, both Invercargill and Dunedin airports are particularly vulnerable to surface flooding, and road and rail routes to both seaports are at risk of coastal erosion and flooding.

This RLTP has been prepared as new and emerging technologies increasingly feature across the Otago and Southland transport system. Micro-mobility, such as scooters e-bikes and skateboards, and new fuel technologies are both enablers and disrupters for Otago and Southland. The RLTP has also been prepared in light of changing expectations about freight movement, with increasing potential use of rail and coastal shipping as well as road.

This section on Our Transport System has been prepared within this changing context.

Walking

Walking is the first part of nearly every journey and pedestrian infrastructure has the greatest utility as a community resource, providing for all people. As populations age and levels of disability increase, communities' needs and expectations around pedestrian infrastructure in Otago and Southland will change.

There is increasing demand for footpath space. Pedestrian infrastructure is becoming contested as people look for safe places for traditional users, as well as for users of emerging modes. For example, the uptake of micro-mobility, such as electric scooters and skateboards, and debate about how to incorporate these modes in the transport system is concerning for many vulnerable user groups.

Vulnerable users of pedestrian infrastructure require high quality footpaths and safe crossing points. Unfortunately, investment in walking facilities has often fallen behind investment in other modes. This has not only created an imbalance between modes, with footpaths suffering underinvestment, but can also result in an imbalance within communities if urban expansion and large private subdivision introduces higher quality development standards. The disparity in pedestrian infrastructure quality raises expectations and puts further pressure on already stretched maintenance and renewals budgets.

The emerging issue of electric scooters and potential cycles on footpaths will create pressures on existing infrastructure and create conflicts with vulnerable users.

Cycling

There is a resurgence in cycling and trail riding in New Zealand, and Otago and Southland are at the forefront. Cycling infrastructure is progressively being developed within the main urban centres and major townships. The Queenstown trails currently cover 130 km from Queenstown to Gibbston via Arrowtown, with further investment planned to upgrade and connect existing tracks and trails. Following the completion of Dunedin's current cycle infrastructure projects, up to 50% of residential properties will be within 600 m of a cycle facility.

Cycling numbers continue to rise across the regions, particularly for recreational cycling. E-bikes are reducing distances and enabling more people to get around by bike. All the territorial authorities have plans to expand their cycling networks, particularly where the level of service across the region varies in terms of safety and ride quality.

Good progress has been made on developing a regional cycling network. The region currently supports six of the country's Great Rides, with four new trails currently in development. The majority of this infrastructure is being developed by Trusts and interested parties. There is currently no integrated plan for the combined Otago and Southland region to address gaps. A map of the region's cycling network is in Appendix 5.

Many of the Great Ride trails link small communities and have become important commuter and journey to school routes where they provide safe off-road options.

Gaps remain in the regional network. Dunedin is somewhat isolated from the Otago network, without connection to the north, west or south, including Dunedin airport. The Otago Central Rail Trail and the end of the Roxburgh Gorge trail, which formally ends at the southern side of the Mata-au/Clutha River, and is not connected with Alexandra township. Within the townships, local road improvements are needed to provide safe and attractive linkages from the regional trail network, particularly to the commercial areas, to ensure the district can benefit from the economic growth that the Government expects from its investment in these trails. Gaps in the regional network, including through the townships that connect the NZ Cycle Trail together, need to be filled.

Cycling technology continues to evolve and is making cycling more accessible to people. People are able to travel further, faster, and to more places on e-bikes than traditional cycles. This has, and will continue, to extend the commute options for people, as well as opening up recreational cycle routes to a wider range of the population.

The RLTP has also been prepared during period of increasing health risk and health costs due to inactivity. Physical inactivity is associated with increased risks of cardiovascular diseases, diabetes, and other risks and is increasingly recognised that this can be mitigated or prevented by incorporating activity into transport.

Public Transport

Otago and Southland face the challenge of providing transport choice, including public transport, to relatively small, dispersed and changing communities. Urban bus networks currently operate in Queenstown, Dunedin and Invercargill. The services operating in Queenstown and Dunedin have experienced an increase in patronage since a network review simplified routes, improved timetables and brought services together at centralised bus hubs. The introduction of flat fares (to a \$2.00 flat fare) also contributed to increased patronage in both Dunedin and Queenstown. The Invercargill network has had a \$2.00 flat fare for some time, but the patronage trend shows a continuing decline. Simplified routes and improved timetables, particularly to support commuters, will be introduced through implementation of the next RPTP.

The Climate Change Commission's advice to Government regarding electrification of the New Zealand vehicle fleet presents challenges for public transport operations. Electrification of the bus fleet presents an opportunity for quick gains in meeting emissions targets, but comes at a significant short-term capital cost.

New Zealand's 2018 census journey to work data showed that while driving rates in Otago and Southland are within par for New Zealand, public transport rates in particular remain comparatively low. This is not surprising given the size of public transport networks in Otago and Southland, population densities within the main centres and rural character compared to New Zealand's more metropolitan centres.

Table 6: Census Journey to Work by mode

Category	Otago Region (%)	Southland Region (%)	New Zealand (%)
Work at home	14.3	17.3	11.9
Drive a private car, truck, or van	54.6	56.6	57.8
Drive a company car, truck, or van	11.8	13	11.2
Passenger in a car, truck, van, or company bus	4.3	4.5	4
Public bus	2.5	0.3	4.2
Bicycle	2.2	1.6	2
Walk or jog	9.1	4.4	5.2
Other (including train, ferry)	1.2	2.2	3.6

Smaller townships and outlying settlements, including Stewart Island, are difficult to service by public transport. People living in these places can suffer physical isolation from basic community services. The regions' draft RTPs will examine how to broaden services to provide for people living in smaller and outlying areas.

Some outlying townships are connected via commercial operators, such as Intercity bus. Stewart Island is currently serviced by a commercially operated ferry service and by air from Invercargill Airport. Between Queenstown and Milford Sound, tourist buses have operated in high numbers at the beginning and end of each day. These types of commercial/tourist focused connections may present an opportunity to facilitate public transport in the future. However, the cost of these services is currently too high for local use and timetables are invariably designed to suit tourist movements. To enable these services to better support the local communities they connect with, some communities, for example those living on Stewart Island, are seeking subsidised services, the feasibility of which will need to be investigated further.

Addressing demand for interconnected regional services between rural towns and their major service centres is hampered by onerous planning, investment and implementation processes. The GPS clearly identifies *Better Travel Options* as a Strategic Priority, with a primary outcome that states *"The primary focus of this priority is to improve people's transport choices in getting to places where they live, work and play, and to make sure our cities and towns have transport networks that are fit for purpose and fit for the future."* Current planning process requirements have the potential to prevent this outcome being achieved particularly in rural committees and towns.

Interconnected services may include the need for ferry options to be provided in Queenstown and to service Stewart Island. Investigation of such services through appropriate business case development in the 2021-2024 period is envisaged.

The need for inter-regional services to assist in meeting the mode shift aspirations signalled in the GPS will require resources over and above those available in the Otago Southland area. A cross-agency Ministry of Transport, Waka Kotahi and Regional Sector Group needs to be established to further investigate inter-regional travel options.

Rail

The Main South Line (MSL) railway runs south from Christchurch along the South Island's east coast to Port Otago and onto South Port (Figure 5). The MSL is used primarily for freight, transferring bulk and containerised freight between the two ports and northward. Small branch lines also connect primary industry to the MSL in Southland and on the Taieri Plains.

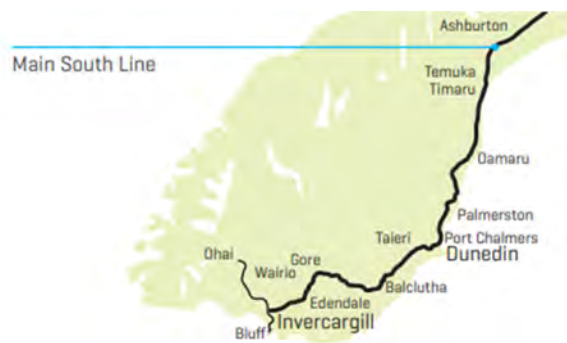


Figure 5: Lower South Island Main South Line

Rail is now integrated into the land transport system to ensure it is planned, funded and maintained as part of the overall system. The Government's vision is for a national rail network to provide modern transport systems in our largest cities, and to enable increasing volumes of freight to be moved off roads and onto rail. However, over the next three years, investment in Otago and Southland is likely to be limited to maintenance and renewals, with no major improvement works planned.

The existing network has capacity and can easily handle the current rail freight task, providing a good base for further expansion. The majority of the MSL does have capacity, but it is significantly constrained in the section between Wingatui and Dunedin due to Fonterra Mosgiel use frequency (particularly in dairy peak October–May). In 2019, across the Lower South Island 0.7 m tonnes of freight was transported by rail from Southland to Otago and 0.4 m tonnes transported on rail around Otago. 70% of all exports through Port of Otago are on rail and much of it comes from Southland¹².

To further increase opportunities for freight on rail, the combined RTCs favour an inland port located in the southern Dunedin/northern Clutha area and providing opportunities north, south and west. A primary user of this inland Port is likely to be the forestry sector, which has estimated that 50,000 tons of logs could be transferred on to rail¹³. To be most effective, this type of investment would also need to address resilience issues on the Taieri Plains that arise from flooding. The rail network is critical to the regions for transportation of goods to production and commercial centres, and to and from domestic and international markets.

¹²New Zealand Ports and Freight Yearbook, Deloitte (2019)

¹³ South Island Freight Study: identification of the Opportunity for Mode Shift and Preparation of a Mode Shift Implementation Plan, Stantec (2019)

There has been no commuter rail or inter-regional passenger rail services available in Otago or Southland for many years, although the Dunedin City Council is currently discussing whether to explore, and potentially trial, a commuter rail service for people who live south of the city. A scenic tourist train¹⁴ has been operated by Dunedin Railways between Dunedin and Middlemarch. However, services were suspended due to COVID-19, and are currently running on a reduced timetable. The future operation of Dunedin Railways is under review.

Decisions on future commuter or passenger rail in the lower South Island will need to take into account the additional infrastructure required to operate the services in conjunction with current or future freight timetables. As the rail network is critical to the transport of freight, even if those services are not as time dependent, co-ordination of passenger services that are time dependent within a single track network will likely take significant investment to resolve.

Given the criticality of the rail network in the transport of freight to our major ports, the susceptibility of the line to flooding in many areas along with other resilience issues are expected to be addressed when the Rail Plan is released.

Strategic Road Network

The regions’ road network, made up of state highways, sealed and unsealed local roads, provides the most extensive means of access across the Otago and Southland regions.

Figure 6 shows how many kilometres make up the State Highway and Local Road networks in both Otago and Southland.

In many parts of Otago and Southland, there are no transport alternatives to private car ownership for people. This raises issues of affordability, vulnerability (due to, for example, changing economic conditions or personal capacity) and equity, particularly when road safety is a significant issue.



Figure 6: Load Road and State Highway network lengths (2016/17)
 Source: Arataki V2

The network generally provides reliable travel times for people and freight. There are a few exceptions where sections of the urban system are nearing capacity. These are primarily the urban growth areas of Dunedin and Queenstown during the morning and afternoon peak periods.

¹⁴ The Taieri Gorge Railway

The road network is critical to the regions for transportation of goods to production and commercial centres, and to and from domestic and international markets. In most parts of the regions, rail networks are limited. The increasing demand on the road network and 'just in time' delivery practices requires a higher level of road network reliability.

Efficient transport of product is supported through 50MAX and HPMV permits, which allow heavier vehicles to travel to and from the hinterland. However, in many locations, bridges are not capable of supporting larger trucks. Figure 7 below shows 50MAX bridge restrictions. While there are not any on Otago and Southland's State Highway network, the map shows there are a significant number on the local road network, causing potential issue from the 'farm gate'.

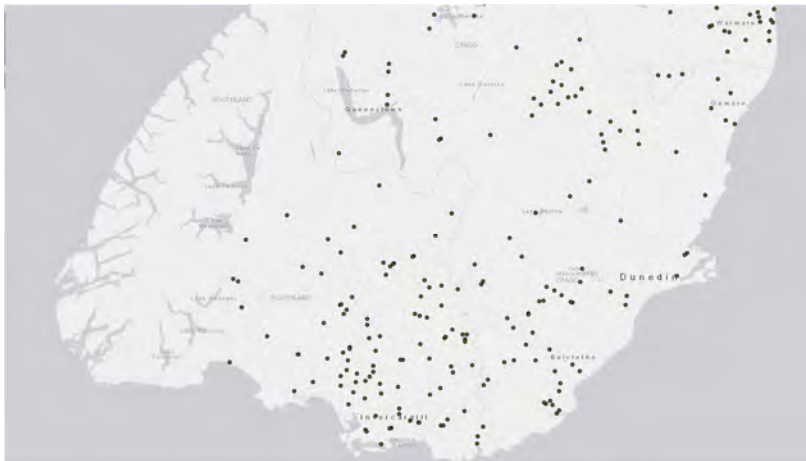


Figure 7: 50 MAX bridge restriction locations

The road network has resilience issues due to a lack of alternative routes, particularly with regard to the State Highway network (Figure 8). A closure due to unforeseen events such as landslip, snow, flooding or a traffic crash can seriously disrupt the flow of people and goods. For example, SH6 Haast was completely closed for two weeks in 2019 due to slips, slumps and rock fall, severing the connection between Central Otago and the West Coast.



Figure 8: Areas of network resilience

(Source: National Resilience Programme Business Case 2020 - Current Ratings)

There continue to be questions about whether parts of the road network meet the requirements of the tourism industry. Narrow, windy and unsealed roads create a real and perceived safety issue for many.

An electric vehicle charging network is being established. Figure 9 shows the DC charging network across Otago and Southland. These fast chargers typically add approximately 100 km of range in 20-30 minutes. While the charging infrastructure network has expanded in recent years, the charging period adds considerable time to long distance journeys and may be a barrier to EV uptake in the Otago and Southland region.

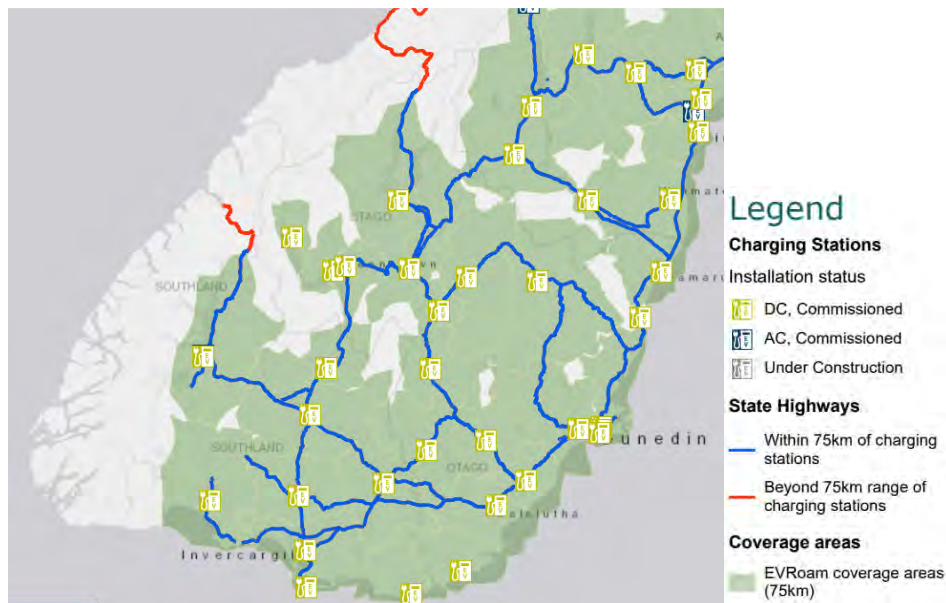


Figure 9: EVRoam Charging Stations (December 2020)¹⁵

Airports

Otago and Southland have three airports located at Dunedin, Queenstown and Invercargill. International flights normally operate from Dunedin and Queenstown. There are also a number of smaller local airfields located at Te Anau, Wanaka, Alexandra, Oamaru and Balclutha. Stewart Island (Rakiura) is also connected by air. The three main airports are shown in Figure 10.

Access to these airports is via the road network, and only the Queenstown airport is serviced by public buses. In mid-2020 Christchurch Airport announced the purchase of land in the small farming settlement of Tarras on the southern side of Lindis Pass, with the intention of developing a new international airport. Timing and details of this development are not known. Should this project eventuate there are likely to be consequences for the transport network if origin-destinations journeys for people and freight shift inland, away from the east coast, State Highway 1 and the Main South Line.

¹⁵ <https://nzta.govt.nz/assets/planning-and-investment/docs/ev-public-charging-facilities-south-island.pdf>



Figure 10 Major transport hubs and routes

Seaports

Otago and Southland are supported by Port Otago (Dunedin) and South Port (Bluff). Both these ports are accessed by the state highway and railway network (Figure 10).

Port Otago is the primary export port for the lower South Island of New Zealand. In 2019, Port Otago had the highest bulk terminal utilisation (bulk tonnes/bulk terminal ha) in New Zealand. Draft¹⁶ is a significant factor limiting navigable waterways, especially for large vessels (Table 7). The Port of Otago is uniquely positioned in having deeper water facilities than most other ports. This means Port of Otago can take the larger shipping vessels expected in the future.

¹⁶ Water depth is called the ship's "draft." The more cargo a ship carries, the more the ship will weigh, meaning it will sink more and require more draft.

Table 7: Deep Water Port Draft Depths

Port	Draft
Auckland	12.5 m
Tauranga	14.5 m
Lyttleton	12.5 m
Otago	14.0 m
South Port	9.7 m to be deepened to 10.7 m

South Port is New Zealand's southernmost commercial deep-water port. Together with Port Otago, it provides a range of marine services, cargo and container shipping, and on-site warehousing, importing and exporting from Otago and Southland industries.

Highlights from the 2019 Annual Reports are in Appendix 6.

Inter-regional Connections

Otago and Southland are heavily reliant on the overall South Island road and rail networks, including the Cook Strait ferry service. These are critical to the health and wellbeing of the communities, underpin the economy and provide essential goods and services.

The land transport system in the South Island is shaped by the geography, particularly the mountain ranges that run the length of the island. Transport networks tend to run north-south with few alternate routes in many places, particularly on the western side of the Southern Alps. The long and narrow nature of the South Island exposes the network, both road and rail, to resilience risk.

Links to neighbouring South Island regions of Canterbury and Westland are extremely important, particularly for the flow of freight and tourists. State Highway 1 provides the road link to the north towards Canterbury, Marlborough and on to the North Island via the Picton Ferry. State Highway 6 provides the main route from Invercargill via Queenstown and Wanaka over Haast Pass to the West Coast. State Highway 8 provides the route from Central Otago over Lindis Pass, connecting to SH 84 from the Waitaki Valley, and on to South Canterbury. Part of SH94 is 'The Milford Road', between Te Anau and Milford Sound. It is regarded as one of the most scenic roads in New Zealand (see Figure 10).

Otago and Southland's state highway routes are characterised by 100 km/h speed limits, two vehicle lanes (one in each direction) with occasional passing lanes, no central median/barrier, and multiple roadside hazards. They pass through challenging geography and are exposed to natural and weather hazards. Rest and scenic lookout areas are provided in some places, recognising the role these routes play linking visitors to destinations across the region and beyond.

There is ongoing concern around the movement of vulnerable road users along inter-regional State Highways, particularly cyclists and motorcyclists, as they travel within a high-speed environment. For example, due to a lack of alternative routes, some State Highways have been classified as NZ Cycle Trail 'Heartland Rides' (e.g. SH6 between Hawea and Hokitika) despite not meeting the prerequisite of being 'quiet, back-country roads'.

Ongoing collaboration between regions across the South Island is vital to improve inter-regional strategic road and rail corridors, cycle routes and key lifelines. At present, Otago and Southland regions collaborate on emergency management across all lifelines, for example, electricity, fuel, transport.

Future Opportunities

The scale of future opportunities across Otago and Southland differ due to the size of the settlements and rate of growth.

In line with the Government Policy Statement on land transport (GPS), there are plans or processes in place across most territorial authorities to improve safety and accessibility for communities now and to prepare the transport network for the future. In addition, there are relatively significant construction projects planned or underway in all the regions' major centres.

Future opportunities are described below.

Shaping Future Dunedin Transport

Dunedin's central city transport network has functioned largely unchanged for about 50 years. Following the adoption of Dunedin's Integrated Transport Strategy in 2013, the Council completed a Strategic Case for City Centre Access, Mobility and Safety, which was followed in 2014 by a Programme Business Case (PBC). The PBC identified long standing issues of severance created by arterial routes through areas of high place value in Dunedin, such as the tertiary precinct, warehouse precinct and Queens Gardens.

Construction of a major new hospital for the region in Dunedin's city centre is expected to have a significant effect on the job market in the short and medium term and enhanced opportunities for the medical sector on completion. This construction boost is alongside the significant expansion programme within the city's tertiary precinct¹⁷. The Government's Provincial Growth Fund also saw almost \$58 million invested in Dunedin in 2019 for the waterfront redevelopment project, to re-establish KiwiRail's Hillside workshop and to establish Otago as the centre of New Zealand's creative digital industry.

Development of the new Dunedin hospital, together with upgrades to central city streets and the tertiary precinct has provided a unique opportunity for Dunedin to improve how people come into and move about the central city. Under the 'Connecting Dunedin' partnership, Dunedin City Council (DCC), Waka Kotahi, and ORC are working collaboratively to investigate and progress changes to Dunedin's main transport networks that support land use change.

The Shaping Future Dunedin Transport Programme Business Case (PBC) identifies changes to the Dunedin transport network which would ensure the New Dunedin Hospital (NDH) is highly accessible and well connected to the rest of the central city, whilst at the same time providing a future focussed, accessible transport system enabling place making and liveability outcomes for the city.

¹⁷ <https://www.odt.co.nz/news/dunedin/uni-spark-building-boom>

It builds on the city's Liveability Programme aimed at improving pedestrian, cycle and public transport networks to facilitate mode shift and safety, urban amenity improvements focused on place making and providing a quality experience, parking changes and safety interventions, where a liveable Dunedin city is described as:

'A place that is for people – comfortable, future-facing and safe, presenting a strong sense of local cultural and natural heritage; a place where people want to live and visit. This is enabled by a movement system that encourages everyone's participation in a prosperous society, providing access to work, education, healthcare, recreation, arts and our destinations of choice from wherever it is that we come.'

Wakatipu Way to Go

The Queenstown Lakes area has been experiencing sustained growth for some time. Expansion of Queenstown and Wanaka's urbanised area through new housing areas and large format retail development has been unprecedented in recent years, and this private sector investment is expected to continue for the foreseeable future.

Travel in Queenstown is predominately by private car, with private car trips making up 84% of trips on SH 6A between Queenstown town centre and Frankton. Sections of the road network are reaching capacity, and the impact of disjointed land use and transport planning is painfully apparent. The quality of life for residents and the visitor experience is beginning to worsen, with communities increasingly complaining of unreliable travel times and visitors ranking transport issues as the most negative aspect of their stay¹⁸.

To understand transport challenges, a 'Way to Go' partnership between Queenstown Lakes District Council, Otago Regional Council and Waka Kotahi has undertaken a number of studies and investigations. Most recently this has included the Queenstown Integrated Transport (QIT) Programme Business Case (Waka Kotahi, June 2017), which identified rapid growth and car dominance as the two fundamental transport problems, resulting in efficiency, amenity, safety and resilience issues. Queenstown was allocated \$50 million from CIP towards Stage 1 of the town centre arterials and \$35 million towards the streetscape component of a Queenstown town centre transformation. Queenstown was allocated a further \$90 million funding from NZUP for SH 6A corridor improvements, Ladies Mile corridor improvements and SH 6 Grant Road to Kawarau Falls Bridge improvements. This investment injection will go some way to addressing infrastructure gaps.

Wānaka is also undergoing rapid change and following Queenstown's path. Due to growth pressures across the Queenstown Lakes District Council area, Wānaka often has to take a 'back seat' to Queenstown's issues and in funding prioritisation. A Wānaka Town Centre Master Plan and Programme Business Case identified the most significant issue in Wānaka is accessibility, with main destinations not well connected to residential areas for all modes. There is no public transport and active travel networks are underdeveloped. Limited route choices increase congestion and severance, and transport and land use planning is not integrated across large scale developer led housing and commercial developments.

Opportunities are also likely to come as a result of recent 'all of government' partnerships. For example, QLDC has partnered with Kai Tahu and central government to develop a spatial plan for the district. The overarching goal of the partnership and the spatial plan is to 'Grow Well' (or 'Whaiora'). The plan has five spatial outcomes including 'Consolidated future growth and more housing choice'

¹⁸ Visitor Insights Programme, Angus & Associates (Q3 2016 – Q2 2018)

and 'Public transport, walking and cycling are everyone's first travel choice'. The development of the draft Spatial Plan is ongoing and is likely to be completed at the start of 2021. QLDC has also partnered with Waka Kotahi and ORC on the Queenstown Lakes "Better Ways to Go" mode shift plan, a placed based component of Waka Kotahi's *Keeping Cities Moving* programme.

Central Otago

Cromwell 'Eye to the Future'

Cromwell is experiencing a period of prolonged and unprecedented growth, fuelled by the thriving horticulture and viticulture industries and its position as a strategic hub for tourism and freight distribution. A master-planning process is underway, called 'Eye to the Future', that will set out long-term development plans for Cromwell – focussing on the CBD, the growth of urban areas directly linked to the township and the surrounding townships (Bannockburn, Lowburn and Pisa). The development of a Programme Business Case has already been completed to present the preferred options for implementation to deliver benefits and outcomes for these changes in Cromwell.

Vincent Masterplan

Further east, a Spatial Plan is being developed to address the future challenges and opportunities of growth and land use in the Alexandra Basin – including Alexandra, Clyde, Omakau and Ophir.

Invercargill CBD upgrade

In Invercargill, construction of a new hotel and a major central city upgrade will influence the job market in Southland during the currency of this plan. This will give the city an economic boost, particularly if Tiwai Point aluminium smelter in Bluff was to close¹⁹.

A master planning exercise is underway, alongside Invercargill's CBD redevelopment, to create more vibrant, attractive streets and create connections in the city. ICC will be responding to these changing demands to align works with expected openings in early 2022.

Gore's 'Streets Alive'

Gore District Council's Streets Alive project will address a number of safety and access issues around the township. The focus of the project is to develop quieter, more liveable streets. The project is supported by Waka Kotahi innovating streets funding and initially involve trial of adjustments to Gore's streetscape for feedback and before changes become permanent. Streets Alive builds on GDC's existing streetscape strategy and initiative to develop local cycling tracks.

Waitaki

The Oamaru Harbour Plan was released for consultation in August 2020. The plan proposes nearly \$20 million investment in a range of projects along extensive sections of the Oamaru's waterfront.

Clutha District

Improving Milton's main street was one of the top priorities identified in the Our Place Milton community plan. Community consultation in 2017 showed that improvements to footpaths and pedestrian crossings were high priorities for the local community.

¹⁹ <https://www.newsroom.co.nz/tiwai-point-closure-to-hit-2600-jobs>

Southland District Council

Southland District Council’s community boards are developing management plans that will identify transport improvement projects across the district. In addition, Southland District is focusing on resilience through a programme of bridge replacements and upgrading low grade routes as new parts of the district attract tourism.

Milford Piopiotahi – ‘Milford Opportunities Project’

Milford Sound Piopiotahi is New Zealand’s premier visitor attraction and a world class iconic destination. It is located in part of New Zealand’s largest National Park (Fiordland) and holds UNESCO World Heritage status. To safeguard the World Heritage status, conservation values and the visitor experience, the current model used to manage recreation requires new thinking.

The Milford Opportunities Project was established in 2017 create an ambitious and innovative masterplan for Milford Sound Piopiotahi, the Milford corridor and its sub-regional area. There are significant issues around congestion at particular times in Milford Sound Piopiotahi and on the Milford Road. This multi-agency project will look at how visitors are managed into the future.

The Milford Opportunities Project is included in the Southland Regional Development Strategy Action Plan.

Safer Network Programme

The Safer Network Programme is a three-year collaborative initiative between Waka Kotahi and local government delivering safety interventions with a focus on the highest risk state highways and local roads across New Zealand. The programme has an estimated cost of \$1.3–1.5 billion and will target approximately \$600–700 million of state highway safety improvements and \$700-800 million of local road safety improvements.

There are seven state highway projects identified in the Otago and Southland regions. These include sections of State Highway 1 around Bluff Highway/Elles Road, between Dunedin and Mosgiel and between Dunedin and Oamaru; and State Highway 88 between Dunedin and Port Chalmers.

Policy Framework

Table 8 sets out the national and regional policy framework within which this RLTP has been prepared. The RLTP has been prepared to align with and contribute towards this strategic direction.

Table 8: National and Regional Policy Framework

Strategic Direction
The Draft Government Policy Statement (GPS) on Land Transport 2021 outlines the Government’s priorities for land transport, providing direction and guidance to those who are planning, assessing and making decisions on transport investment for the next 10 years. This RLTP must not be inconsistent with the GPS. The GPS 2021 identifies four strategic priorities for investment: safety, better travel options, improving freight connections and climate change with goals of reducing harm, taking a stronger multi-modal approach and improving community wellbeing and greater liveability outcomes.
The Ministry of Transport’s Transport Outcomes Framework guides future transport planning in New Zealand. The framework emphasises that the purpose of the transport system is to improve people’s wellbeing and the liveability of places, and focuses on five outcomes - inclusive access, economic

Strategic Direction
prosperity, healthy and safe people, environmental sustainability, and resilience and security
Arataki presents Waka Kotahi Waka Kotahi 10-year plan for what is needed to deliver on the Government’s current priorities and sets out the long-term outcomes for the land transport system. The plan adopts a place-based approach, recognising that integrated land use and transport planning is needed to better plan for growth and manage change to deliver a safer and more connected transport system that offers choice.
Road to Zero Road Safety Strategy 2020–2030 outlines a plan to stop people being killed or injured on our roads. The Strategy outlines improvements that will be undertaken, focusing on actions in five key areas: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.
The National Policy Statement on Urban Development 2020 replaces the NPS-UDC 2016. The NPS-UD ensures New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of diverse communities.
New Zealand Energy Efficiency and Conservation Strategy (2017–2022) sets the overarching policy direction for government support and intervention for the promotion of energy efficiency, energy conservation and the use of renewable sources of energy. Efficient and low emissions transport is one of three priority areas, with transport presenting one of the country’s greatest potential mechanisms to reduce emissions.
Climate Change Response (Zero Carbon) Amendment Act (2019) provides a framework by which New Zealand can develop and implement clear and stable climate change policies and sets a new domestic greenhouse gas emissions reduction target for New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.
Keeping Cities Moving is a Waka Kotahi plan to improve travel choice and reduce car dependency. It aims to improve the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities by making shared and active modes more attractive, and influencing travel demand and transport choices. Queenstown is included in this initiative.
One Network Framework aims to align the ONRC with Government’s outcomes, recognising the value of integrated land and transport planning for creating greater liveability and prosperity, and uses a ‘Movement and Place’ approach to better consider mode priorities, land use, community and economic wellbeing.
Regional Policy Statements (Otago and Southland) set the regional direction for future management of natural and physical resources and provides the foundation for the development of regional plans and district plans. They include policies relating to managing natural hazards and climate change, land use integration and urban development.

A diagram showing the relation between the RLTP and the framework is in Appendix 7.

RLTP Strategic Response

Through a series of workshops and combined meetings, the Otago and Southland RTCs have developed a 30- year vision for the Otago and Southland regions. This vision is:

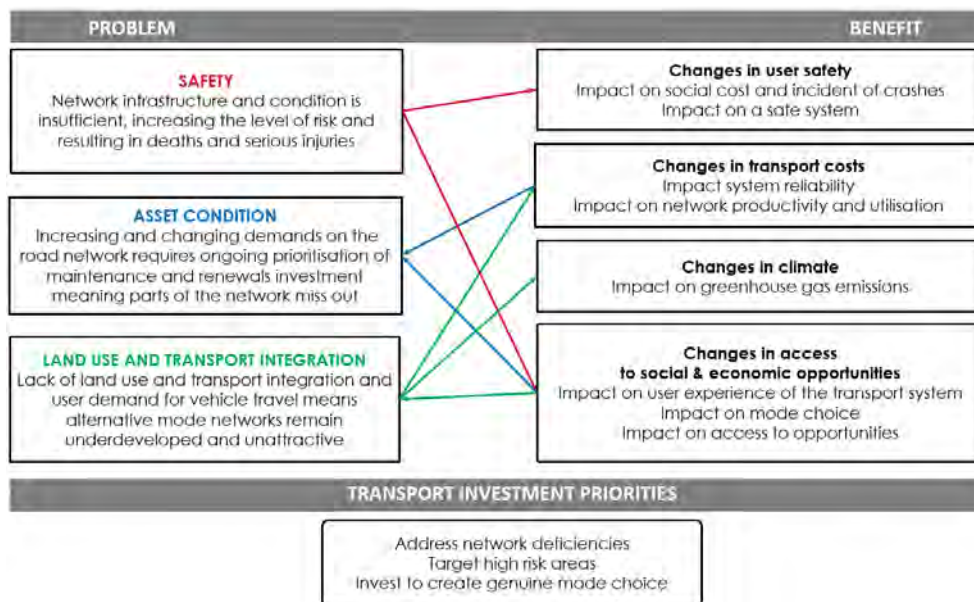
A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity

To achieve this vision, the RTCs have established long-term strategic objectives and agreed a policy framework to help guide and deliver this Regional Land Transport Plan.

Short term (10 year) investment priorities are reflective of the programme and contribute towards GPS goals of reducing harm, taking a stronger multi-modal approach and improving community wellbeing and greater liveability outcomes.

Problems and Benefits

To understand the focus for investment, the combined RTC used an Investment Logic Mapping (ILM) process to identify the immediate problems faced by the regions, benefit alignment and investment priorities. The ILM map is shown below.



In addition, the Otago and Southland RTCs have identified four opportunities they wish to pursue:

1. take a South-Island wide approach to transport planning in conjunction with South Island RTC Chairs Group;
2. advocate for better mode integration and mode shift;
3. support tourism and the regional dispersal of tourism benefits;
4. encourage the creation of a network of cycle rides and cycling facilities throughout and between the regions.

The main benefits of realising these opportunities are:

- improved performance and capability of the transport network and network resilience;
- regional economic development, productivity, and connectivity;
- increased customer voice on connectivity, accessibility and mode shifts;
- greater value for money.

Strategic Objectives

These RLTPs takes a long term (30-year horizon) view of the region. An RLTP must not be inconsistent with the GPS and for a project to be funded through the NLTF, it must align with the GPS. However, compared to an RLTP, the GPS has a relatively short timeframe. For this reason, aspects of these RLTPs may not necessarily align with the current GPS.

The Ministry of Transport’s Outcomes Framework has been used to define the outcomes of these RLTPs, which will:

- enable **inclusive access** by improving the transport choices people across Otago and Southland have to connect with each other and participate in society;
- invest in **healthy and safe people** by prioritising investment in areas of highest risk to reduce injury and support active travel;
- support the regions’ transition to net zero carbon emissions for improved **environmental sustainability**;
- develop greater understanding of risk from natural and human-made hazards and improve the regions’ assets for better **resilience and security**, and
- contribute to Otago and Southland’s **economic prosperity** by investing in network deficiencies that limit the movements of people and products, and create a resilience risk to economic activity.

The alignment between the government’s current transport outcomes framework and these RLTPs strategic framework are shown below.



The objectives are discussed in more detail below.

These RLTPs' objectives are explained below. Objectives 1, 2 and 3 link directly to the 10-year transport priorities that are the focus of the combined RTCs during this RLTP period. Objective 4 is strongly linked to the national priorities and will be achieved indirectly through these RLTPs, primarily through an immediate focus on creating genuine transport choices for communities' and business to use. Objective 5 is vital for ensuring the investment story is complete for the combined regions, however Objective 5 will not be used for project prioritisation in this current RLTP period.

Road Safety

Objective 1 **Prioritise high risk areas to create a safe transport system free of death or serious injury**

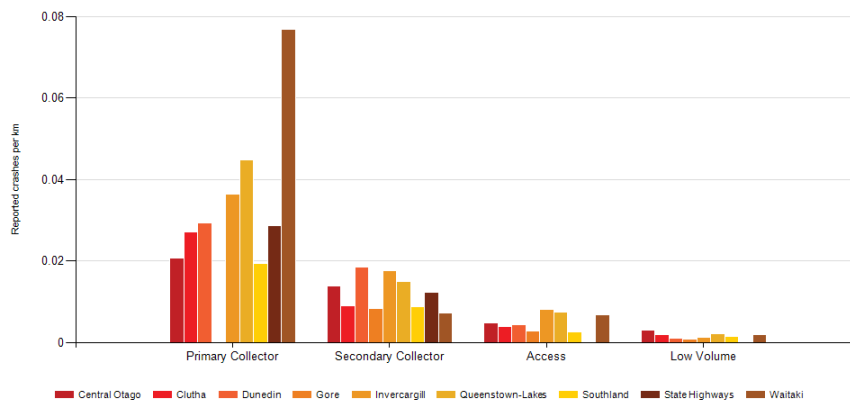
Despite substantial progress over the last 30 years, New Zealand still lags behind many other countries in road safety. The Otago and Southland are major contributors to New Zealand's road safety record, continuing to be disproportionately represented in road safety statistics. For the period 2019 to June 2020 Otago and Southland contributed 145 fatalities to the national total of 1,733. This represents 8.4% of the nation's fatalities while Otago and Southland represent 6.5% of the population.

The Communities at Risk register 2019 combined territorial authorities' local roads and State Highway areas of High Concern and High Strategic Priority shows the following hotspots:

- young drivers – Clutha, CODC, ICC
- urban intersections – DCC and ICC
- rural intersections – ICC
- all intersections – ICC and DCC
- rural road loss of control/head on – Clutha

ICC and DCC top the charts (highest risk) for all intersections, with risk exceeding that anywhere else in the country. These results highlight that Otago and Southland are underperforming compared to others. The below ONRC outputs show where each territorial authority faces the greatest challenges. These are the parts of the network where investment is needed most.

 **The total number of reported crashes per kilometre over the past 10 years on the network**



Speed management is also a major focus. On the state highway network, over half of all fatal and serious injuries in the last five years were as a result of a loss of control or head on crash. The majority of deaths and serious injuries have taken place on rural roads, with loss of control a significant cause. While this is a reflection of the rural nature of the regions, these crashes are often high speed with high severity outcomes.

Investment is also required to improve public understanding of road safety risk, help change community attitudes to risk and improve the way the network is used.

To achieve Otago and Southland’s road safety objective, and reduce the seriousness and impact of road trauma, the responsible organisations will:

- use well-established safety metrics to target investment to address infrastructure disparities that present the greatest level of risk;
- address attitude and behaviour of drivers as part of national education and enforcement campaigns;
- assess and review speed limits and potential infrastructure improvements under the proposed Setting of Speed Limits Rule 2021;
- ensuring infrastructure and road corridors used by active transporters are fit for purpose;
- recognise the safety benefits for pedestrians and cyclist from low speed and or low traffic environments.

Asset Condition

Objective 2 Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient

All of Otago and Southland’s territorial authorities are dealing with issues arising from deteriorating asset condition. Across the region, transport assets are reaching, or have reached, the end of their economic life. The affordability of realistic replacement programmes is concerning for Otago and Southland’s territorial authorities. With limited local budgets and ongoing funding constraints throughout the land transport sector, prudent asset management is essential to ensure investment is prioritised where most needed. Emphasis is placed on regular inspections, ongoing condition assessments and early intervention where possible to ensure asset condition meets communities’ needs.

Transport network constraints arise when the age, type or condition of the asset does not meet the required standard. Across Otago and Southland, a significant network constraint is caused by weight restrictions on bridges. This can result in transporters being unable to travel on the most direct or preferred route. It can also reduce productivity, if transporters choose less efficient vehicles or are forced to wait out state highway disruption due to a lack of effective alternative routes.

Low quality transport assets are vulnerable to damage caused by the increasing rate and scale of weather events. In recent years, more intense weather events have resulted in widespread flooding, slips, debris damage and significant rock fall. Severe weather events have increased the frequency and impact of storm surge, coastal erosion and inundation. The costs associated with damage caused by the increasingly predicted effects from climate change often come from already stretched maintenance budgets.

To create a resilient, fit-for-purpose strategic road network, with reduced risk and record of road closures, the responsible organisations will:

- implement Activity Management Plans;
- develop a prioritisation system;
- advocate for additional funding for maintenance;
- identify parts of the network at risk from climate change effects (flooding and sea level rise) and develop plan to reduce risk.

Connectivity and Choice

Objective 3 Develop a range of travel choices that are used by communities and business to connect

Liveability is improved when people are able to choose how they move about and participate in society. In the Otago and Southland regions, many communities have little transport choice but to drive. Even in the main centres of population - Dunedin, Queenstown and Invercargill – communities have had limited choice, with historically poor access to public transport and low-quality walking and cycling facilities. This has resulted in an increasing use of private vehicles and less demand for investment in other modes. What infrastructure there is becomes degraded or remains underdeveloped, causing less people to want to use alternative modes.

Being connected is important for wellbeing and prosperity. The GPS places a much stronger emphasis on improving the integration of land use and transport planning as a way to ensure people and communities are connected. The National Policy Statement on Urban Development 2020 requires territorial authorities to ensure planning decisions contribute to well-functioning urban environments (see Appendix 8). Dispersed and disconnected communities are difficult to serve effectively with transport choice.

Decisions relating to residential, commercial and industrial land use change, that do not adequately consider transport, can negatively impact how networks operate and dealing with the impact can be costly. In some parts of Otago and Southland, unplanned urban growth and development has resulted in high single occupancy vehicle use causing network capacity issues. In other places, freight movements through urban areas create severance.

Planning needs to be co-ordinated and integrated to avoid safety, efficiency and severance implications for the wider community. Difficult decision may need to be made to restrict access to developments or ensure the true cost of mitigation is met by the developer, through additional contributions to upgrade associated infrastructure, for all modes.

To provide choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school, this objective will be achieved by:

- ensuring the region's public transport systems develop to meet the needs of local communities and are accessible to those with disabilities or who do not drive;
- ensuring urban communities have access to safe walking and cycling networks;
- ensuring land development proposals demonstrate integration with all transport networks;
- ensuring supporting infrastructure is provided to help achieve travel choice, such as the provision of electric charging hubs;

- helping communities find ways to be less reliant on private motor vehicles;
- investigating the potential for ride share and alternative transport modes where communities present an appropriate case;
- identifying urban and rural transport corridors used by active transport modes and include requirements for maintenance that is appropriate to the mode;
- provision of infrastructure in urban areas to support use of cycles and e-bikes;
- ensuring the needs of freight systems and visitors both domestic and international are considered in travel choice decisions, Integrating land use and transport planning from the outset, through spatial planning down to project level area and master planning.

Environmental Sustainability

Objective 4 Facilitate understanding and support responses that help meet environmental and emissions targets

Transforming to a low carbon transport system and reducing the environmental impact of transport is urgent. New Zealand’s Climate Change Response (Zero Carbon) Amendment Act sets a domestic target of net zero emissions of all greenhouse gases²⁰ by 2050²¹. Transport accounts for around 36 per cent of New Zealand’s energy use and 17 per cent of New Zealand’s gross emissions²². Technology is helping the transport industry to change, with electric vehicle options. However, Otago and Southland have very high rates of private car ownership, high car mode share, high kilometres travelled and relatively low numbers of electric vehicles.

Freight transport in the Otago and Southland regions is dominated by private road transport. In 2015, New Zealand’s heavy vehicle fleet accounted for 24.2% of all road transport greenhouse gas emissions, despite only making up 7% of total vehicle kilometres driven. It is assumed that the relatively low cost of diesel and electric vehicle technology is likely to keep the freight industry moving towards larger, more efficient loads for the foreseeable future.

Construction and maintenance activities themselves contribute to rising emissions through transport of materials, use of materials with high embodied carbon (e.g. concrete, steel), and energy use. Some councils are already considering these impacts in their decision making, and changes are likely as a result.

To increase Otago and Southland’s response to climate change, and decrease transport emissions, this objective will be achieved by:

- supporting initiatives that move the region towards better environmental outcomes;
- communicating and engaging on issues and targets to build understanding, support and momentum for change;
- integrated land use and transport planning, which aims to reduce the need to travel by motor vehicle by increasing residential density near to key destinations and public transport routes;
- advocating for a change to the current activity class structure to ensure activities that address climate change goals are funded;
- advocating for central government electric vehicle subsidies to speed their uptake.

²⁰ other than biogenic methane

²¹ Dunedin City Council took this one step further and set a target to reduce Dunedin’s carbon emissions to net zero by 2030.

²² Ministry for the Environment (2016): Greenhouse Gas Inventory 1990-2014

Future Focused

Objective 5 Position the regions to ensure proactive responses to change and challenges

Trends in regional migration²³ are likely to see more people moving away from very large metropolitan centres such as Auckland, for smaller urban centres. Rapid growth in the Queenstown Lakes area has made it difficult for the Council to keep up with infrastructure improvements. The growing pains that Queenstown is suffering could easily and rapidly come on elsewhere across Otago and Southland.

Funding during this RLTP period is severely constrained. Issues in New Zealand’s metropolitan areas are significant and drawing heavily on national funding sources. COVID-19 has been a system-wide shock that has created uncertainty for the transport sector, resulting in a reduction in the National Land Transport Fund (NLTF) that could continue in future years. However, investment continues to be necessary within the Otago and Southland regions to enable territorial authorities to maintain baselines, proactively plan responses that make best use of existing infrastructure (Figure 11) and rapidly respond to opportunities.

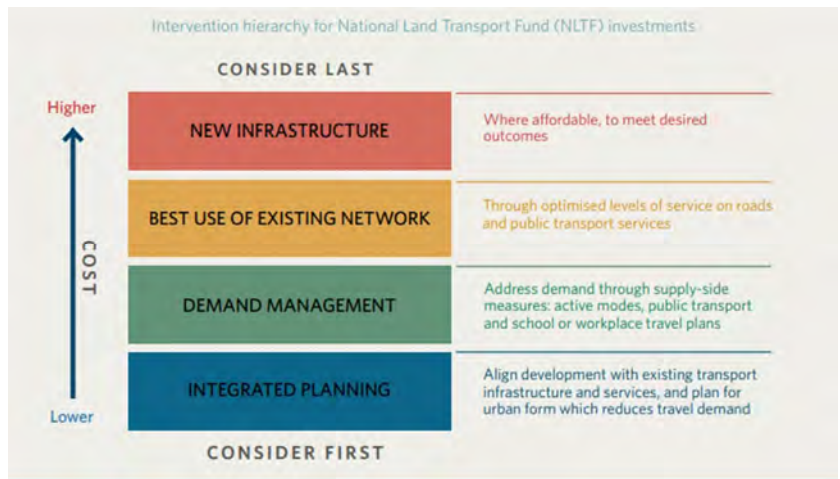


Figure 11: Intervention Hierarchy for NLTP investments

Ensuring the Otago and Southland regions are ready and able to respond to change and new challenges is essential. One of the primary ways of doing this is by monitoring, forward planning and communicating changing needs and demands. Another is to maintain a robust investment story so that, should additional funding rapidly come on-stream, as it has in other RLTP periods and with changing government focuses, Otago and Southland are prepared to take advantage of unexpected opportunities. These RLTPs are a tool for that purpose.

This objective will be achieved by:

- maintaining a complete investment programme for Otago and Southland to provide the platform for future investment in the land transport system;

²³ <https://www.benjepatterson.co.nz/wp-content/uploads/2019/06/Regional-migration-away-from-Auckland.pdf>

- prioritising investment in a way that delivers on the Government’s transport priorities, invests in a multi-modal land transport system that is safer, more accessible, and that reduces harm to people and the environment;
- using the RLTP to signal the need for investment early, to maximise Otago and Southland’s readiness and responsiveness.
- development of spatial plans that link adjoining land use with all transport modes.

Supporting Policies

The strategic objectives of this RLTP will be achieved through implementation of the following policies.

Table 9: RLTP Policy Framework

Objective 1	Prioritise high risk areas to create a safe transport system free of death or serious injury
Policy 1.1	Develop and implement road safety improvements and speed management plans with a focus on highest risk users and locations.
Policy 1.2	Ensure road safety is a primary consideration when prioritising maintenance and renewals of transport assets.
Objective 2	Prioritise maintenance and renewal to ensure the road network is fit-for-purpose and resilient
Policy 2.1	Maintain and renew roads consistent with One Network Framework functions (movement and place).
Policy 2.2	Maintain and improve the capability and resilience of strategic roads and infrastructure to support productivity and maintain access for people.
Objective 3	Develop a range of travel choices that are used by communities and business to connect
Policy 3.1	Reduce barriers to participation in active transport by providing safe, connected, coherent and accessible public transport ,walking and cycling networks.
Policy 3.2	Address gaps and deficiencies in local, regional and interregional cycle networks.
Policy 3.3	Design, develop and maintain roads and infrastructure to facilitate efficient public transport.
Policy 3.4	Continually increase access to public transport through improved information, facilities and network services.
Policy 3.5	Respond to local community-led transport initiatives to improve access.
Objective 4	Facilitate understanding and support responses that help meet environmental and emissions targets
Policy 4.1	Prioritise projects that address potential issues relating to natural hazard risks and impacts of climate change.
Policy 4.2	Minimise adverse impacts on the environment by including best practice design, construction and maintenance standards during the implementation of transport projects.
Policy 4.3	Facilitate change in transport demand to enable territorial authorities and Waka Kotahi to achieve their Climate Action aspirations.
Objective 5	Position the regions to ensure proactive responses to change and challenges
Policy 5.1	Proactively manage and respond to changing land use and growth by developing integrated land use and transport plans.
Policy 5.2	Collaborate on monitoring and maintain regional data that supports future planning, RLTP processes and investment prioritisation, particularly in relation to transport trends, changing demand, growth, environmental and technological change, and external

	pressures.
Policy 5.3	Prioritise investigating a new tourism approach and how to move people about the region to provide a safe, reliable and consistent visitor experience that encourages dispersal of tourism benefits across the regions.

In addition to this policy framework, Otago and Southland will advocate for and support:

- the increased use of rail for the movement of goods and people;
- tools and measures that reduce trips in single occupancy vehicles;
- initiatives that support travel behaviour change and modal shift, particularly for commuting and short trips;
- initiatives and technologies that contribute to ongoing improvement of the vehicle fleet, reduce greenhouse gas emissions and improve air quality;
- trials that provide evidence to enable effective planning and support informed decision-making.

10-Year Transport Priorities

This section of the plan focuses on three priority areas that the combined RTCs wish to focus investment in during this RLTP period. The 10-year transport priorities areas (detailed below) are a focus for all the territorial authorities that make up Otago and Southland.

Investment directed to these three investment areas creates Otago and Southland’s best chance to meet the needs of people and communities living in the Otago and Southland region, as well as contribute to current national priorities and prepare for predicted future change.

Priority 1 – Address network deficiencies – 40%

Related Problem Statement: Increasing and changing demands on the road network requires ongoing prioritisation of maintenance and renewals investment meaning parts of the network miss out

Cause	Consequence
Changing freight and tourist movements	Sector complaints
High number/length of road transport assets	Road safety risk
Low rating base	Asset failure
Ongoing pressures on transport investment	Low levels of service
	Increase in rates

Case for Investment

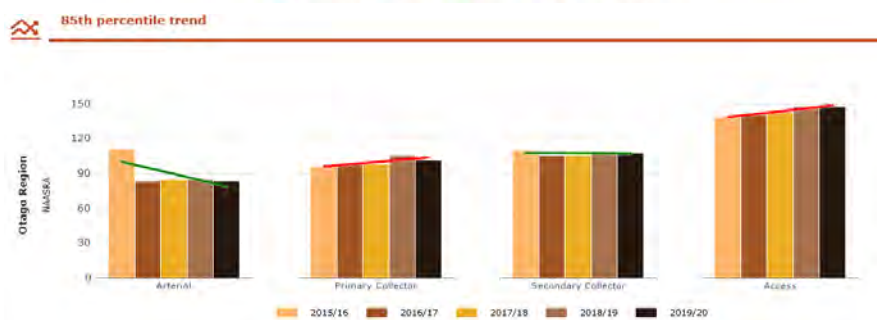
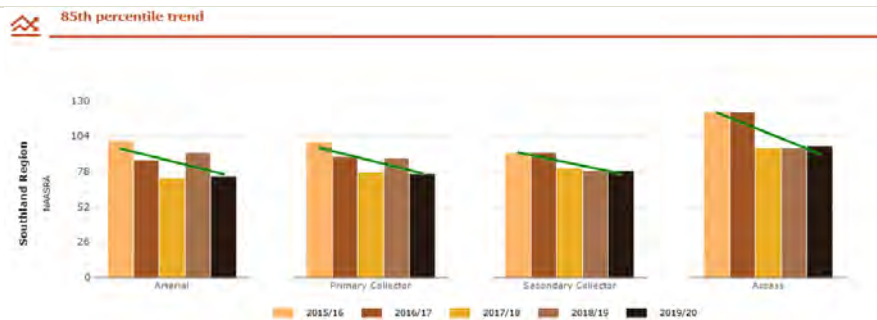
The regions’ transport assets are resilient and fit-for-purpose if they can perform effectively, withstand disruption and adapt to change. Across Otago and Southland, aging and vulnerable assets present an increasingly unacceptable risk to social wellbeing and economic prosperity where the Otago/Southland regional economy is highly reliant on primary production and tourism. Providing access to natural resources and the natural environment, as well as providing for local communities’ social and economic needs, requires levels of investment that stretch the budgets of the regions’ relatively small territorial authorities.

Aging assets, challenging conditions and continued prioritisation is reducing levels of service on some parts of the network. Without sufficient, sustained investment, asset deficiencies will increase and may be at risk of failure, creating access, safety, resilience and productivity issues for affected communities.

Evidence

The Performance Measures Reporting Tool was designed to be used along Waka Kotahi’s ONRC to help asset managers better understand their network and help investors understand what is needed to standardise the performance of NZ roads and address historical inconsistencies.

Using Waka Kotahi’s Performance Measures Reporting Tool, the following graphs demonstrate the downward trend in average roughness across Otago and Southland, across the ONRC based on RAMM data provided by the territorial authorities. Average roughness is a useful measure of sealed road surface quality. A sealed road surface with a higher roughness is uncomfortable, decreases customer satisfaction, increases vehicle operating costs and may also affect road safety. The green line shows the trend getting worse and the red line shows the trend improving.



The RAMM database is a good source of baseline data as all territorial authorities use RAMM for asset management. The data shows that road quality across the Otago and Southland region is generally going backwards.

Benefit Description	RLTP Objective	KPI
Changes in transport costs	Develop multi-modal systems and networks to connect communities and businesses	Travel time – reliability, availability
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use	Network condition - LOS
Strategic Alignment		
Government Policy Statement	Investing in the life of existing assets to make best use of existing systems and ensure value for money from previous investment. Aligns by making prioritisation decisions transparent through these RLTPs. Supports the four strategic priorities by addressing deficiencies across a range of network assets, and particularly for improved freight connections.	
Road to Zero	Prioritising investment to address network deficiencies that impact road safety outcomes. Supports a system management approach with consideration of safety in road maintenance and network management.	
One Network Framework	Ensuring assets are maintained and renewed to meet movement levels of service and support place values.	

Priority 2 – Target high risk areas – 30%

Related Problem Statement: Network infrastructure and condition is deficient, increasing the level of risk and resulting in deaths and serious injuries

Cause	Consequence
Inconsistent network development	High severity crashes
High risk behaviour in high risk environments	Deaths and serious casualties
Unforgiving network when drivers make mistakes	Increased risk for active mode users

Case for Investment

An ambitious national strategy and Vision Zero target continues to put the safety of the transport system at the forefront of transport planning. Road safety is everyone’s responsibility and no less in the Otago Southland region where the roads, fleet, vehicle speeds and drivers all contribute to Otago and Southland’s unfavourable record. Despite Safe Systems investment in recent years, the Otago and Southland regions continue to feature in national road safety statistics. The regions’ highly variable terrain and changeable conditions can be challenging. Network development has been slower than desired and there are numerous unsafe sections across the transport network. With relatively low traffic volumes, areas of risk often stay unresolved in favour of more pressing issues, until highlighted through a road trauma event.

Investing in risk reduction and infrastructure improvements that reduce deaths and serious injuries is an investment in the wellbeing of the region’s communities. The region needs a continued and sustained response to road safety. Only through collective effort and targeting the highest risk areas and road users will the region improve its road safety record.

Evidence

The Communities at Risk register 2020 shows Territorial Authorities’ local roads and State Highway areas of High Concern (personal risk profile greater than 1) as well as a High Strategic Priority in 11 of the 15 strategic areas of concern:

Strategic Area of Concern	Territorial Authority	Ranking
All Intersections	Invercargill City	1 st
All Intersection	Dunedin City	2 nd
Pedestrian involved	Southland	5 th
Young Drivers	Clutha	6 th
Urban Intersections	Waitaki	6 th
Rural Intersections	Invercargill City	6 th
Rural Intersections	Dunedin	7 th
Urban Intersections	Invercargill City	8 th
Distraction	Central Otago	9 th
Older road users	Invercargill	9 th
Young Drivers	Central Otago	10 th
Cyclist involved	Invercargill City	10 th
Rural Road loss of control/head on	Clutha	11 th
Fatigue	Clutha	11 th
Pedestrians Involved	Gore	12 th
Young Drivers	Gore	12 th
Older Road users	Dunedin	12 th
All Deaths and Serious Causalities	Dunedin City	13 th
	Waitaki	13 th

Benefits Description	RLTP Objective	KPI
Changes in user safety	Prioritise high risk areas to create a safe transport system free of death or serious injury.	Deaths and serious injuries (number, reduction).
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use.	Road assessment rating.
Alignment/Fit with strategic context		
Government Policy Statement	Aligns by investing in road safety, through addressing and influencing network inconsistencies, community attitudes and behaviours.	

Road to Zero	Supports vision by focusing on infrastructure improvements in the highest risk locations i.e. those most likely to cause death and serious casualty, as well as implementing speed management and speed reduction initiatives across Otago and Southland.
Keeping Cities Moving	Focuses on safety improvements for all modes resulting in improved real and perceived safety for cyclists and pedestrians.

Priority 3 – Invest to create genuine mode choice – 30%

Related Problem Statement: Lack of land use and transport integration and the ease of vehicular travel means alternative mode networks remain underdeveloped and unattractive

Cause	Consequence
Growth and changing land use demand	Low uptake of public transport and active modes
Developer-led urban expansion	High volumes of freight by road
Historically overdeveloped infrastructure creating high vehicle capacity	Difficulty making network changes that support alternative modes
Poor parking management	Increasing emissions

Benefits Description	RLTP Objective	KPI
Changes in transport costs	Develop multimodal systems and networks to connect communities and businesses.	Punctuality – public transport Freight – mode share
Changes in climate	Facilitate understanding and support responses that help meet environmental and emissions targets.	Change in mode/vehicle type (zero emissions) from single occupancy private vehicle/greenhouse-gas emitting vehicles
Changes in access to social and economic opportunities	Develop and promote a range of travel choices for communities to increasingly use.	Number of pedestrians, cyclists and public transport boardings. Shift from private passenger vehicle-based trips to other modes. Proportion of population living near opportunities by different modes.

Case for Investment

Rapid change and unplanned urban growth can hamper transport networks and significantly impact the ability of RCAs to support communities with transport choice through timely upgrades of infrastructure and services. Where there has been a lack of integrated land use and transport network improvements, growing and expanding communities are left unsupported without viable and attractive means of transport. Historic use of networks by heavy freight, no longer compatible

with the land use environment, results in severance and safety risk, high emissions and noise pollution.

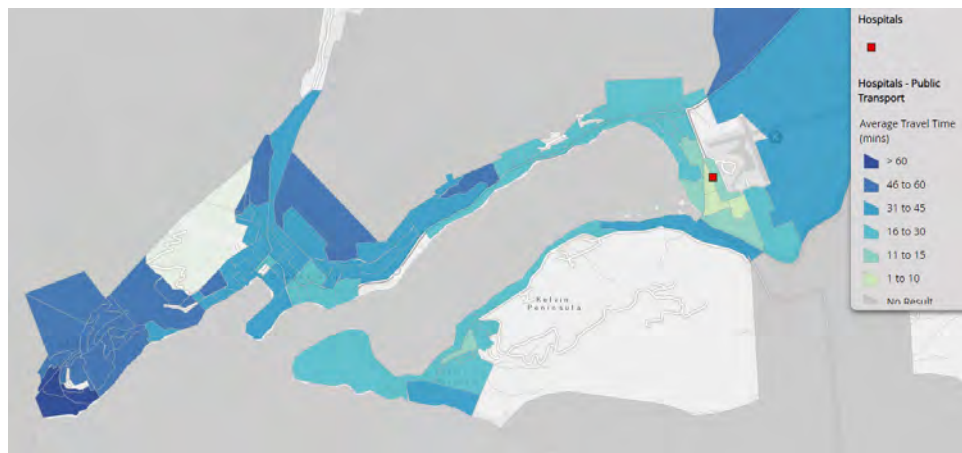
Only through urgent investment in multi modal transport options, alongside integrated land use and transport planning, will adequate networks be developed to ensure the movement of people and goods is efficient and effective, safe and fit for purpose in the future. Investment in genuine mode choices is also one of the best tools available to address pressing environmental issues, meeting carbon emissions targets, and mode shift goals.

Evidence

During the COVID-19 Alert Level 4 lockdown, New Zealand's daily carbon dioxide emissions fell significantly²⁴ due to the reduction in vehicle use. Alongside this finding, recent research showed that investing in cycle lanes and walkways encourages people to drive less and cuts carbon emissions²⁵. This is strong evidence for investing in active modes of transport.

Development of public transport is another way to provide transport options that are alternative to private vehicles. Public transport will be most effective when it is a genuine choice. However, in Otago and Southland's main centres, where populations could expect access to good alternatives, data shows large areas of population are unable to quickly or easily access essential services other than by private motor car.

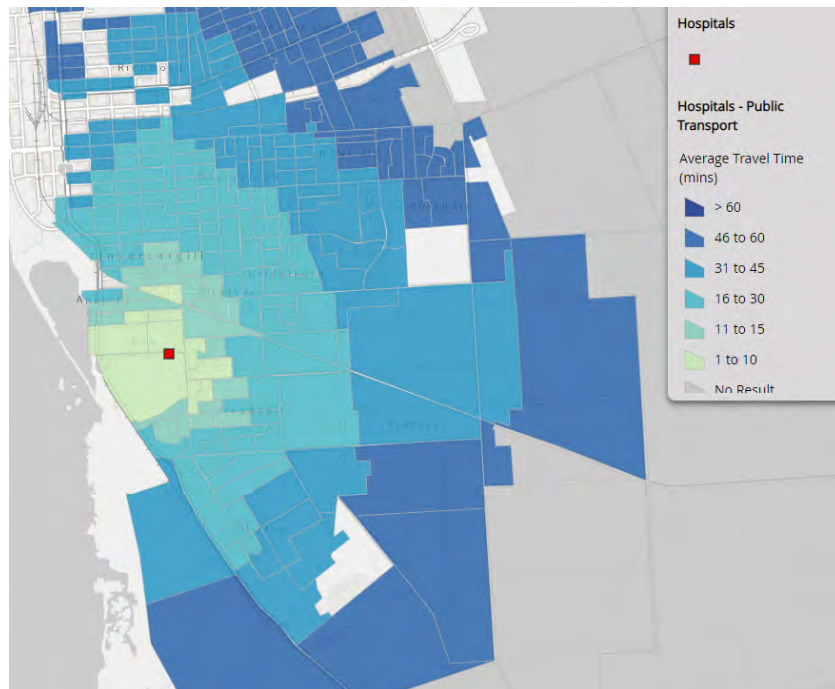
The images below compare access times for Queenstown's communities to the local hospital, when travelling by public transport compared to driving.

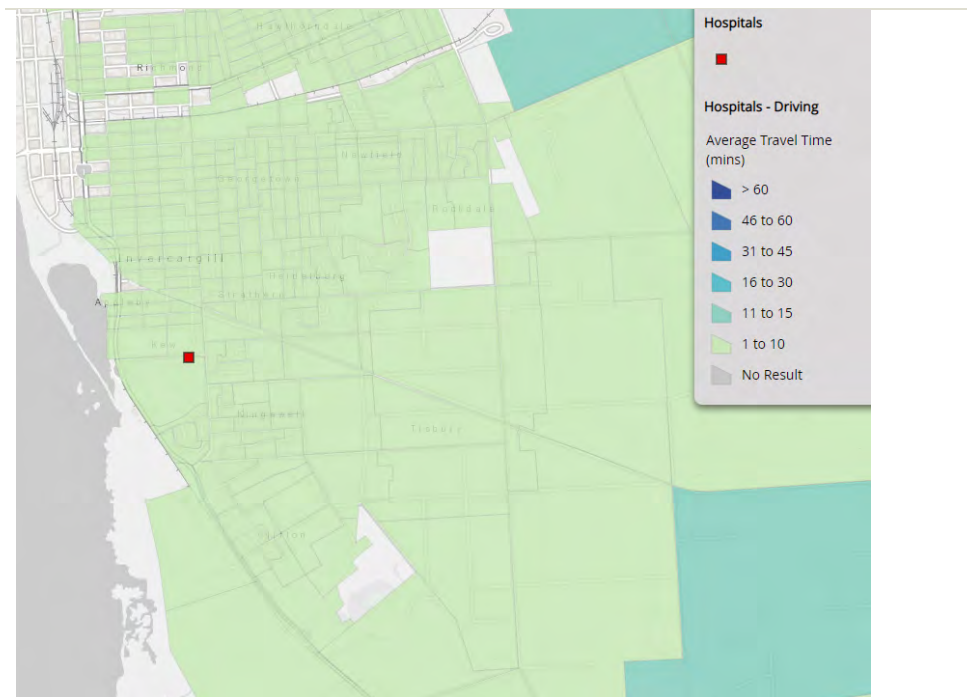


²⁴ <https://www.stuff.co.nz/environment/climate-news/121573652/new-zealands-worldleading-carbon-cuts-in-coronavirus-lockdown>
²⁵ <https://www.otago.ac.nz/news/news/otago701085.html>



Similarly, the following two images compare access times for Invercargill's communities to the local hospital, when travelling by public transport compared to driving.





Both examples show that without access to a motor vehicle, people are likely to feel disadvantaged where currently the public transport alternative is less efficient or effective choice.

Alignment/ Fit with strategic context	
Government Policy Statement	Aligns by ensuring planning and investment results in better travel options, that are safe and reduce greenhouse gas emissions.
Arataki	Supports goals by focusing on the relationship between land use and transport to improve transport options and create better, safe mode choice.
Road to Zero	Supports vision by ensuring travel choice is safe.
Climate Change Response	Supports goal by enabling low emission travel choice.
Keeping Cities Moving	Focuses on creating travel choice.

Key investment partners

The key investment partners for all investment priorities are:

- For State Highways – Waka Kotahi 100% funded from the NLTF or alternative Government funding sources.
- For Local Roads – territorial authority and Waka Kotahi at agreed financial assistance rates.

Programme and Funding

Introduction

This section of the RLTP forms the regional programme of land transport activities in the Otago and Southland regions for which funding is sought from the 2021-2024 National Land Transport Programme (NLTP). The RLTP programmes for the Otago Southland regions have been prepared in accordance with the legislative requirements under the Land Transport Management Act 2003, as set out in Appendix 9. Legislative compliance is detailed in Appendix 10.

Development timeframes for RCAs Activity Management Plans, RLTP strategic sections, RLTP Programmes sections territorial Long-term Plans and their combined need to be consistent with the Government Policy Statement on Land Transport results in a disjointed approach to overall land transport planning. This often means that activities proposed for funding may not fully align with the objectives and priorities of the RLTP. An example of why this should be the case is the current requirement to have RLTPs adopted by the regional council when territorial authorities are still in the process of finalising their Long-term Plans.

Activities for which funding has already been approved - local road maintenance, operations and renewals programmes, the ongoing programme of public transport and minor capital works in the low cost/low risk programmes - are automatically included in the RLTP. Maintenance and Renewals figures included in the programmes are subject to moderation by Waka Kotahi and are likely to be different when the final NLTP is released. Other activities are included at the discretion of the Regional Transport Committee (RTC).

Ongoing transport planning, such as development of activity management plans, regional public transport plans and regional land transport plans, and development of programme business cases are not prioritised. These activities are critical to ensuring the continued operation of the transport system and to identify what investment is needed. As such, they have first call on unallocated funding, ahead of activities to improve the transport system.

New improvement activities including major infrastructure projects and those projects over \$2 million are prioritised to signal those that should have first call on the remaining funding after the ongoing operation of the transport system and any existing committed projects have been funded. During the period of these RLTPs variations to the programmes or projects included in these RLTPs may be required. Where a variation is requested it shall be assessed against the Policy for Assessing Variations included as Appendix 13.

Waka Kotahi must take account of the RLTP when allocating funding from the National Land Transport Fund (NLTF) through the NLTP. Most activities require funding assistance from the NLTF and will only go ahead if they are included in the NLTP by Waka Kotahi. Other than state highways, nationally delivered programmes like Road Policing (see Appendix 11) and KiwiRail, activities depend on funding from regional or local councils and will only go ahead if they are included in the relevant council's long-term plan or annual plan. The priority of activities does not indicate the order in which they will be implemented; this will be determined as part of other decision-making processes. Proposed budgets and timing for activities are subject to change as project scope develops and more information becomes available.

These RLTPs also identify transport projects in the region that have received funding from other sources, including the Provincial Growth Fund, NZUP and CIP. The final component of the

programme and funding section of the RLTP is a forecast of the likely expenditure by organisation and activity class for the 10 years 2021-2031.

Taking a System Approach

A system approach considers how each element works together in the land transport system to contribute to the outcomes for customers. To achieve integration between partners and programmes is important. RLTP development is a key part of this, providing clarity between the Waka Kotahi and approved organisations.

A system approach means transport issues may have a different intervention than transport levers alone. For example, mode shift plans may require land use change, or a resilience issue may have an intervention outside of the road network. This is important for transport programmes and for input into the strategic context of RLTPs.

To achieve a system approach and inform integrated planning, a shared evidence base is important. Through Arataki, Waka Kotahi has a view of the step changes needed for transport in each region. This will be used to collaboratively identify the areas, corridors and programmes that need to be input into RLTPs. The programme should be aligned vertically with the region's strategy and horizontally through a consistent Council and NZTA approach.

KiwiRail Funding

Although the rail network now has the potential to be funded through the National Land Transport Fund the funding is restricted to Auckland and Wellington in relation to commuter rail. There are no KiwiRail projects proposed for funding from the NLTF in Otago or Southland.

Key Outcomes from Road Network Activity Management Plans

Activity management plans (AMPs) are prepared by each Approved Organisation (AO) with the State Highway sector preparing a State Highway Asset Management Plan (SHAMP) to provide details of their networks, levels of service, proposed maintenance and renewal programmes and any new improvements proposed. Each approved organisation seeking funding from the NLTF for maintenance, renewals or improvements projects on their networks was given the opportunity to provide key outtakes from the activity management plans they had prepared to support the funding requests included in this RLTP.

The below have been provided directly by the respective territorial authorities as a summary of the key focus for their funding applications. This is the first time the territorial authorities have had the opportunity to directly contribute to RLTP content, providing the opportunity for greater ownership of their funding application. The format of each input varies depending on the source.

Central Otago District Council

Proposal is to substantially increase investment in unsealed roads maintenance (a 21% real increase over three years) to enable a reliable and resilient delivery of existing levels of service across the unsealed network. This is supported by work in developing the Unsealed Roads Performance Model in collaboration with Infrastructure Decision Support, the University of Auckland and Kaipara District Council.

Intend to increase renewals investment for unsealed roads by 13% (in today's dollars) to meet increased costs to deliver the same level of service. This does not fully address the backlog in

renewals work over the 2021-2024 AMP period, but ensures that the maintenance and renewals response to more roads being classified as 'Access Roads' from ONRC Moderation can be funded – and ensure no further negative impacts on Low Volume Tracks. This is supported, in part, by a 16% real increase in drainage renewals – allowing the Council to plan for targeted expenditure on improved drainage at rural sites as well as addressing urban drainage service gaps.

Is planning to invest increased Network Management budgets, in ensuring delivery of a number of key strategic projects, including:

- the district's Long-term strategy for aggregate sourcing and supply. This is being developed in conjunction with the Unsealed Roads Performance Framework and Cross-Organisation initiatives such as investing in glass crushing facilities, which can produce a recycled product suitable for inclusion in some roading aggregates. Significant cost savings are being targeted through improvements in supply and gravel resources planning;
- commencement of the Central Otago District Bridge Strategy, ensuring that long-term investment in bridge assets provides the community with expected levels of service, whilst remaining affordable. Will continue programme of investment to replace high priority small bridges on network, provide for key structural replacements where identified as best-value and plan for the larger structures due for replacement at the end of their useful lives. Replacement of the existing one-lane Omakau bridge on Ida Valley Omakau Road is currently planned for 2030;
- supporting the Central Otago District Council in ensuring the infrastructure upgrades required as part of the huge growth continuing in the District, alongside the outcomes of the Cromwell Masterplan and Vincent Masterplan processes, can be funded;
- ensuring that the energy usage and cost savings that can be delivered as part of the district's LED street lighting upgrades are maximised.

Walking and cycling provisions remain a big area of focus for Central Otago:

- the Bannockburn Bridge clip-on structure, separating pedestrians and cyclists from one of the District's busiest rural roads, is due for completion in the first half of 2020. This facility provides a key link as part of the new Lake Dunstan Cycle Trail, and has been funded between Central Otago District Council, Waka Kotahi and the Central Otago Queenstown Trail Network Trust;
- further Capital Improvements providing safe and enjoyable connections between the end of the Lake Dunstan Trail at the Clyde Dam, Clyde Historic Precinct, Clyde River Park and the Otago Central Rail Trail are planned between 2020/21 and 2023/24;
- walking and cycling forms a key part of planned Capital Improvement investment in Alexandra and Cromwell CBDs;
- some of these costs are able to be offset by a managed small reduction in maintenance and renewals expenditure for footpaths. Central Otago District Council has developed a first-of-its-kind asset deterioration model for footpaths using dTIMS – allowing optimisation of planned forward works programmes and supporting best-value investment, in conjunction with contractor.

Ensuring that optimal investment levels continue to be managed for sealed road maintenance and renewals, and environmental maintenance, activities. Mature asset management best-practice is used to support the appropriate funding mix to deliver the council's established levels of service for sealed roads. The investment also ensures that levels of service that need to respond to growth in traffic and roading hierarchy classification can be well managed and remain affordable.

Continue modest planned investments in minor road safety improvements and new sections of footpaths, where level of service gaps and resilience issues have been identified on the network. This will continue to use the Council's established process of minor project prioritisations, the organisation's Sustainability Strategy, Infrastructure Resilience Plan and desired community well-being outcomes.

Clutha District Council

A large area of the Tokomairiro Plain (approximately 330 ha) stretching from Milburn in the north to the outskirts of Milton in the south has recently been rezoned industrial as part of Clutha District Plan, Plan Change 41. This location has long been earmarked for industrial purposes given its locational attributes. The site is flat and generally flood free, as well as is away from all major residential areas. It is located within close proximity to large forestry resources, evidenced by the two wood processing facilities in this area, along with Calder Stewart's headquarters and steel manufacturing plant.

The site has access to both SH1 and the Main South Railway Line. There are potential rail sidings in the area, able to facilitate the movement of freight to and from the area, and with minor changes to the roading network will enable multiple easy accesses to the site off SH1.

Community consultation in 2017 further showed that improvements to footpaths and pedestrian crossings were high priorities for the Milton community, with community severance by SH1 (Problem Statement 2, Strategic Case) reflected in our 2021-2031 Transportation Activity Management Plan.

The improving of Milton's main street, which was one of the top priorities identified in the Our Place Milton community plan, the potential upgrading of the Milton Swimming Pool, Service Centre and Library, coupled with the potential development of the industrial park to the north and a number of small subdivisions is certainly resulting in the Milton and wider area being a potential significant growth area in the Clutha district.

Dunedin City Council

Dunedin has a diverse network, with an inconsistent layout and competing users, which results in a poor record in road safety. Improvements in safety performance is required to address this, with vulnerable users and intersections a key concern.

Network constraints, along with changing user demands and provision for private motor vehicles, has resulted in poor access for alternative transport demands. A focus on supporting modal shift is required through asset improvements and better co-ordination with public transport providers.

A programme to increase investment in safe and active transport has been developed for Dunedin, this includes an urban cycleway programme with three distinct projects to connect people to key destinations by walking, cycling and public transport options. Additionally, work to review the Integrated Transport Strategy and the city's strategic walking and cycling networks are planned to give confidence to investment in the network. To support active transport Dunedin City is investigating cycleway projects between Caversham and Mosgiel in the south and in the north servicing the communities of Warrington, Karitane and Waikouati.

Aging infrastructure, climate events and a lack of funding and vulnerable key routes have been a risk to economic and social well-being. Funding constraints in recent years has seen an under investment in renewals, which has had an adverse effect on the condition of the network. This has been supported by advanced asset modelling and condition assessments, which strongly support a case

for increased investment for re-seals footpaths, drainage, structures, pavement renewals and resilience improvements.

Dunedin holds one of the worst road safety records in New Zealand with Dunedin's road users repeatedly over-represented in terms of road safety risk compared to other territorial authorities. The DCC has been working closely with Waka Kotahi in developing a programme of safety improvements through the analysis of crash statistics, community feedback and engineering assessments. Sites of concern have been identified and proposed solutions have been mapped on Waka Kotahi's pipeline tool. Any renewal work undertaken will also be assessed from a safety improvement perspective for example improvements to pedestrian crossings or kerbs to make the network safer for vulnerable users.

Maintaining key freight connections is essential to support industry and the distribution of goods. Freight, in particular logging, places significant pressure on road networks and for aging pavements, showing a decline in condition, this is of concern in Dunedin. The installation of a logging weigh station in the harbour basin resulted in substantial road failure reducing sections of the sealed road to gravel as the pavement could not sustain the increased loads. This was addressed by a pavement rehabilitation in 2020/21 at a cost of \$1 million. This had to be fully funded by DCC as co-investment by Waka Kotahi was not available despite positive NPVs.

The Dunedin hospital rebuild in the CBD, will involve the single biggest hospital build ever in New Zealand costing up to \$1.4 billion. It will have a big impact on Dunedin's CBD creating many opportunities for the community and at its peak there will be up to 1,000 workers on site. DCC's LTP (2018-2028) allocated funding for the Central City Safety and Accessibility Upgrade and Tertiary Precinct Safety and Accessibility Upgrade. All projects will have an element of cycle network improvement and active mode facility upgrades. Whilst these projects present a once in a generation opportunity in shaping the future of Dunedin key transport challenges need to be addressed to ensure the safe, effective and efficient movement of a diverse range of traffic converging into a compact city centre composing of a central business district, educational facilities, an industrial precinct and the Dunedin hospital. This will involve ensuring key freight routes supporting industry and the distribution of goods to the port are maintained while servicing the transport needs and varying modal choices of other businesses, commuters, students and emergency services.

The impact of tourism on transport activities will not be at the level's experienced pre-COVID-19 with tourism confined to the domestic market and international tourism to New Zealand at a stand-still. A new scenic route from Queenstown to Dunedin was recently approved by Waka Kotahi aimed at promoting the regions attractions. Ensuring reliable and safe accessibility to many of Dunedin's tourist attractions (Blue Penguins, Albatross Colony, iconic beaches, Larnach Castle, walking tracks, Eco sanctuary) situated on the Otago Peninsula and surrounding hillsides is key in supporting Dunedin's tourist economy and reputation as a popular tourist destination.

Queenstown Lakes District Council

QLDC's investment is focused on mode shift to provide safe and better travel options, developing a multi-modal network that addresses current capacity issues and supports a low carbon transport system. Investment in public transport and active travel are key step change projects and elements of this will be delivered through an improvement programme as well as Low Cost Low Risk. Building a 'Road to Zero' programme supports the safe system approach.

Post-COVID-19 growth projections indicate that growth over the next 30-year period is fairly aligned with pre-COVID-19 expectations, however the profile of that growth has changed. Instead of the

rapid growth in the short-term, the growth will be more evenly spread and escalate as QLDC move through the next 30 years. QLDC will continue to monitor the growth projections closely, but still needs to move programmes forward to address historic and emerging network pressures.

Following COVID-19, QLDC is facing financial constraints, which have impacted approach to programming, some of the bigger elements being pushed out to later years, and a move to using Low Cost Low Risk to deliver key enablers and quick wins where possible. Even with central government providing a significant stimulus package for the district from the New Zealand Upgrade Programme and the Crown Infrastructure Partners there are still a significant number of transport projects within the district in the 2021-2024 NLTP period.

A key tool for QLDC has been stronger alignment with land use planning. The National Policy Statement for Urban Development has resulted in QLDC creating a Spatial Plan 'Grow Well' or 'Whaiora'. The plan sets out the principles and outcomes that will guide sustainable growth across the district.

QLDC continuous programmes focus on providing balanced and cost-efficient levels of service. A maturing approach to programming across all asset classes is supported with data collection and analysis, with an increasing need to monitor demand and usage across multi-modal transport network. QLDC is still a growing network with more complexities arising and by the end of the 2021-2024 RLTP period, QLDC is projected to have up to five sets of local road signal-controlled intersections. As yet, there has been no slowdown in subdivisions and urbanisation is intensifying the asset density and placing growing pressure on maintenance and renewals. Given the alpine environmental with climatic and geographic constraints QLDC is working hard to preserve current investment.

Waitaki District Council

The Maintenance, Operations and Renewal bid that WDC submitted to Waka Kotahi was an increase of 24% on the 2018-2021 NLTP. The submission targeted a level of service increase in sealed and unsealed pavement maintenance, footpath maintenance, resurfacing and road renewals. There is a big increase in network and asset management with two additional staff; one to support road maintenance activities and programming and to support transport planning and asset management. The increase is also to give effect to ONRC and REG, as well as all the performance measures associated with it i.e. customer, technical, input and data quality.

In Low Cost Low Risk Improvements, an increase of 24% has being submitted. This allows for additional staff to assist the projects team and the remainder of the increase is to give effect to Road to Zero projects, as well as seal widening, bridge projects, urban mobility and walking and cycling. Waitaki has 31 intersection improvements totalling \$1.8 million that has already been endorsed through Waka Kotahi's SNP programme.

Activity Management Planning has increased by 74%. Council has included a project in the first year to identify transport planning needs in the district over and above the project for activity management plans.

Community focussed activities is increasing by 5%.

The overall increase is 28% and WDC believes that this is where it needs to be to support roading and transport in the Waitaki District. WDC acknowledges that is high and are considering options following initial feedback from Waka Kotahi.

State Highway Investment Proposal - Otago

Waka Kotahi will continue to operate and maintain the state highway network to ensure existing level of services are maintained for the Otago region, together with a focus on:

- **Improving safety** on our roads which has been further strengthened by the launch of Road to Zero: New Zealand's road safety strategy 2020–2030. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes. Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We will work with our safety partners in Otago to engage and deliver the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across this region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school. Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We will be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We will continue to work in partnership with key agencies including NZ Police, to deliver regional enforcement and behaviour change programmes targeted at speed, alcohol and drug impairment, and seat belt use.

- **Providing better transport choices** by continuing to work with local government partners on key initiatives to improve walking, cycling and public transport facilities and services in Dunedin and Queenstown, and to better manage transport and land use integration to reduce the reliance on private vehicles.
- **Improving freight and tourism connections** by investing in resilience improvements on key freight and tourist routes, to make journeys safer and more reliable.
- **Responding to climate change** by working with our investment partners to help drive a mode shift to lower emission transport options and investing in the state highway network to mitigate climate change effects.

Department of Conservation - Otago

Otago accounts for DOC's second largest roading length by region (329.9 km), although only 39% of this length is eligible for Waka Kotahi funding.

The nature of the roading in this region is diverse, ranging from accesses to coastal reserves through to accesses to reserves and tracks.

This area also features a number of ex-farm roads that have come under our control as an outcome of high-country tenure reviews – generally these roads are ineligible for Waka Kotahi funding support.

The DOC programme is predominantly maintenance and operations activities.

Gore District Council

Gore District Council's activity management plan proposes a number of increases.

Increasing the existing signs renewal budget. Following the last technical audit more work is required to improve the consistency of signage throughout the network. This is a safety initiative in which an increased investment was recommended.

Increasing the existing Rural Road maintenance budget to accommodate the extra cost of using the 'walk and roll' attachment in grading operation. The recent trials with the 'walk and roll' have proven its ability to significantly improve the level of service on gravel roads.

Increasing the component replacement budgets. Recently GDC produced a 30-year bridge replacement programme to deal with their ageing structures. An increase in this budget will allow them to accelerate the replacement programme.

A budget provision over the successive years has been provided for rail crossing upgrades. KiwiRail has supplied the Council with its improvement plan for its crossings for the next four years. Extra budget has been set aside for Council's share of the upgrades.

An extra provision within the unsealed roads budget to deal with dust suppression issues across the network. This will support Council's recently approved 'Dust Suppression Policy' for the District.

Increasing the existing Metaling budget. Currently, the Council re-metalling programme falls short of the theoretical losses that occur each year. The proposed budget will also address the increasing supply costs.

Extra provision in the Low Cost Low Risk activity class for installing walking and cycle improvements, sites will be generated from innovative streets trials. Most of the street trials of new layouts will be completed in the 2020/21 financial year.

Extra provision in the Low Cost Low Risk activity class for safety improvements on a number of more dangerous rural intersection. Recent discussions with the Waka Kotahi safety team highlighted several rural intersections within the network that require specific attention to improve safety.

Additional budget is proposed for the resurfacing programme. The latest dTIMs deterioration modelling suggested GDC pavements were relatively young and in good condition. To maintain this position, it was recommended that a higher level of resurfacing be adopted.

Extra provision has been made in Low Cost Low Risk activity class budget for urban seal extensions. GDC have several short section of metal carriageway within the town boundary that are out of context with the urban network;

Continuing with its advanced footpath budget. There are continuing issues with broken and uneven pavements. Further work is required to make a significantly improvement the current level of service. The 'Streets Alive' initiative will also make a considerable difference to pedestrian safety in the urban areas.

Invercargill City Council

Invercargill City Council's activity management plan indicates that the network is relatively resilient with networks generally capable of meeting demand.

Improvements in the safety performance is required with a focus on Safer Networks Programme and ongoing road safety promotion and education across the province. Intersections and vulnerable users remain of high concern.

Greater focus on active mode shift through further co-ordination, training and asset improvements.

Advanced asset modelling (30-year horizon) of surfacing and pavements strongly supports an increased need in investment in focused resurfacing programmes to extend assets into the future. Reinvestment levels are sought, which align with programmes of six years ago and now where some inherent capacity has been consumed.

Council has a LTP focus on strengthening the city centre as the heart of the city and province through investment and development of suitable activities (economic and social), accessible networks and places.

Southland District Council

Southland District Council's activity management plan indicates that a good portion of Southland District's roading infrastructure will start to reach the end of its useful life within the next 10 years and therefore hard decisions around prioritisation, rationalisation and increased investment is inevitable. The affordability aspect of this increased investment is unrealistic based on the relatively small ratepayer base in comparison to the size of the network, therefore, alternative forms of funding to maintain levels of services is going to be unavoidable going forward. The two significant roading infrastructure challenges SDC face are bridges renewals and pavement rehabilitations.

Council has 161 bridges programmed for renewal over the next 10-year period. The bridges comprise of primarily timber or timber/steel structures that have reached or exceeded their design lives with many bridges already posted with restrictions. The cost to replace these 161 bridges is approximately \$34 million or \$3.4 million/annum over the next 10 years. Under-investment in bridges over the next 10 years poses a significant risk to public (not adhering to bridge postings) and could result in a loss of connectivity in the district and potential harm to the economy from increased travel times.

The sealed road network is also nearing the 'bow wave' of replacements required in order to maintain existing levels of service. This is driven by a combination of pavement age and the number of seal layer causing seal instability issue. During the next 10-year period, a ramp-up in investment is required to increase work programmes from approximately 7 km/annum to 20 km/annum (this is still less than what the future years require). Investment required will need to increase from approximately \$2.5 million/annum up to \$12 million over the next 10-year period, which is unaffordable from a ratepayer base. Without alternative funding sources increased prioritisation and likely rationalisation of levels of service will be required going forward. Reduced levels of funding will increase road user safety, mean sealed roads have more failures, permanent reduction in speed limits and loss of economic productivity for the region.

State Highway Investment Proposal Southland

Waka Kotahi will continue to operate and maintain the state highway network to ensure existing level of services are maintained for the Southland region, together with a focus on:

Our investment priority in Southland will be on the region's relatively poor safety record. We will focus our investment priorities on high-risk roads and intersections, and driver behaviour change, particularly alcohol and drug impairment, people not wearing seat belts and speeding. More widely, our activities in the region include ensuring key tourism and freight routes are safe and resilient.

The Southland Regional Development Strategy Action Plan identifies two key areas where transport can support economic growth in the region and the state highway network is a key component achieving the outcomes in the strategy. These are:

- support the tourist industry through enhanced visitor experiences, corridor improvements and increased visitor information;
- safe and reliable connections within the region, and north to Queenstown and Dunedin.

Department of Conservation - Southland

Although a significant proportion of the Southland region's land area is in national park, the length of the Department's roading in this region is small (only 81 km) and comprises mainly short road sections extending off local roads and state highways. The Department's programme is predominantly maintenance and operations.

A feature of the proposed programme is the inclusion of Wilmot Pass Road. This road is 21 km long and links Lake Manapouri and Doubtful Sound. Up until November 2020 this road was maintained by the main concessionaire using the road, with the cost of maintenance being offset by revenue obtained from passenger levies.

The Department has now taken on the maintenance contract and Waka Kotahi has agreed that the road is eligible for Waka Kotahi funding assistance. The principle of the funding agreement is that passenger revenue should continue to be the first source of funding the maintenance of the road, but that any funding gap where expenditure exceeds revenue should be subject to Waka Kotahi's funding support at the Department's 51% funding assistance rate.

Limitation of alignment of funding requests with Waka Kotahi Database

During development of these Regional Land Transport Plans the Waka Kotahi database Transport Investment On Line (TIO) was undergoing a major upgrade. As a result, there may be misalignment of the funding requests in the RLTP and those in TIO that will be used for final assessment of the National Land Transport Plan.

Committed Activities

As at 13 April 2021

Activity	Phase	Description	Duration	Cost	Status
Otago State Highways					
NZUP Grant Rd to KF Bridge Improvements	Property	Capacity issues, widening, urbanisation and intersection improvements. Work is necessary to complement development projects in the area including improvements for pedestrians, lighting, widening and utility integration. Includes surrounding projects for Glenda Drive, Frankton BP R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements.	2020/21	\$4,104,000	Funding Approved
Beaumont bridge replacement	Implementation	Replacement bridge and approach realignment. Existing bridge is 133 years old with an estimated remaining structure life of 5-10 years.	2019-2022	\$15,412,572	Funding Approved
Katiki Coast Enhanced Resilience Stage 2	Implementation	SH1 RS635 RP 3.68/6.31	2020/21	\$49,248	Funding Approved
SH1 Oamaru to Dunedin - (Herbert to Hampden)	Implementation	The SH1 Oamaru to Dunedin corridor project has been identified as a high-risk corridor, with an indicative treatment philosophy of Safer Corridors. Through the investigation and using the SSI toolkit guidance, it is considered that wide centreline and roadside barrier at high risk locations safety interventions are the most cost effective and necessary safe system interventions.	2020/21	\$5,655,107	Funding Approved
Dunedin - Port Chalmers Safety Improvements (SH88)	Implementation	This is to implement various options of safety improvement along the 7 km SH88 road corridor through combination of improved delineation (e.g. ATP markings); wire rope barrier, and w-section guardrail barrier. Nominally focus in areas of 80 km/h speed limit between Ravensbourne and Port Chalmers, and to protect from loss of control impact from entry into harbour, onto rail lines, into/over steep embankments. Also to complete the final section of the SH88 shared walking and cycling path from Dunedin (St Leonards) to Port Chalmers.	2017-2022	\$7,178,250	Funding Approved
NZUP SH6 Ladies Mile Stage 2	Property & Implementation	SH6 Ladies Mile Corridor Improvements: • Westbound bus lane along SH6 to Ladies Mile to enable buses to travel without disruption to the Shotover Bridge. Bus priority onto the bridge is being considered • The Howards Drive roundabout will provide access and safety to the residential area of Lake Hayes Estate and together with the pedestrian and cycling underpass, provide a safer crossing point on the highway to improve access to the bus stops and enable future housing development.	2020-2022	\$35,000,000	Funding Approved
NZUP SH6A Corridor Improvements	Property & Implementation	Corridor improvements to relieve congestion and ease access from side roads.	2018-2021	\$22,500,032	Funding Approved
Otago SH Speed Management Guide Implementation	Implementation	The project seeks to deliver safety treatments such as speed management, delineation improvements, and threshold/channelization treatments to reinforce the safe and appropriate speed of the state highway.	2020-2022	\$1,430,606	Funding Approved
NZUP Grant Rd to KF Bridge Improvements	All Phases	Capacity issues, widening, urbanisation and intersection improvements. Work necessary to compliment development projects in the area including	2019-2021	\$35,999,997	Funding Approved

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Activity	Phase	Description	Duration	Cost	Status
		improvements for pedestrians, lighting, widening and utility integration. Includes surrounding projects for Glenda Drive, Frankton BP R/A Improvements and BP R/A to Kawarau Falls Bridge Corridor Improvements			
Wakatipu Walking/Cycling Network Improvements	Implementation	Walking and cycling facilities adjacent to SH6 including improvements to connections for residential areas of Shotover Country/Lake Hayes Estate, Jacks Point/Hanley Downs and the Wakatipu trails. Upgrading of the existing Frankton track connecting Frankton to Queenstown as a safe alternative to SH6A on road cycling.	2020/21	\$10,670,041	Funding Approved
Otago Regional Council					
Otago Regional Public Transport Plan 2015/18 Wakatipu review	Programme Business Case	A statutory plan required by the LTMA. A review of the 2014 RPTP as a result of the release of the 2015-18 RLTP, and preparation of a new one in 2017.	2015-2024	\$195,089	Funding Approved
Public Transport Programme of Improvements	Implementation	The 2014 RPTP signals improvements to Dunedin services to simplify the network, make better use of the existing resources, and ensure value for money from the investment. For Dunedin, the improvement programme proposes simplification of the bus routes and frequencies as well as improvements to weekday daytime services, the development of a central city bus hub/interchange, key super-stops, and real-time information. It also signals the intention for a review of bus services in the Wakatipu Basin and the need for a business case to support that review.	2016-2024	\$3,553,067	Funding Approved
Regional Consortium Interim Ticketing Solution	Implementation	Implementation of interim ticketing solution across Regional Consortium Councils, as part of the National Ticketing Programme.	2018/2024	\$1,866,129	Funding Approved
Dunedin City Council					
Peninsular Roading – Portobello Road	Implementation	Roading improvement works on the Otago Peninsula as detailed in the city's Integrated Transport Strategy. Project to replace deliver security of sea wall protection, enable sustainability for sea level rise effects, security of tourist route, maintain connectivity of communities, accident rate reduction, travel time improvement and to enable safe separation of vulnerable road users with increasing demand volumes.	2016/2021	\$11,177,837	Funding Approved
Queenstown Lakes District Council					
HIF - Ladies Mile	Implementation	Housing Infrastructure Fund. The proposed Ladies Mile residential development is located east of Frankton along both sides of Ladies Mile (SH6) between the Shotover River and Lake Hayes Access improvement from State Highway	2020/2021	\$6,144,118	Funding Approved
HIF Quail Rise to Hawthorne Drive	Implementation	Housing Infrastructure Fund. The proposed Ladies Mile residential development is located east of Frankton along both sides of Ladies Mile (SH6) between the Shotover River and Lake Hayes Access improvement from State	2020/2021	\$2,829,970	Funding Approved

Activity	Phase	Description	Duration	Cost	Status
		Highway.			
Glenorchy Road - Paradise Rd: Rees River Bridge Protection	Implementation	Ongoing removal of gravel.	2016/2023	\$200,000	Funding Approved
Streetlight LED Upgrade	Implementation	Conversion of existing outdated Streetlight Luminaires to LED's resulting in reduced energy consumption, whilst providing cost efficiencies through lower on-going maintenance costs.	2017-2018	\$2,000,050	Funding Approved
Ballantyne Road Seal extensions	Implementation	Upgrade to the unsealed section of Ballantyne Road to improve safety	2018-2019	\$6,410,000	Funding Approved
Southland State Highways					
SH1S Bluff Highway/Elles Road I/S Improvement	Implementation	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout.	2019/2021	\$2,394,173	Funding Approved
EW 20 Feb Southland Heavy Rain Event	Implementation	Heavy Rain Event affecting Southland Region. There is an individual Task (WBS) for each site.	2019/2021	\$573,428	Funding Approved
CIP SH94 Homer Tunnel	Implementation	CIP SH94 Homer Tunnel - funded from COVID-19 Response and Recovery Fund, administered by Crown Infrastructure Partners	2020/2021	\$25,000,000	Funding Approved
Invercargill City Council					
Regional Consortium Interim Ticketing Solution	Implementation	Implementation of interim ticketing solution across Regional Consortium Councils, as part of the National Ticketing Programme.,	2019/2024	\$74,639	Funding Approved

Improvement Activities – (Over \$2 million require prioritisation)

The prioritisation approach adopted for projects requiring prioritisation in the RLTP has been developed by the Transport Special Interest Group (TSIG) on behalf of the Regional Sector and approved by Waka Kotahi. Full details are included in Appendix 12.

Otago Region

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Central Otago District Council														
Low Cost / Low Risk		Implementation		2,288,489	534,077	1,876,576	5,219,001	1,409,352	533,704	11,861,199	NLTF / LS			Not to be prioritised
Clutha District Council														
Low Cost / Low Risk		Implementation		851,000	835,000	854,000	851,000	2,269,000	917,000	6,577,000	NLTF / LS			Not to be prioritised
Department of Conservation Otago														
Low Cost / Low Risk		Implementation		0	0	1,00,000	0	0	0	100,000				Not to be prioritised
Dunedin City Council														
SFDT - Mosgiel and Burnside Park and Ride Facilities	PTS	Single-Stage Business Case		0	2,750,000	2,500,000	0	0	0	5,250,000	NLTF / LS	Priority 2	Objective 1	1
SFDT - Princes Street Bus Priority and Corridor Safety Plan	LRI	Single-Stage Business Case / Implementation		450,000	3,084,000	3,084,000	0	0	0	7,068,000	NLTF / LS	Priority 2	Objective 1	1
SFDT - Harbour Arterial Efficiency Improvements	LRI	Single-Stage Business Case / Implementation		2,160,000	2,730,000	2,730,000	2,730,000	2,730,000	2,730,000	15,810,000	NLTF / LS	Priority 1	Objective 2	5
George Street Upgrade	LRI	Implementation		4,290,000	8,140,000	4,070,000	6,100,000	6,200,000	6,200,000	35,000,000	NLTF / LS	Priority 1	Objective 2	6

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
SFDT - Central City Parking Management.	LRI	Implementation		500,000	2,900,000	4,010,000	4,010,000	0	0	11,500,000	NLTF / LS	Priority 3	Objective 3	9
SFDT - Central Cycle and Pedestrian improvements	W & C	Implementation		900,000	1,440,000	1,260,000	1,900,000	1,900,000	0	7,725,000	NLTF / LS	Priority 2	Objective 1	10
Safer Streets - arterials improvements	W & C	Implementation		4,365,962	5,863,582	8,078,606	0	0	0	18,308,157	NLTF / LS	Priority 2	Objective 1	13
Dunedin Tunnels Trail	W & C	Implementation		0	0	2,800,000	10,400,000	11,600,000	3,900,000	28,700,000	NLTF / LS	Priority 3	Objective 3	16
Tertiary Precinct Project	RTZ	Single-Stage Business Case		460,000	800,000	0	0	0	0	1,160,000	NLTF / LS	Priority 1	Objective 2	16
Tertiary Precinct Project	RTZ	Implementation		0	0	6,500,000	3,900,000	4,000,000	4,000,000	20,000,000	NLTF / LS			
North East Valley Cycleway	W & C	Implementation		0	0	2,500,000	3,000,000	3,000,000	3,000,000	11,500,000	NLTF / LS	Priority 2	Objective 1	18
Rail Passing loop	PTI	Implementation		100,000	500,000	6,000,000	0	0	0	6,600,000	NLTF / LS	Priority 2	Objective 1	19
SFDT - Central Cycle and Pedestrian improvements	W & C	Single-Stage Business Case		350,000	0	0	0	0	0	7,750,000	NLTF / LS			Not to be prioritised
Waterfront Bridge	W & C	Pre - Implementation		0	0	1,200,000	3,850,000	3,850,000	3,850,000	12,750,000	NLTF / LS			Not to be prioritised
Low Cost / Low Risk	LRI	Implementation		5,650,000	5,070,000	6,580,000	6,700,000	6,700,000	6,700,000	37,400,000	NLTF / LS			Not to be prioritised
AMP and NOF development	IM	Implementation		50,000	50,000	50,000	0	0	0	150,000	NLTF / LS			Not to be prioritised
Dunedin walking and cycling network implementation PBC	IM	Programme Business Case		0	350,000	0	0	0	0	350,000	NLTF / LS			Not to be prioritised
Dunedin Integrated Transport Strategy PBC	IM	Programme Business Case		0	0	250,000	0	0	0	250,000	NLTF / LS			Not to be prioritised

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Otago Regional Council														
Queenstown PT DBC	IM	Detailed Business Case		750,000	800,000		0	0	0	1,550,000	NLTF			Not to be prioritised
Dunedin PT SSBC	IM	Single-Stage Business Case		400,000			400,000			800,000	NLTF			Not to be prioritised
Dunedin PT SSBC	IM	Implementation	PT Services	416,794	1,088,261	1,393,978	1,895,851	1,895,851	1,895,851	8,586,586	NLTF			Not to be prioritised
Dunedin PT SSBC	IM	Implementation	PT Infrastructure	0	200,000	1,000,000	2,000,000	2,000,000	1,000,000	5,200,000	NLTF			Not to be prioritised
RPTP Review	IM	Programme Business Case		260,000	100,000	200,000				560,000	NLTF			Not to be prioritised
Regional Land Transport Planning Management 2021-24	IM	Programme Business Case		200,000	200,000	800,000	200,000	200,000	800,000	2,400,000	NLTF			Not to be prioritised
Dunedin PT Infrastructure AMP	IM	Implementation		100,000	0	0				100,000	NLTF			Not to be prioritised

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
WATN Route C5: Arthurs Point to Queenstown	W & C	Implementation		1,000,000	9,300,000	0	0	0	0	10,300,000		Priority 2	Objective 1	10
WATN Route A8: Lake Hayes Estate to Frankton	W & C	Implementation			1,000,000	3,000,000	0	0	0	4,000,000		Priority 2	Objective 1	13
Lakeview Arterial Upgrade	LRI	Implementation		2,671,393	3,461,500	3,461,500	0	0	0	9,594,393		Priority 2	Objective 1	13
Isle Street Walking and Cycling Upgrades (CP0007238)	W & C	Implementation		533,299	-	-	0	0	0	533,299				Not to be prioritised
Hay Street Walking and Cycling Upgrades (CO0007245)	W & C	Implementation		148,388	-	-	0	0	0	148,388				Not to be prioritised

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
Wanaka Primary Cycle Network Provision	W & C	Single-Stage Business Case				250,000	0	0	0	16,175,000				Not to be prioritised
Land Stabilisation - Crown Range SPR (TR)	LRI	Implementation		80,000	80,000	80,000	0	0	0	240,000				Not to be prioritised
Asset Mgt Planning - Crown Range (TR)	IM	Implementation		10,000	20,000	9,000	0	0	0	39,000				Not to be prioritised
Land Stabilisation - Glenorchy SPR (TR)	LRI	Implementation		80,000	80,000	80,000	0	0	0	240,000				Not to be prioritised
GY/Paradise/Rees River Bridge Resilience (TR)	LRI	Implementation		220,000	-		0	0	0	220,000				Not to be prioritised
Asset Mgt Planning - Glenorchy (TR)	IM	Implementation		9,000	18,000	8,100	0	0	0	35,100				Not to be prioritised
Lakeview Isle Street Upgrade	LRI	Implementation		1,534,529	0	0	0	0	0	1,534,529				Not to be prioritised
Lakeview Brunswick Street Retaining Wall Upgrade	LRI	Implementation		718,000	0	0	0	0	0	718,000				Not to be prioritised
Quail Rise to Hawthorne Drive Road Link HIF Stage 1	LRI	Implementation		1,200,000	0	0	0	0	0	1,200,000				Not to be prioritised
Quail Rise State Highway 6 HIF Bus Stop	PTI	Implementation		740,000	0	0	0	0	0	740,000				Not to be prioritised
Woolshed Rd Formation (TR)	LRI	Implementation		1,000,000	0	0	0	0	0	1,000,000				Not to be prioritised
QLDC Transport Model Replacement	IM	Implementation		0	0	100,000	0	0	0	100,000				Not to be prioritised
Asset Mgt Planning - Local	IM	Implementation		151,000	192,000	72,900	0	0	0	415,900				Not to be prioritised

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Lakes District Council														
Roads														
Lake Wakatipu Ferry Infrastructure Improvements	PTI	Implementation		1,000,000	0	0	0	0	0	1,000,000				Not to be prioritised
Wakatipu Park and Ride Infrastructure Provision	PTI	Implementation		0	1,700,000	0	0	0	0	1,700,000				Not to be prioritised
Capell Ave Road Formation (TR)	LRI	Implementation		5,000	500000	0	0	0	0	505,000				Not to be prioritised
Queenstown Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000 NLTF				Not to be prioritised
Frankton Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000				Not to be prioritised
Wanaka Masterplan Update	IM	Programme Business Case		0	80,000	0	0	0	0	160,000				Not to be prioritised
Low Cost / Low Risk		Implementation		7,637,500	7,412,000	7,866,500	8,226,500	9,058,000	9,106,000	50,337,500	NLTF / LS			Not to be prioritised

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Otago State Highways														
SH6 Park and Ride Facilities	PTI	Implementation	Park and ride facilities connecting to major PT routes adjacent to SH6 and located at Frankton, Arrow Junction and Jacks Point	0	0	7,071,661	0	0	0	7,071,661	NLTF	Priority 3	Objective 3	1
		Pre-Implementation		544,400	0	0	0	0	0	544,400	NLTF			
		Property		0	1,128,600	00	0	0	0	1,128,600	NLTF			

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
SH6 SH8b SH8 Gibbston To Clyde Corridor Improvements	W & C	Detail Business Case	NZTA component of the wider Kawarau Gorge (Gibbston - Bannockburn) trail	2,462,400	0	0	0	0	0	2,462,400	NLTF	Priority 3	Objective 3	6
SH6 Hardware Lane to Arrow Junction Road	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers; Safe and Appropriate Speeds	43,900	0	0	0	0	0	43,900	NLTF	Priority 2	Objective 1	10
		Property		878,000	0	0	0	0	0	878,000	NLTF			
		Pre-implementation		7,199,600	0	0	0	0	0	7,199,600	NLTF			
		Implementation		658,500	0	0	0	0	0	658,500	NLTF			
SH1 Mosgiel to Blaclutha	RTZ	Implementation	Speed Management; Safe and Appropriate Speeds	0	0	0	0	0	19,202,389	59,850,000	NLTF	Priority 2	Objective 1	Not to be prioritised
SH8B/SH06/SH8B Intersection	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers; Safe and Appropriate Speeds	0	0	0	0	25,000	0	25,000	NLTF	Priority 2	Objective 1	Not to be prioritised
		Property		0	0	0	0	500,000	0	500,000	NLTF			
		Pre-Implementation		0	0	0	0	375,000	0	375,000	NLTF			
		Implementation		0	0	0	0	4,100,000	0	4,100,000	NLTF			
SH1 Oamaru to Dunedin (Hampden to Palmerston)	RTZ	Pre-Implementation	Committed SAP Activity In-Flight	3,047,000	0	0	0	0	0	3,047,000	NLTF			Not to be prioritised
		Implementation		15,583,500	0	0	0	0	0	15,583,500	NLTF			
SH1 Oamaru to Dunedin (Herbert to Hampden)	RTZ	Pre-Implementation	Committed SAP Activity In-Flight	61,098	0	0	0	0	0	61,098	NLTF			Not to be prioritised
		Implementation		5,511,800	0	0	0	0	0	5,511,800	NLTF			
SH1 Oamaru to Dunedin	RTZ	Pre-Implementation	Packaged Activities; Safe System Transformation Activities	0	0	0	0	0	0	8,635,300	n/a			Not to be prioritised
		Property		0	0	0	0	0	0	1,755,600	n/a			
		Implementation		0	0	0	0	0	0	39,666,200	n/a			
SH1 Region	RTZ	Pre-	Speed	0	0	0	0	0	345,600	345,600	NLTF			Not to be

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Boundary to Oamaru		Implementation	Management; Safe and Appropriate Speeds											prioritised
		Implementation		0	0	0	0	0	1,113,600	55,500,800	NLTF			
Wakatipu Walking and Cycling Network Improvements	W & C	Pre-Implementation	Walking and cycling facilities adjacent to SH6 including improvements to connections for residential areas of Shotover Country/ Lake Hayes estate, Jacks Point/ Henley Downs and the Wakatipu trails	244,000	0	0	0	0	0	244,000	NLTF			Committed
		Property		1,053,636	0	0	0	0	0	1,053,636	NLTF			
		Implementation		10,049,650	0	0	0	0	0	10,049,650	NLTF			
State Highway Low Cost Low Risk Programme	SHI	Implementation	A programme of current and potential activities to address resilience, accessibility, urban travel time and similar opportunities with targeted interventions	2,000,000	2,040,000	2,080,000	2,122,416	2,164,864	2,208,162	12,615,442	NLTF			Not to be prioritised
SH1 Katiki Coast Enhanced Resilience Stage 2	SHI	Implementation	SH1 RS635 RP 3.68/6.31 - Enhanced Resilience to coastal erosion	1,229,714	0	0	0	0	0	1,229,714	NLTF	Priority 1	Object 2	Committed
SH6 Lakes Hayes Highway to McDonnell Road Intersection	RTZ	Business Case	Three Wire Median barriers (solid/semi-rigid and flexible); Roadside Barriers; Safe and Appropriate	0	0	0	0	0	0	50,000	n/a			Not to be prioritised
		Property		0	0	0	0	0	0	750,000	n/a			
		Pre-Implementation		0	0	0	0	0	0	1,000,000	n/a			
		Implementation		0	0	0	0	0	0	8,200,000	n/a			

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
			Speeds											
SH6 Wanaka to Luggate SC - SH84 IS	RTZ	Implementation	Committed SAP Activity In-Flight	700,000	0	0	0	0	0	700,000	NLTF	-	-	Not to be prioritised
SH8 Brown Road to SH01	RTZ	Pre-Implementation	Safety Management with Speed Management	0	0	0	0	0	0	2,052,800	n/a			Not to be prioritised
		Implementation		0	00	0	0	0	0	5,388,600	n/a			
SH88 Dunedin - Port Chalmers Safety Improvements	RTZ	Implementation	Committed SAP Activity In-Flight	15,111,666	54,171	0	0	0	0	15,165,837	NLTF	-	-	Committed Project
Cromwell To Frankton	SHI	Detailed Business Case	A business case project to address resilience issue at this location	250,000	250,000	0	0	0	0	500,000	NLTF			Not to be prioritised
		Pre-Implementation		0	0	500,000	0	0	0	500,000	NLTF			
Dunedin City and Hospital	SHI	Implementation	To enable the Connecting Dunedin partners (NZTA, DCC & ORC) to collaboratively investigate the best long-term transport and urban mobility system for central Dunedin	0	0	0	4,400,000	4,400,000	4,400,000	13,200,000	NLTF			Not to be prioritised
Frankton To Kingston	SHI	Detailed Business Case	A business case project to address resilience issue at this location	250,000	250,000	0	0	0	0	500,000	NLTF			Not to be prioritised
		Pre-Implementation		0	0	500,000	0	0	0	500,000	NLTF			
Haast to Hawea	SHI	Detailed Business Case	tbc	1,000,000	0	0	0	0	0	1,000,000	NLTF	-	-	Not to be prioritised
Dunedin Urban	RTZ	Pre-Implementation	Packaged Activities; Safe System Transformation Activities	0	0	0	0	0	0	1,275,200	n/a			Not to be prioritised
		Implementation		0	0	0	0	0	0	6,694,800	n/a			
Strategic Business Case Development -	IM	Detailed Business Case	To develop a forward work strategy for	500,000	500,000	0	0	0	0	1,000,000	NLTF	-	-	Not to be prioritised

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Queenstown Mode Shift Plan Refresh			State highway related activities across the intervention hierarchy that best delivers the role for SHs											
Programme Business Case Development, regional proportion of Nationwide Investment Proposal	SHI	Detail Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case	0	500,000	500,000	0	0	0	1,000,000	NLTF	-	-	Not to be prioritised
Beaumont Bridge Replacement	SHI	Property	Replacement bridge and approach realignment	75,000	0	0	0	0	0	75,000	NLTF			Committed
		Implementation		13,052,000	3,650,000	0	0	0	0	16,702,000	NLTF			
Road to Zero Infrastructure Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	1,428,571	1,428,571	1,428,571	52,800	277,200	0	4,615,714	NLTF	-	-	Not to be prioritised
Road To Zero Speed Management Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	0	230,000	4,280,000	1,230,000	0	110,000	5,850,000	NLTF	-	-	Not to be prioritised

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Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Waitaki District Council														
Kakanui Point Bridge Renewal	LRI	Single-Stage Business Case		50,000	50,000	520,000	3,250,000	3,250,000	0	7,100,000	NLTF / LS			Not to be prioritised
Low Cost / Low Risk		Implementation		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000	NLTF / LS			Not to be prioritised

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Southland Region

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Department of Conservation Southland														
Low Cost / Low Risk		Implementation		0	0	100,000	0	0	0	100,000	NLTF			Not to be prioritised
Gore District Council														
Low Cost / Low Risk		Implementation		97,000	460,000	60,000	400,000	400,000	400,000	1,200,000				Not to be prioritised
Invercargill City Council														
Low Cost / Low Risk		Implementation		2,415,500	2,146,500	2,576,500	1,345,600	1,414,200	1,399,300	11,297,600				Not to be prioritised
Southland District Council														
Low Cost / Low Risk		Implementation		1,000,000	1,031,000	1,061,930	1,147,362	1,180,636	1,214,874	6,635,802	NLTF / LS			Not to be prioritised
Southland State Highways														
SH1 Regional Boundary to Invercargill	RTZ	Pre-Implementation (phase 1)	Packaged Activities; Safe System Transformation Activities	480,000	0	0	0	0	0	480,000	NLTF	Priority 2	Objective 1	1
		Implementation (phase 1)		0	1,260,000	1,260,000	0	0	0	2,520,000				
Walking and Cycling Low Cost Low Risk	W&C	Implementation	A programme of current and potential activities to address active	581,667	581,667	581,667	1,745,000	581,667	581,667	5,816,670	NLTF	-	-	Not to be prioritised

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
			mode participation and accessibility opportunities with targeted activities											
State Highway Low Cost Low Risk Programme	SHI	Implementation	A programme of current and potential activities to address resilience, accessibility, urban travel time and similar opportunities with targeted interventions	1,428,571	1,428,571	1,428,571	250,000	0	336,400	4,872,114	NLTF			Not to be prioritised
SH15 Bluff Highway and Elles Road Intersection Improvement	RTZ	Property	Committed SAP Activity In-Flight	42,542	0	0	0	0	0	42,542	NLTF			Committed
		Implementation		3,520,403	0	0	0	0	0	3,520,403				
Strategic Business Case Development	IM	Detailed Business Case	To develop a forward work strategy for state highway related activities across the intervention hierarchy that best delivers the role for SHs as part of the regional and inter-regional transport system in delivering transport outcomes as targeted in the GPS	250,000	250,000	0	0	0	0	500,000	NLTF	-	-	Not to be prioritised
SH1 Mcgorlick Street to Kew	RTZ	Pre-Implementation	Safety Management	0	0	0	0	0	0	1,411,200	n/a			Not to be prioritised

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Activity	A/C	Phase	Description	Cost 21/22 \$	Cost 22/23 \$	Cost 23/24 \$	Cost 24/25 \$	Cost 25/26 \$	Cost 26/27 \$	Total cost \$	Funding source	RLTP Objective	Key transport priority	Regional priority
Road		Implementation		0	0	0	0	0	0	4,800,000				
Milford Road to Te Anau Downs	SHI	Detailed Business Case	A business case project to identify options to mitigate rockfall slips and flooding issues	1,000,000	0	0	0	0	0	1,000,000	NLTF	-	-	Not to be prioritised
Programme Business Case Development. Regional Proportion of Nationwide Investment Proposal	SHI	Detailed Business Case	Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case.	0	250,000	250,000	0	0	0	500,000	NLTF	-	-	Not to be prioritised
Road to Zero Speed Management Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	418,800	281,200	950,000	2,040,000	\$0	170,000	3,860,000	NLTF	-	-	Not to be prioritised
Road to Zero Speed Infrastructure Low Cost Low Risk Programme	RTZ	Implementation	A programme of current and potential activities that aligns with the Road to Zero principles	11,468,571	1,533,571	1,511,571	2,690,000	0,	0,	17,225,716	NLTF			Not to be prioritised

Summarised Improvement Project Tables – Grouped by Transport Priority

Otago

Transport Priority 1: Address Network Deficiencies		40%				
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority
Dunedin City Council	SFDT - Central City Parking Management.	Develop a management plan for parking to meet the cities strategic goals.	21-27	\$7,410,000	\$4,010,000	9
Dunedin City Council	SFDT - Harbour Arterial Efficiency Improvements	Improved safety and efficiency for general traffic and freight accessing the port and harbour arterial corridor.	21-27	\$7,620,000	\$8,190,000	5
Queenstown Lakes District Council	Lakeview Arterial Upgrade	Upgrade of Man Street and Thompson Street to arterial standard, including a shared path, as an early implementation of the Queenstown Town Centre Arterial Stage 3 to improve multimodal access within the expanded town centre. This will enable improved walking and cycling facilities and a road widening to facilitate public transport opportunities	21-24	\$9,594,393	\$0	13
			Total	\$24,624,393	\$12,200,000	

Transport Priority 2: Target High Risk Areas		30%				
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority
Waka Kotahi - Otago	SH1 Mosgiel to Gore	Speed Management - Safe and Appropriate Speeds	24-27	\$0	\$2,690,000	6
Waka Kotahi - Otago	SH1 Hardware Lane to Arrow Junction Road	Three Wire Median barriers (solid/semi-rigid and flexible) Roadside Barriers Safe and Appropriate Speeds	24-27	\$0	\$29,550,000	10
Dunedin City Council	Safer Street - Arterial Improvements	improve safety and accessibility for people walking and cycling, and better connections to public transport infrastructure, along a selection of arterial routes.	21-24	\$18,308,150	\$0	13
Dunedin City Council	Tertiary Precinct Project	Improve safety, access and amenity throughout the tertiary precinct. Enable better and safer connections between campuses for people walking, cycling and using public transport.	21-27	\$7,760,000	\$11,900,000	16
Dunedin City Council	SFDT - Princes Street Bus Priority and Corridor Safety Plan	Improve safety for active transport and improve efficiency for public transport along a high risk corridor.	21-24	\$6,618,000	\$0	1
Dunedin City Council	George Street Upgrade	Improve safety and accessibility for people travelling through and within the cities central retail precinct.	21-27	\$16,500,000	\$18,500,000	6
Dunedin City Council	SFDT - Central Cycle and Pedestrian improvements	improve safety and access for people walking and cycling within and throughout the central city	21-27	\$3,600,000	\$3,800,000	10
			Total	\$52,786,150	\$66,440,000	

RTCs Adopted 11 June 2021

Transport Priority 3: Invest to create genuine mode choice		30%				
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 2021/24	Phase Cost 2024/27	RTC Recommended Priority
Waka Kotahi - Otago	Sh6 Park And Ride Facilities	Park and ride facilities connecting to major PT routes adjacent to SH6 and located at Frankton, Arrow Junction and Jacks Point	21-24	\$8,744,661	\$0	1
Waka Kotahi - Otago	Sh6 Sh8b Sh8 Gibbston To Clyde Corridor Improvements	NZTA component of the wider Kawarau Gorge (Gibbston - Bannockburn) trail	21-24	\$2,462,400	\$0	6
Dunedin City Council	Dunedin Tunnels Trail	Active transport connection between the central city and the southern suburbs of Green Island, Abbotsford, Fairfield and Mosgiel.	21-24	\$18,308,157	\$0	16
Dunedin City Council	Rail Passing loop	Build a passing loop to enable increased freight capacity and future passenger rail capability.	21-24	\$6,600,000	\$0	19
Dunedin City Council	SFDT - Mosgiel and Burnside Park and Ride Facilities	Park and ride facilities to enable people living in the southern suburbs to connect to express public transport services.	21-24	\$5,000,000	\$0	1
Dunedin City Council	North East Valley Cycleway	Improve safety and access for cyclists and pedestrians along North Road in North East Valley	21-24	\$2,500,000	\$9,000,000	18
Queenstown Lakes District Council	WATN Route C5: Arthurs Point to Queenstown	Construction of a quality active travel route from Arthurs Point to Queenstown, including the Arthurs Point Crossing	21-24	\$10,300,000	\$0	10
Queenstown Lakes District Council	WATN Route A8: Lake Hayes Estate to Frankton	Construction of a quality active travel route from Lake Hayes Estate to Frankton, along the south side of the Kawarau River	21-24	\$4,000,000	\$0	13
			Total	\$57,915,218	\$9,000,000	

Southland

Transport Priority 1: Address Network Deficiencies		40%			
Approved Organisation	Project or Package Name	Description	NLTP period	Phase Cost 21/24	RTC Recommended Priority
Waka Kotahi	SH 1 Regional Boundary to Invercargill	Packaged Activities. Safe System Transformation Activities	21-24	\$3,000,000	1
			Total	\$3,000,000	

10-Year Financial Forecast

Central Otago District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	423,489	174,077	1,776,576	179,001	181,352	533,704	186,129	188,628	191,200	193,845
Walking and Cycling Improvements	150,000	1,460,000	150,000	4,275,000	150,000	150,000	150,000	150,000	150,000	150,000
Local Road Improvements	1,865,000	360,000	100,000	5,040,000	1,228,000	0	6,562,000	670,000	100,000	4,050,000
Local Road Maintenance	10,168,996	10,486,088	10,815,403	10,971,061	11,000,185	11,360,779	11,894,413	11,992,776	12,843,698	14,881,894
Investment Management	0	0	0	0	0	0	0	0	0	0
Total expenditure	12,607,485	12,480,165	12,841,979	20,465,062	12,559,537	12,044,483	18,792,542	13,001,404	13,284,898	19,275,739
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	6,177,668	6,115,281	6,292,570	10,027,880	6,154,173	5,901,797	9,208,346	6,370,688	6,509,600	9,445,112
NLTF Revenue	6,429,817	6,364,884	6,549,409	10,437,182	6,405,364	6,142,686	9,584,196	6,630,716	6,775,298	9,830,627
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	12,607,485	12,480,165	12,841,979	20,465,062	12,559,537	12,044,483	18,792,542	13,001,404	13,284,898	19,275,739
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	384,376.0000	384,666.0000	384,971.0000	387,002.0000	389,602.0000	392,093.0000	394,827.0000	397,720.0000	400,791.0000	404,149.0000
Unsubsidised Capital Expenditure	50,000.0000	50,000.0000	255,000.0000	53,000.0000	54,000.0000	275,000.0000	56,000.0000	57,000.0000	292,500.0000	59,500.0000
Total Unsubsidised expenditure	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	434,376	434,666	639,971	440,002	443,602	667,093	450,827	454,720	693,291	463,649

Clutha District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	105,000	108,000	111,000	114,000	117,000	120,000	123,000	126,000	129,000	132,000
Local Road Improvements	850,600	835,000	854,000	851,000	2,296,000	917,000	932,000	871,000	922,000	911,000
Local Road Maintenance	16,897,500	15,931,700	16,299,200	16,210,500	16,564,100	17,472,200	17,754,300	16,599,600	17,579,000	17,362,700
Investment Management	65,100	102,500	69,200	70,900	108,700	75,600	77,600	115,600	82,800	85,000
Total expenditure	\$17,918,200	\$16,977,200	\$17,333,400	\$17,246,400	\$19,058,800	\$18,584,800	\$18,886,900	\$17,712,200	\$18,712,800	\$18,490,700
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	6,151,700	5,880,100	6,066,900	6,036,200	6,670,500	6,504,400	6,610,400	6,199,400	6,549,400	6,471,700
NLTF Revenue	11,766,500	11,097,100	11,266,500	11,210,200	12,388,300	12,080,400	12,276,500	11,512,800	12,163,400	12,019,000
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	\$17,918,200	\$16,977,200	\$17,333,400	\$17,246,400	\$19,058,800	\$18,584,800	\$18,886,900	\$17,712,200	\$18,712,800	\$18,490,700
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	399,500	409,200	419,300	429,800	441,000	452,300	464,200	476,700	489,500	502,700
Unsubsidised Capital Expenditure	10,800	11,000	11,300	11,600	11,900	12,200	12,500	12,800	13,200	13,500
Total Unsubsidised expenditure	\$410,300	\$420,200	\$430,600	\$441,400	\$452,900	\$464,500	\$476,700	\$489,500	\$502,700	\$516,200
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	292,900	300,000	307,400	315,100	323,300	331,600	340,300	349,500	358,900	368,500
Other Revenue	117,400	120,200	123,200	126,300	129,600	132,900	136,400	140,000	143,800	147,700
Total revenue	\$410,300	\$420,200	\$430,600	\$441,400	\$452,900	\$464,500	\$476,700	\$489,500	\$502,700	\$516,200

Department of Conservation Otago

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Local Road Improvements	0	0	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290
Local Road Maintenance	84,936	84,936	84,936	122,468	124,413	130,672	122,433	132,824	120,325	122,238
Total expenditure	\$84,936	\$84,936	\$184,936	\$156,468	\$159,093	\$166,046	158,514	\$169,627	\$157,863	\$160,527
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue										
NLTF Revenue	43,317	43,317	94,317	79,799	81,137	84,683	80,842	86,510	80,510	81,869
Total revenue	\$43,317	\$43,317	\$94,317	\$79,799	\$81,137	\$84,683	\$80,842	\$86,510	\$80,510	\$81,869
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333

Dunedin City Council										
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	6,054,651	5,480,497	7,005,812	6,208,253	6,224,500	6,241,235	6,258,472	6,276,227	6,294,513	5,666,667
Walking and Cycling Improvements	3,100,000	3,105,000	2,200,000	3,920,000	0	0	2,600,000	2,600,000	2,600,000	2,600,000
Local Road Improvements	14,018,000	8,140,000	4,070,000	4,795,000	7,500,000	11,300,000	5,245,000	5,200,000	3,900,000	2,900,000
State Highway Maintenance	704,400	725,532	747,298	769,717	792,808	816,593	841,090	866,323	892,313	919,082
Local Road Maintenance	36,406,207	36,406,207	36,406,207	42,278,949	42,636,450	43,002,711	47,210,603	47,962,038	48,726,971	49,626,727
Investment Management	4,823,084	4,832,777	4,842,760	4,988,043	5,137,684	5,291,814	5,450,569	5,614,086	5,782,508	5,955,984
Total expenditure	\$65,106,342	\$58,690,012	\$55,272,076	\$62,959,961	\$62,291,443	\$66,652,353	\$67,605,734	\$68,518,674	\$68,196,306	\$67,668,460
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue										
NLTF Revenue	34,506,361	30,518,806	28,188,759	32,109,580	31,768,636	33,992,700	34,478,925	34,944,524	34,780,116	34,510,914
Other Revenue										
Total revenue	\$34,506,361	\$30,518,806	\$28,188,759	\$32,109,580	\$31,768,636	\$ 3,992,700	\$34,478,925	\$34,944,524	\$34,780,116	\$34,510,914
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	32,716,483	34,250,130	35,829,785	36,634,986	37,814,291	39,030,942	40,286,106	41,580,989	42,916,833	44,294,919
Unsubsidised Capital Expenditure	4,093,000	6,855,000	3,550,000	1,755,000	2,700,000	2,700,000	1,755,000	2,700,000	2,700,000	900,000
Total Unsubsidised expenditure	\$36,809,483	\$41,105,130	\$39,379,785	\$38,389,986	\$40,514,291	\$41,730,942	\$42,041,106	\$44,280,989	\$45,616,833	\$45,194,919
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue										
Other Revenue										
Total revenue										

Otago Regional Council										
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Public Transport Services	22,200,732	25,017,160	26,342,316	27,508,063	27,943,414	28,603,783	29,264,118	29,949,870	30,635,617	31,321,382
Public Transport Infrastructure	749,092	967,851	1,825,532	2,904,333	2,981,609	1,925,268	1,735,024	828,544	818,504	833,959
Local Road Improvements	200,000	204,000	208,000	212,000	216,000	220,000	224,000	228,000	232,000	236,000
Investment Management	612,485	629,113	764,745	675,570	691,925	820,880	724,634	741,618	879,201	775,585
Total expenditure	\$23,762,309	\$26,818,124	\$29,140,593	\$31,299,966	\$31,832,948	\$31,569,931	\$31,947,776	\$31,748,032	\$32,565,322	\$33,166,926
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	6,514,264	6,910,050	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837	7,305,837
NLTF Revenue										
Other Revenue										
Total revenue	\$6,514,264	\$6,910,050	\$7,305,837	\$7,305,837	\$7,305,837	\$7,305,837	\$7,305,837	\$7,305,837	\$7,305,837	\$7,305,837
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure										
Unsubsidised Capital Expenditure										
Total Unsubsidised expenditure										
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue										
Other Revenue										
Total revenue										

State Highways - Otago

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	22,590,421	16,495,571	17,708,571	3,972,800	5,277,200	20,771,589	26,485,875	37,544,973	35,688,719	45,436,800
Public Transport Infrastructure	544,400	0	7,071,661	0	0	0	0	0	0	0
Walking and Cycling Improvements	15,294,686	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000	1,485,000
State Highway Improvements	17,856,714	6,690,000	3,580,800	6,522,416	6,564,864	6,608,162	2,252,325	2,297,371	2,343,319	2,390,185
State Highway Maintenance	74,589,665	53,496,852	54,406,298	55,494,424	56,604,313	57,736,399	58,891,127	60,068,950	61,270,329	62,495,735
Total expenditure	\$130,875,886	\$78,167,423	\$84,252,330	\$67,474,377	\$69,931,377	\$86,601,150	\$89,114,327	\$101,396,294	\$100,787,361	\$111,807,520
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue										
NLTF Revenue	\$130,875,886	\$78,167,423	\$84,252,330	\$67,474,377	\$69,931,377	\$86,601,150	\$89,114,327	\$101,396,294	\$100,787,361	\$111,807,520
Other Revenue										
Total revenue	\$130,875,886	\$78,167,423	\$84,252,330	\$67,474,377	\$69,931,377	\$86,601,150	\$89,114,327	\$101,396,294	\$100,787,361	\$111,807,520

Queenstown Lakes District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	7,780,500	7,489,500	7,630,500	9,939,500	8,730,500	8,439,500	10,230,500	8,439,500	8,730,500	9,694,500
Public Transport Infrastructure	1,592,000	2,848,000	1,000,000	500,000	1,000,000	1,048,370	3,201,260	23,963,000	1,200,000	2,500,000
Walking and Cycling Improvements	2,500,000	14,800,000	7,750,000	2,500,000	8,000,000	8,425,000	1,000,000	1,000,000	2,000,000	11,000,000
Local Road Improvements	15,502,919	5,358,779	380,000	2,200,000	3,690,000	160,000	380,000	2,160,000	3,380,000	160,000
Local Road Maintenance	18,226,712	20,044,712	18,742,712	17,522,712	17,292,712	17,292,712	17,292,712	17,492,712	17,317,712	17,517,712
Investment Management	800,000	440,000	320,000	1,430,000	460,000	270,000	280,000	450,000	260,000	270,000
Total expenditure	46,402,131	50,980,991	35,823,212	34,092,212	39,173,212	35,635,582	32,384,472	53,505,212	32,888,212	41,142,212
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	426,416	477,076	524,276	724,276	524,276	724,276	524,276	524,276	524,276	524,276
Unsubsidised Capital Expenditure	57,054,987	37,943,851	35,505,127	0	0	0	9,059,215	1,872,807	7,491,226	9,364,033
Total Unsubsidised expenditure	57,481,403	38,420,928	36,029,403	724,276	524,276	724,276	9,583,491	2,397,083	8,015,502	9,888,309
Revenue for Unsubsidised Activities										
Local Authority Revenue										
Other Revenue										
Total revenue										

Waitaki District Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	2,674,132	2,678,659	2,683,662	2,688,253	2,692,960	2,697,784	2,702,728	2,707,797	2,712,991	2,718,316
Walking and Cycling Improvements	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000	500,000
Local Road Improvements	0	0	200,000	500,000	3,250,000	3,250,000	0	0	0	0
Local Road Maintenance	12,166,543	12,660,307	13,363,395	16,537,480	16,869,667	13,960,159	14,309,163	14,666,892	15,033,564	15,409,403
Investment Management	194,180	91,109	93,660	96,001	98,401	100,861	103,383	105,967	108,617	111,332
Total expenditure	15,534,855	15,930,075	16,840,717	20,321,734	23,411,028	20,508,804	17,615,274	17,980,656	18,355,172	18,739,051
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	6,679,987	6,849,932	7,155,508	8,523,346	8,669,242	7,421,286	7,574,567	7,731,682	7,892,724	8,057,792
NLTF Revenue	8,854,867	9,080,143	9,485,209	11,298,388	11,491,786	9,837,518	10,040,706	10,248,974	10,462,448	10,681,259
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	15,534,854	15,930,075	16,640,717	19,821,734	20,161,028	17,258,804	17,615,273	17,980,656	18,355,172	18,739,051
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	1,069,723	1,097,074	1,127,792	1,155,987	1,184,887	1,214,509	1,244,872	1,275,993	1,307,893	1,340,590
Unsubsidised Capital Expenditure	312,858	320,992	329,980	338,230	346,685	355,352	364,236	373,342	382,676	392,243
Total Unsubsidised expenditure	\$1,382,581	\$1,418,066	\$1,457,772	\$1,494,217	\$1,531,572	\$1,569,861	\$1,609,108	\$1,649,335	\$1,690,569	\$1,732,833
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	1,382,131	1,418,066	1,457,772	1,494,217	1,531,572	1,569,861	1,609,108	1,649,336	1,690,569	1,732,833
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	\$1,382,131	\$1,418,066	\$1,457,772	\$1,494,217	\$1,531,572	\$1,569,861	\$1,609,108	\$1,649,336	\$1,690,569	\$1,732,833

Department of Conservation Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Local Road Improvements	0	0	100,000	34,000	34,680	35,374	36,081,	36,803	37,539	29,290
Local Road Maintenance	538,845	538,845	538,845	538,845	569,626	581,961	590,887	604,690	612,995	625,132
Total expenditure	\$538,845	\$538,845	\$638,845	\$592,580	\$604,306	\$617,335	\$626,968	\$641,493	\$650,534	\$663,422
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	0	0	0	0	0	0	0	0	0	0
NLTF Revenue	183,011	183,011	183,011	193,076	198,709	205,000	209,552	216,592	220,828	227,017
Other Revenue	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000
Total revenue	\$363,011	\$363,011	\$363,011	\$373,076	\$216,709	\$385,000	\$309,552	\$396,592	\$400,828	\$407,017
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333	8,333
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333	\$8,333

Environment Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Local Road Maintenance	62,990	65,490	67,490	72,900	72,900	72,900	72,900	72,900	77,990	77,990
Investment Management	353,458	373,458	377,458	375,950	375,950	401,950	392,953	393,453	434,453	393,453
Total expenditure	\$416,448	\$ 438,948	\$ 444,948	\$448,850	\$448,850	\$474,850	\$465,853	\$466,353	\$512,443	\$471,443
<i>Revenue for subsidised activities</i>	187402	201916	213575	215448	215448	227928	223610	224110	245973	223293
Approved Organisation Revenue	229046	237032	231372	233402	233402	246922	242243	242243	266470	245150
Total revenue	\$416,448	\$ 438,948	\$ 444,948	\$448,850	\$448,850	\$474,850	\$465,853	\$466,353	\$512,443	\$471,443

Gore District Council

I	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	186,640	92,700	183,481	360,000	360,000	360,000	360,000	360,000	360,000	360,000
Walking and Cycling Improvements	635,000	283,050	431,042	443,973	457,292	471,011	485,141	499,695	514,686	530,127
Local Road Improvements	2,582,456	2,652,429	2,774,502	2,857,737	2,943,469	3,031,773	3,122,726	3,216,408	3,312,901	3,412,288
Local Road Maintenance	1,721,722	1,773,374	1,826,575	1,881,372	1,937,813	1,995,948	2,055,826	2,117,501	2,181,026	2,246,457
Investment Management	490,463	505,177	520,332	535,942	552,021	568,581	585,639	603,208	621,304	639,943
Rail Network	163,000	188,390	203,792	15,000	170,000	15,000	170,000	15,000	170,000	15,000
Total expenditure	\$5,876,281	\$5,955,120	\$5,999,724	\$6,104,763	\$6,442,456	\$6,475,630	\$6,824,449	\$6,869,082	\$7,229,704	\$7,286,496
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	\$3,467,006	\$3,513,521	\$3,539,837	\$3,601,810	\$3,801,049	\$3,820,622	\$4,026,425	\$4,052,758	\$4,265,526	\$4,299,032
NLTF Revenue	\$2,409,275	\$2,441,599	\$2,459,887	\$2,502,953	\$2,641,407	\$2,655,008	\$2,798,024	\$2,816,324	\$2,964,179	\$2,987,463
Other Revenue	\$5,876,281	\$5,955,120	\$5,999,724	\$6,104,763	\$6,442,456	\$6,475,630	\$6,824,449	\$6,869,082	\$7,229,704	\$7,286,496
Total revenue	\$3,467,006	\$3,513,521	\$3,539,837	\$3,601,810	\$3,801,049	\$3,820,622	\$4,026,425	\$4,052,758	\$4,265,526	\$4,299,032
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	150,530	155,045	159,697	164,488	169,422	174,505	179,740	185,132	190,686	196,407
Unsubsidised Capital Expenditure	0	0	0	0	0	0	0	0	0	0
Total Unsubsidised expenditure	\$150,530	\$155,045	\$159,697	\$164,488	\$169,422	\$174,505	\$179,740	\$185,132	\$190,686	\$196,407
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	150,530	155,045	159,697	164,488	169,422	174,505	179,740	185,132	190,686	196,407
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	\$150,530	\$155,045	\$159,697	\$164,488	\$169,422	\$174,505	\$179,740	\$185,132	\$190,686	\$196,407

Invercargill City Council

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	1,220,000	1,290,700	1,591,457	587,272	599,017	610,997	623,217	635,682	648,395	661,363
Public Transport Services	2,285,260	2,102,075	2,104,900	2,140,043	2,184,077	2,184,533	2,297,287	2,358,293	2,574,840	2,372,242
Public Transport Infrastructure	147,590	149,100	151,200	113,508	145,779	128,094	120,456	152,865	135,322	127,829
Local Road Improvements	1,805,500	1,537,800	1,682,956	1,375,588	1,499,206	1,464,283	1,456,939	1,540,148	1,548,921	1,543,269
Local Road Maintenance	14,424,000	14,463,465	14,686,912	15,848,090	16,244,921	16,108,891	16,358,360	16,528,838	17,254,139	16,710,443
Investment Management										
Total expenditure	19,882,350	19,543,140	20,217,425	20,064,501	20,673,000	20,496,799	20,856,260	21,215,825	22,161,617	21,415,146
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	9,351,066	9,371,505	9,889,783	9,759,621	10,114,036	10,014,380	10,183,351	10,375,183	10,824,893	10,455,762
NLTF Revenue	10,515,539	10,155,394	10,310,897	10,287,800	10,541,543	10,464,649	10,654,784	10,822,154	11,317,866	10,940,149
Other Revenue	15,745	16,241	16,745	17,080	17,421	17,770	18,125	18,488	18,858	19,235
Total revenue	19,882,350	19,543,140	20,217,425	20,064,501	20,673,000	20,496,799	20,856,260	21,215,825	22,161,617	21,415,146
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000	1,276,000
Unsubsidised Capital Expenditure	4,000,000	4,000,000	4,000,000	4,000,000	2,500,000	2,500,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Unsubsidised expenditure	\$5,276,000	\$5,276,000	\$ 5,276,000	\$5,276,000	\$3,776,000	\$ 3,776,000	\$2,276,000	\$ 2,276,000	\$2,276,000	\$2,276,000
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	5,276,000	5,276,000	5,276,000	5,276,000	3,776,000	3,776,000	2,276,000	2,276,000	2,276,000	2,276,000
Other Revenue										
Total revenue	\$5,276,000	\$5,276,000	\$5,276,000	\$5,276,000	\$3,776,000	\$3,776,000	\$2,276,000	\$2,276,000	\$2,276,000	\$2,276,000

Southland District Council										
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	126,000	897,486	436,453	402,123	550,963	566,941	583,383	600,301	617,709	553,900
Local Road Improvements	1,000,000	1,031,000	1,061,930	1,147,362	1,180,636	1,214,874	1,250,106	1,286,359	1,323,663	1,362,049
Local Road Maintenance	32,164,922	33,258,657	34,801,566	37,519,415	40,642,951	42,466,721	45,201,618	46,719,311	48,267,144	53,101,734
Investment Management	-	-	-	-	-	-	-	-	-	-
Total expenditure	\$33,290,922	\$35,187,142	\$36,299,949	\$39,068,900	\$42,374,550	\$44,248,537	\$47,035,106	\$48,605,970	\$50,208,517	\$55,017,683
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue	17,378,200	18,366,308	18,947,038	20,388,953	22,110,012	23,086,667	24,537,929	25,357,089	26,192,790	28,696,003
Other Revenue	15,912,723	16,820,834	17,352,911	18,679,947	20,264,539	21,161,870	22,497,177	23,248,882	24,015,727	26,321,680
Total Revenue	\$33,290,922	\$35,187,142	\$36,299,949	\$39,068,900	\$42,374,550	\$44,248,537	\$47,035,106	\$48,605,970	\$50,208,517	\$55,017,683
Unsubsidised Activities										
<i>Expenditure</i>										
Unsubsidised Operational Expenditure	-	-	-	-	-	-	-	-	-	-
Unsubsidised Capital Expenditure	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
Total Unsubsidised expenditure	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
<i>Revenue for Unsubsidised Activities</i>										
Local Authority Revenue	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817
Other Revenue	-	-	-	-	-	-	-	-	-	-
Total revenue	487,920	597,915	312,431	412,653	299,174	357,158	258,052	335,676	251,874	372,817

State Highways - Southland

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Subsidised Activities										
<i>Expenditure (by GPS Activity Class)</i>										
Road to Zero	6,286,152	3,074,771	3,743,571	4,730,000	\$0	170,000	0	6,837,800	4,342,200	23,966,000
Walking and Cycling Improvements	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667	581,667
State Highway Improvements	1,000,000	1,270,000	1,290,400	1,061,208	1,082,432	1,104,081	1,126,162	1,148,686	1,171,659	1,195,093
State Highway Maintenance	40,969,560	41,666,043	42,374,366	43,221,853	44,086,290	44,968,016	45,867,376	46,784,724	47,720,418	48,674,827
Total expenditure	\$48,837,379	\$46,592,481	\$47,990,004	\$49,594,128	\$45,750,389	\$46,823,764	\$47,575,205	\$55,352,877	\$53,815,944	\$74,417,587
<i>Revenue for subsidised activities</i>										
Approved Organisation Revenue										
NLTF Revenue	\$48,837,379	\$46,592,481	\$47,990,004	\$49,594,128	\$45,750,389	\$46,823,764	\$47,575,205	\$55,352,877	53,815,944	74,417,587
Other Revenue	0	0	0	0	0	0	0	0	0	0
Total revenue	\$48,837,379	\$46,592,481	\$47,990,004	\$49,594,128	\$45,750,389	\$46,823,764	\$47,575,205	\$55,352,877	\$53,815,944	\$74,417,587

*Future Activities Not Necessarily at Funding Request Stage***Activities RTC Members would like to see in future RLTPs**

Authority	Project	Funding Required (if known)
Queenstown Lakes District Council	Frankton Track Active Travel Network Improvement (100% FAR)	\$6,000,000
Queenstown Lakes District Council	An additional bridge at Arthurs Point, Queenstown	N/A
Queenstown Lakes District Council	Extension of public transport services to both Wanaka in the Upper Clutha and Cromwell in Central Otago during the 2021–2024 period.	N/A
Dunedin City Council	Completion of Peninsula Connection East of Portobello	N/A
Waka Kotahi	Improvement to SH1: flood mitigation at Hilderthorpe	N/A
Waka Kotahi	Improvement to SH1: further erosion protection of Katiki Straight,	N/A
Waka Kotahi	Replacement of the Albert Town bridge, Queenstown Lakes District.	N/A
Waka Kotahi	Replacement of the one lane bridge at Riverton.	N/A
Waka Kotahi	Additional passing opportunities on tourist routes and State Highway 93	N/A
Invercargill City Council	Invercargill City Network Operating Framework Implementation.	N/A
Invercargill City Council	Invercargill City Network Operating Framework – Heavy Traffic Bypass Investigations	N/A

Appendix 1 – Terms and Abbreviations

AA	Automobile Association
ACC	Accident Compensation Corporation
Accessibility	Accessibility in relation to public transport means infrastructure, services and information is accessible to those with different access and mobility requirements.
Activity	Defined in the Land Transport Management Act 2003 as a land transport output or capital project, or both.
Activity class	Refers to a grouping of similar activities.
Active modes	Transport by walking, cycling or other methods which involve the direct application of kinetic energy by the person travelling.
AF8	Project AF8 is a risk scenario-based earthquake response planning project, informed by thorough earthquake source, expression, and consequences science. The focus of the project is New Zealand's South Island Alpine Fault.
AMP	Activity Management Plan.
AO	Approved Organisation. Organisations eligible to receive funding from the National Land Transport Fund. Approved organisations are defined in the Land Transport Management Act 2003 as regional councils, territorial authorities or a public organisation approved by the Governor-General by Order-in-Council.
Arterial road	A high-capacity urban road, the primary function of which is to deliver traffic from collector roads to motorways, or between urban centres, at the highest level of service possible. As such, many arterial roads have restrictions on private access.
ATP	Audio Tactile Profiled road markings. Also known by road users as rumble strips).
C funding	Crown (C) funding
CAS	Crash Analysis System. The police use this system to record traffic crashes and injuries.
CBD	Central business district
CLOS	Customer level of service. A term used in the One Network Road Classification scheme.
Committed activity	Project or activity for which Waka Kotahi has already approved funding
Crash	Includes both motorised and non-motorised incidents, including incidents such as tripping or falling down bus stairs (crashes are sometimes referred to as accidents, particularly when no motorised vehicle is involved).
DC	District council
DoC	Department of Conservation
dTims	Deighton Total Infrastructure Management System tool


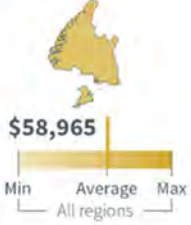
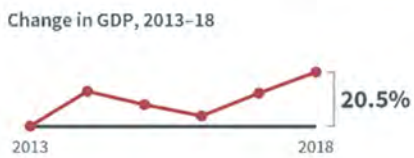


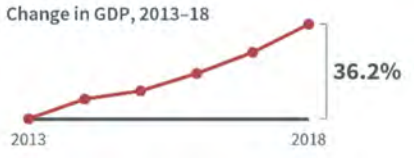
ENP	Economic network plan. A new type of geo-spatial modelling which models the flow of products and sometimes tourists.
Excluded service	Excluded passenger service means a service for that transports passengers for hire or reward and: (a) is contracted or funded by the Ministry of Education for the sole or primary purpose of transporting school children to and from school; (b) is not available to the public generally, and is operated for the sole or primary purpose of transporting to or from a predetermined event all the passengers carried by the service; (c) is not available to the public generally, and is operated for the sole or primary purpose of tourism; or (d) does not fall within any of paragraphs (a) to (c), and is not operated to a schedule. (s 5 LTMA).
Exempt service	A public transport service that is exempt under Section 130(2) of the LTMA or deemed exempt under Section 153(2) of the LTMA. (s 5 LTMA).
FAR	Funding Assistance Rate
Fuel excise duty	A tax imposed by the Government on fuel and used to fund land transport activities.
GPS	Government Policy Statement on Land Transport
HCV	Heavy commercial vehicle
HPMV	High productivity motor vehicle. A class of heavy vehicle that, with permit, is allowed to exceed standard length and mass limits.
ICT	Information and communication technologies
ILM	Intervention Logical Mapping. The RTCs used this technique to identify key problems and benefits facing Otago and Southland).
km	Kilometre
kph or km/hr	Kilometres per hour
Land transport revenue	Revenue paid into the National Land Transport Fund under the Land Transport Management Act 2003.
LED	Light emitting diode (lighting)
LOS	Level of service
LTP	Long-term Plan
LTMA	Land Transport Management Act 2003. The main act governing the land transport planning and funding system.
m	Metre
M	Million
Maintenance	Repairing a road so that it can deliver a defined level of service, while leaving the

	fundamental structure of the existing road intact.
MBIE	Ministry of Business, Innovation and Employment
mm	Millimetre
MoT	Ministry of Transport
Motor vehicle registration and licensing fees	<p>Motor vehicle registration and licensing fees are defined as land transport revenue and are a charge paid by vehicle owners and operators.</p> <p>The Motor Vehicle Register established under the Transport (Vehicle and Driver Registration and Licensing) Act 1986, which is continued under Part 17 of the Land Transport Act 1998. It records the details of vehicles that are registered to operate on the road.</p>
N/A	Not applicable
National road	Category of road classification in the One Network Road classification scheme.
N funding	National (N) funding
NLTF	National Land Transport Fund. The set of resources, including land transport revenue, available for land transport activities under the National Land Transport Programme.
NMM	Network management and maintenance (contract)
NLTP	National Land Transport Programme. A programme, prepared by NZTA, that sets out land transport activities likely to receive funding from the National Land Transport Fund. It is a three-yearly programme of investment in land transport infrastructure and services.
ONRC	One Network Road Classification
Otago RLTP	Otago Regional Land Transport Plan
PBC	Programme business case. This is the second stage of preparing a full business case, undertaken after completing the strategic case.
Primary collector road	Category of road classification in the One Network Road classification scheme.
PT	Public transport
PTOM	Public Transport Operating Model
TAG	Technical Advisory Group, comprising transport or roading staff from approved organisations in the region and chaired by a regional council. This group advises the RTC. Otago and Southland have a combined TAG.
R/A	Risk assessment.
Regional road	Category of road classification in the One Network Road classification scheme.
Reliability	The consistency of travel times that road users can expect, as defined in the One

	Network Road Classification scheme.
Resilience	Includes: <ul style="list-style-type: none"> • availability and restoration of each road when there is a weather or emergency event, whether there is an alternative route available and the road user information provided (One Network Road Classification) • resilience of the transport system when/if changes to oil prices and supply occur.
RLTP	Regional Land Transport Plan
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RMA	Resource Management Act
Road controlling authorities	Authorities and agencies which have control of the roads, including Waka Kotahi, territorial authorities, and the Department of Conservation.
Road user charges	Charges on diesel and heavy vehicles paid to the Government and used to fund land transport activity
RSAP	Road safety action plan. This is prepared by a road controlling authority.
RTC	Regional Transport Committee. A transport committee which must be established by every regional council or unitary authority for its region. The main function of a RTC is to prepare a Regional Land Transport Plan.
SDHB	Southern District Health Board
SH	State highway. A road operated by Waka Kotahi, as defined under the Land Transport Management Act 2003.
SHIP	State Highway Investment Plan
SPR	Special purpose road
SORDS	Southland Regional Development Strategy
TA	Territorial authority
AMP	Activity management plan
TIO	Transport investment online, the online database of project proposals and decisions operated by Waka Kotahi.
Total Mobility Scheme	Subsidised taxi services.
Transport-disadvantaged	People whom a local authority or Waka Kotahi considers are least able to get to basic community activities and services (e.g. work, education, health care, welfare and food shopping).
vpd	Vehicles per day
Vulnerable road users	Road users who are more likely than others to suffer a serious injury or to die if

	they are involved in an accident, including pedestrians, cyclists, motorcyclists, and horse users.
Yr	year
50MAX	A heavy vehicle with one more axle than conventional 44 tonne trucks, to spread a load further and reduce wear on roads. A permit is required, and they are only allowed on specified routes.

Appendix 2 – Otago and Southland GDP

Southland	Otago
<p>From 2013–2018, Southland’s economy increased 20.5% (national increase was 30.9%). Southland’s share of national Gross Domestic Product (GDP) decreased from 2.2% to 2.0% over the period.</p>	<p>From 2013–2018, Otago’s economy increased 36.2%. Otago’s share of national GDP rose 0.1 percentage points to 4.4% over the period.</p>
<p>In 2018, Southland’s GDP increased 7.1%, driven by increases in agriculture (primarily dairy cattle farming) and manufacturing.</p>	<p>In 2018, Otago’s GDP increased 8.6%, the highest of all regional economies, outpacing the national increase of 5.5%. Largely driven by rises in rental, hiring, real estate services; construction; and agriculture.</p>
<div style="border: 1px solid #ccc; padding: 10px;"> <p>Southland Regional GDP, 2018</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>GDP value, (billion)</p>  <p>\$5.8 2.0% of NZ GDP</p> </div> <div style="text-align: center;"> <p>GDP per capita</p>  <p>\$58,965 Min Average Max All regions</p> </div> </div> <p>Change in GDP, 2013–18</p>  <p>2013 2018 20.5%</p> </div>	<div style="border: 1px solid #ccc; padding: 10px;"> <p>Otago Regional GDP, 2018</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>GDP value, (billion)</p>  <p>\$12.7 4.4% of NZ GDP</p> </div> <div style="text-align: center;"> <p>GDP per capita</p>  <p>\$55,789 Min Average Max All regions</p> </div> </div> <p>Change in GDP, 2013–18</p>  <p>2013 2018 36.2%</p> </div>

Appendix 3 – Top Tourist Attractions

Southland
<ul style="list-style-type: none"> • Doubtful Sound, Eglinton Valley to Milford Sound, Milford Discovery Centre and Underwater Observatory, Te Anau Glowworm Caves, Lake Manapouri and the Manapouri Power Station. • there is an abundance of walking trails including five Great Walks (Rakiura Track, Kepler Track, Milford Track, Routeburn Track, and the soon to be opened Hump Ridge Track). • Lake Monowai, Lake Hauroko, Mavora Lakes Park, Piano Flat. • Around the Mountain Great Ride. • Colac Bay, Monkey Island, Gemstone Beach, Riverton. • Invercargill's Bill Richardson Transport World, Dig This, Burt Munroe Challenge, E Hayes and Sons - The World's Fastest Indian, Queens Gardens, Oreti Beach. • Sterling Point in Bluff, Stewart and Ulva Islands. • dark sky viewing of Aurora Australis and the Milky Way. • Catlins – Catlins Forest and Conservation Parks, Porpoise and Curio Bays, Slope Point, Waipapa Point • range of coastal wildlife, beaches, cliffs. • various other tramping/hiking tracks, lakes and rivers, waterfalls, 4WD/back country adventures, gardens, mountain biking, fishing, jet boating, kayaking, surfing, diving, horse trekking. • Mataura River Brown Trout Fishing. • John Money Art Collection Gore. • Mandeville Heritage Site.

Otago
<ul style="list-style-type: none"> • Wakatipu, Wanaka, and Hawea Lakes. • Queenstown, Glenorchy, Arrowtown, Wanaka, Alexandra, Clyde, Cromwell, Roxburgh, Skippers, Lindis Valley. • 4 Great Rides – Otago Central Rail Trail, Roxburgh Gorge Trail, Clutha Gold Trail, The Queenstown Trail • Hikes – Roys Peak Track, Routeburn Track, Silver Peaks Scenic Reserve. • Ski fields – Cardrona, Treble Cone. • Oamaru, Moeraki Boulders, Warrington, Dunedin, Otago Peninsula and the Albatross Colony, Brighton, Kaka and Nugget Points, Purakaunui Falls. • Central Otago vineyards, Forsyth Barr Stadium events. • Taieri George and Seaside Trains (currently mothballed due to COVID- 19). • Gold mining historic sites. • Range of coastal wildlife and wildlife viewing opportunities e.g. at the Albatross Colony, Penguin viewing sites, Orokonui Ecosanctuary and wildlife cruises. • beaches, sea caves, cliffs, coast line and lighthouses. • various other tramping/hiking tracks, jet boating/river rafting, lakes and rivers, waterfalls, sky diving and bungee jumping, 4WD/back country adventures, gardens, adventure sports, fishing, surfing, diving, horse treks, mountain biking. • Otago Museums, Toitu Otago Settlers Museum, Dunedin Railway Station, Dunedin breweries and heritage sites.

Appendix 4 – Otago and Southland Rūnanga

There are seven rūnanga who are the kaitiaki (guardians) of the area stretching Southland and Otago:

- Te Runanga o Moeraki centres on Moeraki and extends from Waitaki to Waihemo and inland to the Main Divide;
- Kati Huirapa ki Puketeraki centres on Karitane and extends from Waihemo to Purehurehu and includes an interest in Dunedin (Otepoti) and the greater harbour of Otakou. The takiwa extends inland to the Main Divide, sharing an interest in the lakes and mountains to Whakatipu-Waitai with Runanga to the south;
- Te Runanga o Otakou centres on Otakou and extends from Purehurehu to Te Matau and inland, sharing an interest in the lakes and mountains to the western coast with Runanga to the north and to the south (includes the city of Dunedin);
- Waihopai Runaka centres on Waihopai (Invercargill) and extends northwards to Te Matau sharing an interest in the lakes and mountains to the western coast with other Murihiku Runanga and those located from Waihemo (Dunback) southwards;
- Te Runanga o Awarua centres on Awarua and extends to the coasts and estuaries adjoining Waihopai sharing an interest in the lakes and mountains between Whakatipu-Waitai and Tawhitarere with other Murihiku Runanga and those located from Waihemo southwards;
- Te Runanga o Oraka Aparima centres on Oraka (Colac Bay) and extends from Waimatuku to Tawhitarere sharing an interest in the lakes and mountains from Whakatipu-Waitai to Tawhitarere with other Murihiku Runanga and those located from Waihemo southwards;
- Hokonui Runaka centres on the Hokonui region and includes a shared interest in the lakes and mountains between Whakatipu-Waitai and Tawhitarere with other Murihiku Runanga and those located from Waihemo southwards.

Appendix 5 – Otago Southland Cycling Network



Appendix 6 – Ports’ Annual Plan results

Port Otago 2019 Annual Report ²⁶ highlights
<ul style="list-style-type: none"> • Freight task currently handled by Port of Otago is between 65 and 70% on rail. • Overall container volumes increased by 2% for the 2019 financial year. • Bulk cargo volumes (of 1.8 million tonnes) were up 5% on 2018. • Log volumes increased 8% to 1.15 million tonnes. • Container and bulk cargo vessel arrivals increased to 458 calls from 442 in 2018. • 115 cruise vessels visited in the 2018/19 season (up by 28 from the previous period) carrying an estimated 238,000 passengers. • 77 of the cruise vessels were piloted by Port Otago through Fiordland. • 130 cruise ship bookings had been received (at the time of the report) for the coming season, a 13% increase with approximately 275,000 passengers expected. • New facilities recently completed allow for the support of larger vessels and containers which enables increased utilisation from the cruise, log, and container trades. • Port Otago volumes are dominated by export cargos which rise and fall on the back of the farming sector in Otago and Southland and the growing season. • Container throughput for 2019/20 was 208,600 TEU, 1.9% higher than 2018/19 financial year. • Bulk cargo increased from 1.69m tonnes in 2018/19 financial year to 1.76m tonnes in 2019/20. • Log exports increased 8.5% from 2018/19 to 1.15m tonnes in 2019/20²⁷. • Although cruise bookings had increased for the year ahead these have been impacted by the COVID-19 pandemic. • The Port of Otago has recently completed a \$23million wharf extension project, as well as a \$1million upgrade to the Dunedin log yard, resulting in an 8% increase in log volumes during the 2018/19 year²⁸. This work will help facilitate future/continued expansion of the Ports capacity. 14.5% of the total national dairy products are exported Dunedin Seaport, similar export capacity to Lyttleton Seaport, which is second to Tauranga. Dunedin Seaport exported the most meat and meat products in 2017/18 with 215,700 tonne exported from Dunedin Seaport²⁹.

²⁶ Port Otago Annual Report 2019. Retrieved from <https://www.portotago.co.nz/about/corporate-documents/financial-reports/>

²⁷ New Zealand Ports and Freight Yearbook 2020 retrieved from <https://www2.deloitte.com/content/dam/Deloitte/nz/Documents/icp/2020-ports-and-freight-yearbook-v2.pdf>

²⁸ <https://www.portotago.co.nz/assets/Uploads/Port-Otago-AR-2019-for-PDF.pdf>

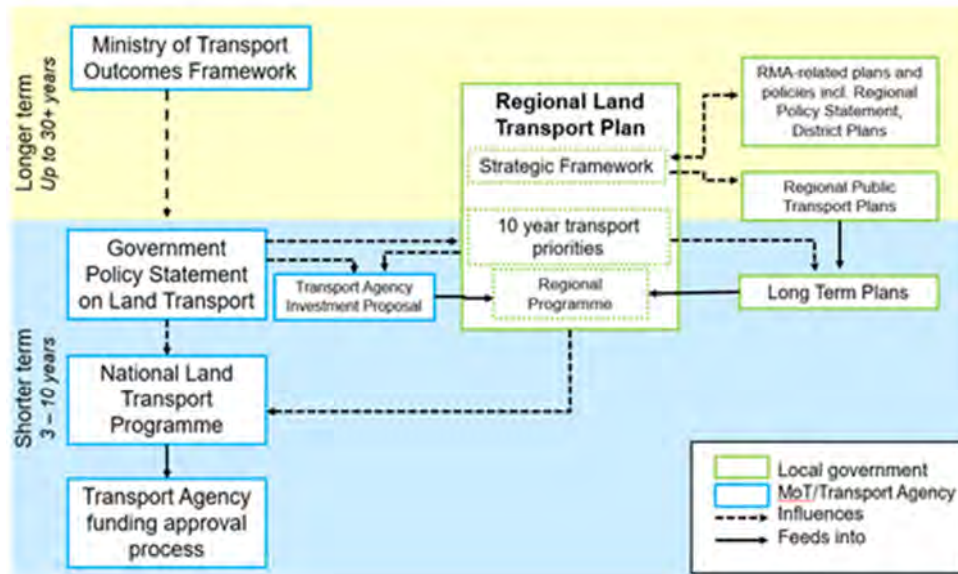
²⁹ <https://www.transport.govt.nz/assets/Import/Uploads/Research/Documents/NFDS3-Final-Report-Oct2019-Rev1.pdf>

South Port 2019 Annual Report³⁰ highlights

- A 2% increase in cargo flows to a total cargo volume of 3.52 million tonnes.
- Bulk cargo equates to 87% of all volumes imported or exported across South Port.
- 31% of total bulk cargo volume handled at the Port comes from forestry (logs totalled 700,000 tonne and woodchips 320,000 tonne).
- One-third of the total South Port cargo was generated by the Tiwai Aluminium Smelter.
- Container traffic was the standout performer increasing by 25% to 48,700 20-foot equivalent unit (TEU)
- After the installation of a new blast freezer at the port, 2019 saw an impressive 50% increase in volumes handled through the freezing facilities.
- The Marine department piloted 352 ship movements through the Port.
- 30 pilotage movements were carried out in the Fiordland sounds.
- Demands for warehousing of dairy produce increased over the past season and will do so again for the 2020/21 season.
- Trade forecasts for the Port, with the exception of logs, remain steady; the forecasted farm-gate milk price for the coming season looks reasonably healthy which again bodes well for agricultural inputs that are shipped into the region annually
- South Port looking at opportunities to attract ship calls into Bluff (along with Southland's new Regional Development Agency, Great South and Cruise New Zealand).

³⁰ South Port 2019 Annual Report. Retrieved from <https://southport.co.nz/assets/reports/FINAL - SP Annual Report 2019.pdf>

Appendix 7 – RLTP/National Policy Relationships



Appendix 8 - NPS on Urban Development

Under the National Policy Statement on Urban Development 2020³¹ both Dunedin and Queenstown are listed as 'Tier 2' territorial authority areas. Policy 1 of the NPS UDC 2020 requires that:

'Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: ...

- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport;*
- and*
- (e) support reductions in greenhouse gas emissions; and*
- (f) are resilient to the likely current and future effects of climate change'.*

This places greater requirements on DCC and QLDC to plan for and respond to growth. The NPS UDC requires that every Tier 1 and 2 local authority prepares a Future Development Strategy every six years, timed to inform respective LTP and RLTP processes.

Tier 3 local authorities, those not specifically listed but with all or part of an urban environment within their district, are strongly encouraged to do the things that Tier 1 or 2 local authorities are obliged to do, in preparedness.

³¹<https://www.mfe.govt.nz/sites/default/files/media/Towns%20and%20cities/AA%20Gazetted%20-%20NPSUD%2017.07.2020%20pdf.pdf>

Appendix 9 – Key provisions of the Land Transport Management Act

The Land Transport Management Act (LTMA) guides the development and content of regional land transport plans. The key provisions of this act are set out below:

14 Core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—

- (a) be satisfied that the regional land transport plan—
 - (i) contributes to the purpose of this Act; and
 - (ii) is consistent with the GPS on land transport; and
- (b) have considered—
 - (i) alternative regional land transport objectives that would contribute to the purpose of this Act; and
 - (ii) the feasibility and affordability of those alternative objectives; and
- (c) have taken into account any—
 - (i) national energy efficiency and conservation strategy; and
 - (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and
 - (iii) likely funding from any source.

16 Form and content of regional land transport plans

- (1) A regional land transport plan must set out the region’s land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.
- (2) A regional land transport plan must include—
 - (a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and
 - (b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and
 - (c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and
 - (d) an identification of those activities (if any) that have inter-regional significance.
- (3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates, —
 - (a) for regions other than Auckland, activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and
 - (b) in the case of Auckland, activities proposed by Auckland Transport; and

- (c) the following activities that the regional transport committee decides to include in the regional land transport plan:
 - (i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and
 - (ii) activities relating to State highways in the region that are proposed by the Agency; and
 - (iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and
- (d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and
- (e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—
 - (i) the objective or policy to which the activity will contribute; and
 - (ii) an estimate of the total cost and the cost for each year; and
 - (iii) the expected duration of the activity; and
 - (iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and
 - (v) any other relevant information; and
- (f) the measures that will be used to monitor the performance of the activities.
- (4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.
- (5) For the purpose of the inclusion of activities in a national land transport programme, —
 - (a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and
 - (b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).
- (6) A regional land transport plan must also include—
 - (a) an assessment of how the plan complies with section 14; and
 - (b) an assessment of the relationship of Police activities to the regional land transport plan; and
 - (c) a list of activities that have been approved under section 20 but are not yet completed; and
 - (d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and
 - (e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and
 - (f) a summary of the consultation carried out in the preparation of the regional land transport plan; and
 - (g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and
 - (h) any other relevant matters.

- (7) For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services.

18 Consultation requirements

- (1) When preparing a regional land transport plan, a regional transport committee—
- (a) must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
 - (b) may use the special consultative procedure specified in section 83 of the Local Government Act 2002.
- (2) If consulting the Auckland Council, a regional land transport committee or Auckland Transport must consult both the governing body and each affected local board of the Council.

18G Separate consultation with Māori on particular activities

- (1) An approved organisation, the Auckland Council, or the Agency (as the case may require) must do everything reasonably practicable to separately consult Māori affected by any activity proposed by the approved organisation, the Auckland Council, or the Agency that affects or is likely to affect—
- (a) Māori land; or
 - (b) land subject to any Māori claims settlement Act; or
 - (c) Māori historical, cultural, or spiritual interests.
- (2) The relevant approved organisation, the Auckland Council, or the Agency (as the case may be) must consult the land holding trustee (as defined in section 7 of the Waikato Raupatu Claims Settlement Act 1995) about any proposed activity that affects or is likely to affect land registered in the name of Pootatau Te Wherowhero under section 19 of that Act.

35 Needs of transport-disadvantaged must be considered

In preparing any programme or plan under this Part, the Agency, the Commissioner, the Secretary, every local authority, Auckland Transport, and every approved public organisation must consider the needs of persons who are transport-disadvantaged.

Appendix 10 - Legislative Compliance

An RLTP must be assessed for compliance with the core requirements for RLTPs as set out in Section 14 of the Land Transport Management Act 2003 and subsequent amendments.

Table 10 Assessment of Compliance (S14, LTMA)

Section 14 requirements	Assessment of compliance
<p>Section 14(a)(i)</p> <p>These RLTPs contribute to the purpose of this Act: “To contribute to an effective, efficient, and safe land transport system in the public interest.”</p>	<p>Complies: Section 3 of the Plans provides the strategic framework for the plan, including long-term goals, desired results, and policies. This strategy, together with the programme component of the plan, has been designed to provide a land transport system in Otago and Southland that is effective, efficient, and safe.</p>
<p>Section 14 (a)(ii)</p> <p>These RLTPs are consistent with the GPS on land transport.</p>	<p>Complies: The current GPS 2021-2027 has shaped the development of these RLTPs. This is evident in the alignment of the strategic section and main project objectives with the GPS’s strategic priorities, objectives and long-term results. Consistent with the GPS strategic priorities:</p> <ul style="list-style-type: none"> • Safety; • Better Travel Options; • Improving Freight Connections; and • Climate Change. <p>The focus of these plans is emphasized in the 10-year priorities adopted:</p> <ul style="list-style-type: none"> • Addressing Network Deficiencies – Safety and Resilience; • Target High Risk Areas; • Invest to create genuine mode choice. <p>These RLTPs include the opportunity to take a South-Island wide approach to transport:</p> <ul style="list-style-type: none"> • for mode integration and mode shift; • to support tourism and the regional dispersal of tourism benefits; • to create a network of cycle rides and cycling facilities; • to a step change reduction in serious road trauma. <p>This focus aligns well with GPS 2020.</p>
<p>Section 14(b)(i) and (ii)</p> <p>The RTCs have considered alternative regional land transport objectives that would contribute to the purpose of this Act, and the feasibility and affordability of those alternative objectives.</p>	<p>Complies: The strategic direction of the two regions included in the 2018 review of the 2015-2021 RLTP provided the starting point for the strategic framework included in this RLTP. An assessment and synthesis of existing transport strategy documents from Otago and Southland was undertaken, drawing also on other regional and district planning documents including the regions’ RPS (draft RPS in the case of Otago. Obstacles and issues were identified, objectives and policies were developed and challenged, and the feasibility and affordability of alternative objectives were debated.</p>

Section 14 requirements		Assessment of compliance
Section 14(c)(i)	RTCs have taken into account any National Energy Efficiency and Conservation Strategy	Complies: The NZEECS has been taken into account in the development of these plans. Energy efficiency considerations principally relate to supporting efficient freight movement, and promoting less energy-intensive modes of transport, such as public transport, walking and cycling and ride share have been taken into account.

Section 14 requirements		Assessment of compliance
Section 14(c)(ii)	RTCs have taken into account relevant national and regional policy statements or plans under the Resource Management Act 1991	Complies: When developing the strategic framework, each Committee has taken into account transport-related provisions in their region's Regional Policy Statements. Each local authority has confirmed that it has taken into account the pertinent district plan and regional plans when submitting activities for inclusion in its draft RLTPs. NZTA has also confirmed this.
Section 14(c)(ii)	RTCs have taken into account any likely funding from any source	Complies: The Committees considered various sources of funding, including the possibility of development contributions, cost sharing by landowners, and Government funding outside of the NLTF e.g. funding for cycle ways, and the Provincial Growth Fund.

Appendix 11 – Police Activities

Road policing is fully paid for from the NLTF. The LTMA requires an assessment of the relationship of Police activities to these plans be included in the plans.

The 2018-2021 Road Policing Framework contains examples of where the Police can be involved in management of land transport, including:

- when local authorities and Waka Kotahi develop business cases at regional and local level;
- in the regional advisory (staff) groups operated by the territorial authorities and regional councils;
- in the preparation of RLTPs;
- negotiation of Police activities with Waka Kotahi for investment in road safety, freight and moving people efficiencies;
- road safety action planning in our two regions;
- planning and delivery of the One Network Journey approach, with Waka Kotahi, local authorities and KiwiRail.

The RTCs consider that Police involvement in these mechanisms is an appropriate way to integrate Police activities in Otago Southland with the activities proposed in these RLTPs.

Appendix 12 – Approach to Significant Project Prioritisation (Projects over \$2 million)

The Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi have been working on a consistent approach to the development and preparation of Regional Land Transport Plans (RLTPs). This note specifically applies to the prioritisation approach to be used by Regional Transport Committees (RTCs) to prioritise improvement projects included in these RLTPs.

These RLTPs are not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. These RLTPs consist of two distinct sections that fulfil differing purposes. RLTPs provide the regional context, setting out the problems, and how the proposed investment would address them at a regional level.

The front section of these RLTPs set the strategic context for transport activities in the region with a 30-year horizon. The strategic section is linked to the Ministry of Transport Outcomes Framework. The RLTP provides the strategic framework for an Approved Organisation (AO) activity management plans (AMP) and the AMP provides the background detail that supports maintenance, renewals and improvement projects to be included in these RLTPs.

The back section of these RLTPs includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. These RLTPs are prepared by the RTCs who must set the regions' priority for the significant improvement projects AOs have proposed.

Prioritisation allows the region to tell their unique story on the outcomes that really matter and how investment in projects included in the various improvement activities will contribute to these RLTPs' desired outcomes, their individual community outcomes and the direction provided by the Government Policy Statement on land transport.

This document proposes a prioritisation approach based on principles that regions are encouraged to adopt when developing their RLTP 2021-2024. The TSIG/Waka Kotahi working group encourages regions and unitary authorities to use this proposed approach as it will allow Waka Kotahi to consider activities and projects in one region alongside activities and projects of similar priority in other regions. Currently, unique approaches taken by different regions to prioritise their activities and projects make it difficult to draw comparisons.

Projects and activities defined as having a 'high' regional priority may or may not also have high alignment with the GPS priorities. The priority given using the proposed methodology will provide a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

Value Proposition

Using the prioritisation principles will give credibility to an activity or projects regional priorities in the RLTP. This will allow Waka Kotahi to recognise regional priorities when administering funding.

The regional priorities can also be used to support applications for investment for projects/packages from PGF and other Crown funding sources. RTCs may utilise the regional priorities to support advocacy for projects in their respective region.

Prioritisation Approach

The prioritisation approach is recommended by the TSIG/Waka Kotahi working group for Improvement Activities of more than \$2 million. Projects to be prioritised must show strong alignment with the strategic 'front end' of these RLTPs. Rather than recommend a detailed process the working group are recommending a principles-based approach that will allow regions a little more flexibility in their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

Principles to be applied

The base principles are:

- road maintenance and renewal, Public transport existing services and road safety promotion are considered as "continuous programs" and are being captured as part of the Activity Management Plan (AMP) or Regional Public Transport Plan (RPTP). All continuous programmes are eligible for NLTF funding within the relevant activity class. The allocation of NLTF funds to continuous programs will take account of cost-effective levels of investment to maintain an appropriate customer level of service when considering the distribution of available funds. These should be listed, and any inter-dependencies specified. These activities do not require prioritisation at a regional level;
- low cost, low risk (LCLR) activities are being assessed at the programme level. There should be a strong linkage between the AMP and RLTPs that provides insight to the quality and value proposition of these programmes. These should be listed, and any inter-dependencies specified. These do not require to be prioritised at a regional level;
- activities being developed, in a Programme Business Case, Indicative Business Case or Detailed Business Case stage, may be prioritised to demonstrate their importance to the region but under normal circumstances would not be prioritised;
- activities including business cases that are part of a package are prioritised as part of the package and not as an individual item;
- activities with contracts signed and funding allocated from any source (e.g. property, pre-implementation and implementation), are considered as "committed". These should be listed, and any inter-dependencies specified. These do not require to be prioritised on a regional level.

The above is a guide but is not intended to omit any activity or project from being in the priority list by the RTCs. It will be each RTC's choice whether to include activities or projects that they deem are significant at a regional level. The inclusion of an activity in the priority list would also provide additional visibility along the process, provide RTC an opportunity to elevate its importance.

The principles are developed in alignment with Waka Kotahi's guidance on developing regional land transport plans and should be updated as required.

Statutory Context

According to the Land Transport Management Act (LTMA) 2003, a regional programme should include:

- outline of funding sources, e.g. NLTF, local rate contributions, central government (PGF, NZUP etc);
- list of region's 'significant' activities proposed for funding over the next 3 to 6 years in priority order;

- list of inter-regionally 'significant' transport activities;
- a 10-year financial forecast.

Section 16 (3)(d) of the Land Transport Management Act 2003 (Act) requires significant activities to be ranked by priority. 'Significant' activities are not defined in the Act, and RTCs are responsible for defining 'significant' activities for prioritisation.

A suggested definition of 'significant' activities' is provided in Table 11, and it could be adapted to reflect each region's requirements as defined by the RLTP strategic 'front end'.

Table 11: Definition of Significant Activities

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than : <ul style="list-style-type: none"> • maintenance, operations and renewal programmes; • public transport programmes (existing services); • low cost/low risk programmes; • road safety promotion programmes; • investment management activities, including transport planning and modelling; • business cases that are not part of a package.
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): <ul style="list-style-type: none"> • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport <p><i>Note:</i> Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.</p>
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: <ul style="list-style-type: none"> • approved organisations (where there is no National Land Transport Fund share); • Crown appropriations; • other funds administered by the Crown.

Prioritisation Approach

- To link the strategic ‘front end’ with the ‘Improvement Activities >\$2 million’ requires AOs to align their projects with the ‘most fitting’ investment priority agreed by the RTC.
- In most regions, there will not be many Improvement Activities >\$2 million included in the RLTP. (Note: The low cost/low risk threshold has been increased to \$2 million per project).
- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project’s contribution to the investment priority using their professional expertise.

Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities.

For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution of the two activities.



- The raw score for Activity A is 42, calculated as 60% of 70, i.e. 0.6 x 70 = 42.
- The raw score for Activity D is 18, calculated as 30% of 60, i.e. 0.3 x 60 = 18.
- On this basis, Activity A would be priority 1 in the RLTP and Activity D, priority 2. This reflects the technical position of the prioritisation approach and is a recommendation of the TOG.
- RTCs may decide to elevate Activity D to priority 1, to promote its importance to the regions, and the provision of a reason for such event is recommended.

Appendix 13 – Policy On Significance in Relation to RLTP Variations

Background

The Regional Transport Special Interest Group have developed a consistent approach to determining the significance of a project that maybe proposed for inclusion in the RLTP during the currency of the RLTP. The following will guide the decisions of the RTCs in their consideration of any variation proposals.

Why is there a need for a policy about variations to the Plan?

The complex nature of the activities involved in the programme component of an RLTP means that they continue evolving after the Plan has been published. Indeed, the programme tables are really a snapshot in time, as activities or projects can change, be abandoned or be added over the duration of the Plan, as more information becomes available or the situation changes.

The RLTP can therefore be varied at any time once it is operative, in accordance with s18D of the LTMA. The vast majority of such variations to the activities in the submitted Plan will not be substantial, and will involve simple changes within Waka Kotahi’s TIO system. Some will be substantial enough to require a formal variation be made to the Plan. Some changes may be so ‘significant’ that consultation will be required. Each RTC, under s106(2)b of the LTMA, must adopt a policy that determines what will be significant in respect of variations made to the RLTP under s18D.

Consultation is only required for variations that are considered ‘significant’ under this policy.

A proposed change to the RLTP raises two core questions for the RTC:

1. Does the proposed change require a formal variation to the Plan?
2. Is the variation to the Plan ‘significant’ enough to require public consultation?

If a variation is necessary, and is seen to be of significance, then consultation must be considered (s18 of the LTMA). The relative costs and benefits of consultation are especially important.

Set out below is a two-step process for the application of the significance policy in relation to RLTP variations, including decision-making criteria.

Step One: Consider the nature and scope of the variation

General guidance on whether a variation is *likely* to be considered significant is provided below —

Not ‘significant’ and usually no formal variation or public consultation required	May be ‘significant’
<ul style="list-style-type: none"> • Activities that are in the urgent interests of public safety. • New activities involving preventative maintenance and emergency reinstatement. • Changes to or new ‘automatically included’ activities of local road maintenance, local road minor capital works, existing public transport services, low cost/ low risk programmes, road safety promotion programmes, statutory planning (RLTPs, RPTPs, AMPs). • A scope change that does not significantly alter the original objectives of the project. • Changes to national level programmes, including the Road Policing programme • Delegated transfers of funds between activities within groups. • Supplementary allocations, or end of year carryover of allocations. 	<ul style="list-style-type: none"> • The addition of a new significant activity (one that would usually require prioritisation – refer Appendix 12 that is not in the urgent interest of public safety, or emergency reinstatement. • Any change that impacts on the overall integrity of

Not 'significant' and usually no formal variation or public consultation required	May be 'significant'
<ul style="list-style-type: none"> • Replacing one project with another project within a group of generic projects. • Variations to timing, cash flow or total cost for improvement projects where the total cost impact is <i>less than 20%</i> of the estimated cost.³² • Addition of an activity or activities that have previously been consulted on in accordance with s18 and s18A of the LTMA and which the RTC considers complies with the provisions for funding approval in accordance with s20 of that Act. • A change of responsibility for implementing an approved activity from one agency to another. 	<p>the RLTP, including its overall affordability.</p> <ul style="list-style-type: none"> • Has a moderate impact on a large number of residents, or a major impact on a small number of residents where these impacts have not been mitigated through previous consultation or change to the proposed activity.

Step Two: Consider the effect of the variation

The RTC has adopted the following matters to guide when a requested variation to the RLTP is significant enough to need public consultation.

<p>Significance policy in relation to Plan variations</p> <p>Where a variation to the RLTP is required, the significance of that variation will always be determined on a case-by-case basis. The variation will be considered in relation to its impact on the RLTP as a whole, rather than as a standalone change.</p> <p>When determining the significance of a variation to the RLTP, consideration must be given to the extent to which the variation would:</p> <ul style="list-style-type: none"> • materially change the balance of strategic investment in a programme or project; • impact on the contribution to the LTMA purpose, Government objectives and/or GPS objectives and priorities; • impact on the community; and • affect the integrity of the RLTP, including its overall affordability. <p>Whether or not further consultation is desirable is also relevant to determining whether a variation is significant. Therefore, consideration must also be given to the following matters:</p> <ul style="list-style-type: none"> • the balance between the need for public input/consultation on the variation, and the likely costs of a consultative process (including any time delays or cost from running a consultative process, and likely impacts on public safety and economic, social, cultural and environmental wellbeing); • the extent to which, and manner in which, the matter has already been consulted on; and • whether it is likely, in the opinion of the Committee, to have the majority support of the regional community.
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³² Where committed improvement projects have scope or cost adjustments *greater than 20%* of the original approved funding level, the RTC must be advised, but these do not require further consultation.



7.4. Adoption of 2021-31 Regional Public Transport Plan

Prepared for:	Council
Report No.	PPT2112
Activity:	Transport: Transport Planning
Author:	Garry Maloney, Manager Transport
Endorsed by:	Gavin Palmer, General Manager Operations
Date:	23 June 2021

PURPOSE

- [1] To approve the Otago Regional Public Transport Plan 2021-2031.

EXECUTIVE SUMMARY

- [2] Otago Regional Council (ORC) is reviewing the Regional Public Transport Plan 2014.
- [3] On 29 April 2021, Council “*approved the Draft Regional Public Transport Plan 2021-2031 for consultation*”. At a previous meeting it appointed Councillors Forbes and Deaker and an expert transport advisor to hear submitters. Mr B Baxter was subsequently appointed to fill the role.
- [4] Giving effect to Council’s decision, the Plan was released to the public on 3 May 2021 and submissions closed on 24 May 2021. Council received 193 submissions.
- [5] The Hearings Panel heard submitters in Dunedin on 1 and 2 June 2021 and in Queenstown on 3 June 2021 and deliberated on the submissions on 14 June 2021.
- [6] The Panel’s decisions are appended as a tracked changes version of the Plan to reflect those changes.
- [7] In terms of general themes arising from the submissions, some of the more significant ones were, carbon reduction, new services and fares.
- [8] To give best effect to the Plan, it is proposed staff will prepare an implementation document that will be reported back to Council. It will outline how and when Council will action matters in the Plan.

RECOMMENDATION

That the Council:

- 1) **Receives** this report.
 - 2) **Adopts** the appended Regional Public Transport Plan 2021-2031 as final.
 - 3) **Delegates** to the Council Chairperson, the power to approve minor editorial changes to the Draft Regional Public Transport Plan 2021-2031 subsequent to this meeting.
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BACKGROUND

- [9] On 29 April 2021, Council “*approved the Draft Regional Public Transport Plan 2021-2031 for consultation*”. At a previous meeting it appointed Councillors Forbes and Deaker and an expert transport advisor to hear submitters. Mr B Baxter was subsequently appointed to fill the role.
- [10] Giving effect to Council’s decision, the Plan was released to the public on 3 May 2021 and submissions closed on 24 May 2021. Council received 193 submissions.
- [11] The Hearings Panel heard submitters in Dunedin on 1 and 2 June 2021 and in Queenstown on 3 June 2021.
- [12] The Hearings Panel deliberated on the submissions on 14 June 2021.
- [13] The following report outlines the proposed decisions to the matters raised by the submitters.

HEARINGS

- [14] As noted above, Hearings were held on 1 to 3 June 2021. The submitters that chose to be heard were:

DUNEDIN – Tuesday June 1st
University of Otago
Alex MacMillan
Hamish Spencer
Jack Cowie
OUSA
Alex King
Geoffrey White
Camille
Tramways Union
Daniel Fridberg
Blind Citizens Otago
Waikouaiti Coast Community Association
Otago Polytechnic
Clutha District Council
Disabled Persons Assembly
Dunedin City Council
DUNEDIN – Wednesday June 2nd
Marita Johnson
Nicholas Tulloch
Thelma Greer
Finn Campbell
CCS Disability Action
BUSGO
Des McIntosh
Judy Martin
Andrew Whiley
QUEENSTOWN – Thursday June 3rd
Lake Hayes Estate Community Assoc

Queenstown Lakes District Council
Arrowtown Promotion and Business Association
Arrowtown Village Association
Kerryn Boniface
Shaping our Future
Kawarau Jet Services
Protect our Winters
Kelvin Peninsula Community Association
Daniel Gerard
Southern DHB
Sustainable Glenorchy
Kristina Crane

DELIBERATIONS - RESPONSE TO SUBMISSIONS

- [15] The Hearings Panel deliberated on 14 June 2021 on the submissions received. Their decisions relating to submission points are shown in the attached document as well as a Word version of the Draft Plan amended for the decisions on submissions (also appended). In terms of general themes arising from the submissions, some of the more significant ones are discussed below.

Carbon Reduction

- [16] After considering the submissions on carbon reduction, the Hearings Panel determined that section 5.1 of the Draft Plan did not adequately address achieving this outcome through increasing public transport mode share. In response, it has added a new section - '5.1.1 Increased Mode Share'.
- [17] There was a lot of support for zero emission vehicles from submitters and a desire that Council transition much more quickly to those vehicles than proposed by the Draft Plan. While the submissions were noted by the Panel, it decided to retain the policy as it was in the Draft on the basis that there was currently a significant investment in fleets in Otago (100+ buses) and that needed to be balanced against the desire to introduce non-CO2 emitting vehicles more quickly.

Vehicles

- [18] There were a number of submissions seeking the implementation of smaller buses.
- [19] The Hearings Panel accepted that some submitters held this view. It's response to those submitters is that the Plan does not preclude smaller vehicles, but the current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.

New and Revised Services and Frequency

- [20] There were a number of submissions seeking new services (e.g. Upper Clutha, South Otago, a Dunedin CBD orbital service) and changes to existing services (for example, more frequency, services that will start earlier and run later, etc).

- [21] In terms of new service requests, the Hearing Panel agreed that the way forward was to recognise that there was a need for additional services, and trials units are included in the Plan. However, given the community desires expressed, Council will need to implement a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in the 2024-27 period and Council can have funding conversations with the community.
- [22] The new/changed services priority for the Panel is:
- South Otago;
 - Upper Clutha; and
 - Waikouaiti to Dunedin (route 1).
- [23] In terms of a Dunedin CDB orbital service (Dunedin City Council sought that a trial unit be included in the Plan to enable a free City Centre Loop Bus to be trialled), the Panel rejected the proposal at this time.
- [24] It noted that investigation has shown a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver. For the next three years Council's funding priorities are primarily frequency improvements to existing bus services, which precludes investment in a central city loop bus. Inclusion of a new loop bus trial Unit would need to be investigated with respect to how it integrates with existing public transport Units prior to inclusion in the Plan.
- [25] As noted above there were also requests for changes to existing services. In regard to those, submitters will be advised that Council will review delivery of its current networks to assess changing needs and review/amend services accordingly. This will require a change in process, which is addressed in the Next Steps part of the report.

Rail

- [26] A number of submitter's requested commuter and/or intra/inter-regional passenger rail be re-introduced.
- [27] The submitter's will be advised that while Council acknowledges their desires, the requests for rail will be rejected as there is little current evidence that rail would be more cost effective than a bus based public transport service. Council will also indicate that it is open to working with partners/stakeholders as they bring evidence forward to the contrary.
- [28] In that regard, the Dunedin City Council submission flagged the possibility of an express rail service between Mosgiel and Dunedin.
- [29] The Plan does not preclude such an initiative being implemented (an operator of such a service would need to apply to register it as an exempt service for Council's consideration) but does not enable the Council to contract for it.

Total Mobility¹

- [30] A number of submitters commented on the difficulty Total Mobility customers sometimes had accessing a hoist-equipped vehicle to travel.
- [31] Submitter's raising this issue will be advised that Council has agreements with operators that require the provision of a continuous service. In smaller centres, this may mean vehicles need to be pre-booked. Nonetheless, the matter raised by the submitters will be further investigated by Council.

Dogs on Buses

- [32] The Draft Plan proposed to *"permit pets on scheduled weekday services between 9:00 – 15:00 and after 18:30 and all day on weekends. Dogs must be muzzled and be on leashes and small pets must be transported in a carrier"* (page 52).
- [33] While there was general support for pets on buses, the visually impaired community (and some others) opposed the inclusion of dogs. For visually impaired people with guide dogs, concerns were aired in regard to the potential impact of pet dogs on their guide dogs.
- [34] The Hearing Panel agreed to amend the Plan as follows (which is similar to some other Regional Councils that allow pets on buses):
- *"permit pets on scheduled weekday services between 9:00 – 15:00 and after 18:30 and all day on weekends. Pets must be transported in a carrier"*.

Fares and Concessions

- [35] In general, there were two themes raised relating to fares and primarily in regard to the Dunedin bus service. They were:
- retain the \$2 fare and/or lower it to \$1;
 - increase the number of fare concession groups (for example, disabled people and their caregivers, tertiary students, etc) and/or make the bus service fare free.
- [36] After considering the submissions the Hearings Panel was in general agreement that what was in the Draft Plan did not preclude the above (albeit there was some discussion on fare recovery levels) from being implemented at some point in time (albeit there was some discussion on fare recovery levels).
- [37] The submitter's will be advised that fare pricing does have a role in attracting patronage but is not the primary attractor. Due to the financial implications arising from this topic, Council needs to subsequently (post Plan adoption) and primarily address its Dunedin bus fare structure (and fares are one matter flagged to be addressed in Council's Shaping Future Dunedin Transport public transport business case). While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those contributions.

¹ Total Mobility is a subsidised small passenger service for people that have a disability that prevents them from being able to get to, board, ride, alight from a bus and get to their destination without assistance and in a safe and dignified manner.

- [38] In August 2021, the Council will need to make a decision about fare levels in Dunedin for the 2021/22 financial year. The current interim \$2 fare is returning an average monthly reduction of about \$164,000 per month compared to forecast revenue. Fare revenue assumptions in the Draft 2021-31 Long Term Plan are based on achieving the level of fares received pre-Covid. Continuing with a \$2 flat fare in Dunedin is very unlikely to achieve that (and a \$1 fare would be significantly more expensive).

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [39] One of our Community Outcomes for 2021-31 is sustainable, safe and inclusive transport. The RPTP review is an action in the 2020/21 Annual Plan and gives effect to this outcome.

Financial Considerations

- [40] Development of the Plan is a required activity part-funded by the National Land Transport Fund.
- [41] Policies and investment objectives in the Plan should guide future investment decisions and do not in their own right commit ORC to funding specific projects and interventions. However, if the Plan steers towards an enhanced level of service and increased capacity over time, then future investment in the network will need to be considered.

Significance and Engagement

- [42] The Draft Plan was consulted on in accordance with the consultation principles set out in the Local Government Act 2002.
- [43] Similar to the Regional Land Transport Plan process, the Council can seek to make a material change to the Plan attached to this report, but it should refer that change back to the Panel to consider and respond back to Council on first.

Legislative and Risk Considerations

- [44] The review of the RPTP is a requirement of the LTMA.
- [45] Section 124 of the LTMA sets out a number of matters that the Council must be satisfied that the Plan does or has taken in to account in deciding to adopt the Plan.
- [46] Those matters are:
- contributes to the purpose of this Act - the purpose of the Act is to “*contribute to an effective, efficient, and safe land transport system in the public interest*”. In particular, this is given effect by the Plan’s Objectives.
 - Has been prepared in accordance with any relevant guidelines that the Agency has issued – WKNZTA’s ‘2013 Guidelines for preparing regional public transport plans’ and ‘2017 RPTP guidelines update for public transport continuous programmes’ have been considered.
 - Is consistent with the scope of the regional land transport plan – addressed in the report to the 14 April 2021 Strategy and Planning Committee meeting.

- Has applied the principles specified in section 115(1) – these address partnership and collaboration with operators and district councils, encouraging patronage growth, transparency of process – included in numerous places in the Plan (e.g. pages 53, 62, etc).
- take into account:
 - any national energy efficiency and conservation strategy, relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991 – addressed in Appendix A;
 - the public transport funding likely to be available within the region - included in numerous places in the Plan (e.g. pages 9, 11, 21, etc).
 - the need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services – addressed in section 6;
 - the views of public transport operators in the region – they were consulted when the Draft Plan was released; and
- consider the needs of persons who are transport-disadvantaged – addressed in section 5.2.7 of the Plan.

Climate Change Considerations

[47] Public transport and mode shift are avenues for greenhouse gas reduction in our communities. The draft Plan addresses the issue of climate change within its objectives and policies, e.g. transition to low/no emission vehicles, other modes of transport and patronage.

Communications Considerations

[48] Following Council decisions on this matter there will need to be communications released to our community on the outcome of the Plan review process (addressed in the next section). In regard to the staff recommendations in this report, there are no 'Communications Considerations' that have a bearing on those.

NEXT STEPS

[49] If Council approves the Plan the next steps would be:

- advise the public that the Plan has been adopted using the usual Council communication channels such as a media release, social media posts, etc;
- advise each submitter how the Council has responded to their submissions;
- prepare and publish a new (Final) version of the Plan.

[50] To give effect to the Plan, it is proposed staff will prepare an implementation document that will be reported back to Council that will outline how and when Council will action matters in the Plan and some of the submissions received on the Draft Plan that did not

specifically require/seek a change to the document (for example, requests for new bus stops/shelters, etc).

- [51] For example, it is intended that in the first quarter of each year, Council will review the performance of the services and within that context, consider public requests for changes to those (including infrastructure).

ATTACHMENTS

1. RPTP Submission Summary - Decisions [7.4.1 - 64 pages]
2. Final 2021-31 RPTP for Council adoption [7.4.2 - 77 pages]

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago Draft Regional Public Transport Plan 2021-2031
Decisions on the Submissions (14/06/21)

Submitter	Topic	Submission Point	Decision
Alex King	Branding and Marketing	Support the use of modern marketing techniques to encourage bus use; the marketing effort to increase ridership should be seen as important as providing the service itself.	Accept. Council will continue to market services
Alex King	Fare concessions	Community Services Card discount of 50% could be justified to enable those on lower incomes to switch to public transport.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex King	Fare concessions	Explore ways to offer free public transport in return for households permanently reducing the number of vehicles they have, or for vehicle free households.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex King	Fares	Support innovative fare structures and incentives. Ideally we would fund 100% of the service through rates and taxation and have zero cost at point of travel.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex King	Fares	Crediting ratepayers transport rates onto their Bee Cards for credit towards bus travel.	Reject. While the submitter's suggestion is innovative, it would have the effect on increasing the amount of rates Council would be required to collect from its communities.
Alex King	Fares	Keep the flat fare structure that sets a maximum charge for a journey using the Bee Card.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex King	Fares	Offer discounted fares informed by the marketing plan, backed by research, designed to boost ridership. In the short term, experiment with different special offers to find effective ways to attract new riders and trips.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex King	Funding Opportunities	Support ORC investigating funding opportunities, such as increasing the public transport rate, working with the Dunedin City Council to place a surcharge on parking in Dunedin to fund public transport, working with government to access further tax funding, e.g. the ETS revenue.	Accept in part. Council investment in public transport is a balancing act between ratepayers and PT users.
Alex King	General	Support the proposed Draft plan in general, and support the changes suggested in the Bus Users Support Group Otago submission	Accept. The submitter supports the Plan.
Alex King	Performance Monitoring	Targeting a specific increased ridership goal, that will make a significant contribution to reducing carbon emissions. For example, the Dunedin service should be aiming for a 10 times increase in the number of trips as are currently taken, with the majority of the new trips replacing car journeys, by 2026	Accept in part. The Council's Long Term Plan contains a key performance indicator to grow the per capita patronage of its bus services.
Alex King	Vision and objectives	The prime objective of the plan should be "To make a significant carbon reduction in Otago through increased public transport mode share." The other objectives should be subsidiary to that.	Accept in part. Objectives are not ranked.

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago Draft Regional Public Transport Plan 2021-2031
Decisions on the Submissions (14/06/21)

Submitter	Topic	Submission Point	Decision
Alex MacMillan	Fare concessions	Make public transport free for all children and young people up to age of 24. We have free public for over 65s which represents an intergenerational injustice. Making it free for under 24s would help move disadvantaged young people out of poverty and into employment.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex MacMillan	Fares	Reduce farebox recovery even further than proposed, and advocate to central government to scrap the farebox recovery and see public transport as a public good rather than commercial enterprise.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alex MacMillan	General	Well-functioning public transport can address all the unhealthy and inequitable aspects of our transport system. It is the safest way to travel. Achieving a mode shift to buses is the most effective method to move towards Vision Zero for road deaths. On the whole I support the goals but consider there is a lack of ambition in mode shift targets and some missing elements.	Accept. The submitter's support is noted.
Alex MacMillan	General	Use mix of incentives and disincentives e.g. bus lanes, slower vehicle speeds, increasing price of parking, reducing availability of parking, reallocating road space.	Accept. The initiatives suggested by the submitter are generally taking place/planned.
Alex MacMillan	General	Rebalance existing regional transport fund to spend a greater proportion on public transport. This would help pay for free service for under 24yr olds without increasing rates.	Accept in part. Note comment. The RPTP is not a funding plan.
Alex MacMillan	General	It would be sensible for ORC to focus first on increasing mode share through improving the bus service, with electrification the second priority. Buses make a very small contribution to the region's air pollution issues. The growth in diesel vehicles, including freight, and the increasing share of larger private vehicles are a bigger problem that should be prioritised.	Accept. Council works with local authorities to support and encourage mode share. Current Council funding plans are to increase frequencies on some services in Dunedin.
Alex MacMillan	General	Bus drivers deserve a living wage, and this would make for better quality services. ORC should introduce a requirement for bus drivers to be paid a living wage as part of their public transport contracting, like Wellington has, and provide the funding to make sure it occurs.	Accept in part. Council has recently agreed to increase bus driver's base wage rate equivalent to the 2020 Living Wage.
Alex MacMillan	Goals	I would urge a more ambitious target of over 20% mode share for bus use by 2030. A target is also needed for Wakatipu.	Accept in part. Both the Shaping Future Dunedin Transport and Queenstown Transport Business Cases set out future mode share targets.
Alex MacMillan	Infrastructure	Introduce priority bus lanes, especially where there is congestion.	Accept in part. Council will continue to work with Way to Go and Connecting Dunedin partners on Queenstown Transport and Shaping Future Dunedin Transport Business Cases projects, the outcomes of which are conditional on future business case work and funding approvals.
Alex MacMillan	New Services	Introduce express bus service Airport - Dunedin, with priority through congested sections.	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Alex MacMillan	Rail	Disappointed at lack of rail in the plan, especially given budget announcements of new funding for rail infrastructure and services. There is huge potential for reviving suburban and intercity rail in the region.	Accept in part. There is little current evidence that an inter-regional rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Alison Clarke	Bikes	Regularly uses the bike rack on buses but often they are full and have to wait for next bus typically an hour wait for next bus.	Accept. Future tenders will require larger bike racks
Alison Clarke	Funding Opportunities	Would like to see public transport fully funded by rates in the districts where the services are provided. Users of public transport adding to public well being while those using private vehicles are adding to emissions, pollution, congestion and parking requirements. Considers full subsidies of free PT encourage more to switch modes. If not the case, consider cost sharing between users such as the young and old.	Accept. This is Council's current practice.

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Alison Clarke	General	Commends the 7 day/week bus service such as recent improvements including Bee Card and live tracking enables submitter to be car less.	Accept. The submitter supports the Plan.
Alison Clarke	Zero emission vehicles	Support commitment to low emission vehicles for future services and urge a move to electric buses as soon as possible.	Accept. The submitter supports the Plan.
Alison Maynard	Fares	Keep fares at \$2 to encourage bus use	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alix deBlic	Fares	Bus fares are affordable and paying system works well.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Alix deBlic	Frequencies	Bus frequency needs to be developed further for people to use it on a regular basis, especially in need of connecting bus. A bus every 15 minutes in pick times and 30 minutes in non-pick time at least	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Alix deBlic	Zero emission vehicles	Bus need to switch to electric to take into account climate change	Accept. The Plan is consistent with the submission.
Amanda Brown	Fares	Bus fare should be kept at a low flat rate. Support the current \$2 because it is simple and accessible.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Amanda Brown	New Services	All community requests for a change in timetable or route should be quickly engaged and trialled.	Accept in part. Plan provides for monitoring and reviewing to inform the need for timetable and route changes.
Amandine Riera	New Services	Public transport to go from Glenorchy to Queenstown and back would be awesome. Every hour from 7 to 10am and 4 to 7pm for all the people working in town, and for those who go for any other activities (school, medical, groceries...). Less cars on the dangerous road.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Amber Fraser-Smith	Fares	Supportive of \$2 fares	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Amber Fraser-Smith	Frequencies	Increase frequency during weekdays and to extend service to weekends.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Amber Fraser-Smith	New Services	Change Dunedin to Palmerston bus route to include Warrington and Seacliff.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.

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Amir Levy	Fares	Like flat fare fee and want it continued.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Amir Levy	General	Buses in Dunedin generally good, adequate frequency, run until late at night.	Accept. The submitter supports the Plan.
Amir Levy	General	Encourage more people to use the bus.	Accept. The submitter supports the Plan.
Amir Levy	New Services	Increase public transport outside Dunedin/Queenstown by providing minivan/minibus services.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Amy	Fares	Need more public transport but needs to be cheaper than driving your own car.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Amy	Fares	\$2 flat fare should stay	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Amy	Frequencies	Additional 3 trips per weekday isn't enough.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Amy	Infrastructure	Footpath in Warrington terrible standard and it is dark.	Reject. This matter is outside the scope of the Plan. Refer to DCC.
Amy	New services	Frequent transport from Queenstown to Wanaka as well as surrounding towns.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Amy	New Services	Request inclusion of Warrington in the bus routes.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Andersons Bay Resident	Collaborative Partnerships	Transfer control of Dunedin bus system to DCC. DCC has more ambitious vision for expanding the system. ORC should focus more on building the public transport system for Central Otago and Queenstown/Wanaka, and more regular inter-city services.	Reject. Transfer of function is outside the scope of the Plan review. The action sought by the submitter would be inefficient in respect of duplicating the current staff resource planning and managing the delivery of public transport in the region.
Andersons Bay Resident	Fares	Please leave current \$2 flat fare (with transfer) as it is on permanent basis.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Andersons Bay Resident	Frequencies	Current bus frequencies are inadequate to provide attractive service that would lead to mode shift. Please invest in a minimum of 30m frequencies for all routes at non-peak times weekdays and weekends. All routes should be 'rapid' or 'frequent', 7 days a week, 6am-7pm.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Andersons Bay Resident	Infrastructure	Introduce real time bus information in Dunedin, which is accessible online and by phone. It is beyond frustrating to have a bus not arrive at the scheduled time, and have no idea whether the bus is late, early, or cancelled.	Accept in part. Real time information is now available online and on mobile devices.
Andersons Bay Resident	Infrastructure	Fix traffic signal timing at this intersection to prioritise George St traffic at peak hours and install signal priority for buses.	Accept in part. Council will continue to work with its Connecting Dunedin partners on Shaping Future Dunedin Transport projects.
Andersons Bay Resident	Infrastructure	Install traffic signal priority for buses, and redesign intersections to allow buses to bypass queues of cars.	Accept in part. Council will continue to work with its Connecting Dunedin partners on Shaping Future Dunedin Transport projects.
Andersons Bay Resident	New Services	Loop route with 10m frequency that travels up and down the one-way system all day, between the Oval and Duke Street, to support campuses.	Accept in part. Investigation shows a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver
Andersons Bay Resident	New Services	New route from Andersons Bay/Musselburgh Rise along Portsmouth Drive directly to Tertiary campuses, bypassing CBD. Current routes are very slow. This would be a major incentive to shift modes as travel times would be comparable with driving/parking.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Andersons Bay Resident	Zero emission vehicles	Speed up replacement of diesel buses with electric buses. The timetable to transition to an electric fleet is too slow. Also commit to not adding or allowing purchase of any more diesel buses. Installing battery charging infrastructure must begin immediately.	Reject. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Andrea Johnston	Branding and Marketing	Routes 5, 6, 10 and 11 are identified as 'Dunedin Transitional Services'. What is this category, and what does it mean for people living on these routes? There is no explanation in the online version of the Plan nor the ORC website.	Accept. Amend to clarify that the routes the submitter states are part of Unit 3.
Andrea Johnston	Fares	I do not support the difference between fares using the Bee Card, and cash fares. This is a discount for pre-payment of fares, and is in effect a barrier for people who are within the group you identify as transport disadvantaged.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Andrea Johnston	General	Public transport must be designed as an essential component of a multi-modal transport system, to support and enhance walking and cycling, and to facilitate movement around the network for people who are not able to walk or cycle long, or short, distances.	Accept. The submitter supports the Plan.
Andrea Johnston	General	Very disappointing that the Draft Otago RPTP is not very accessible – 74 pages, much of it closely typed. The Summary is mostly history, and acknowledgments, with relatively little to highlight significant areas where you seek responses. The submission form requires free text entry. A structure for responses, with space for additional comments, would encourage people to participate.	Accept in part. While the submitter's comments are noted, Council did provide a large font version of the Draft Plan for the purposes of consultation.
Andrea Johnston	New Services	I would like to see Routes 5 and 6 (Pine Hill to Calton Hill and return) included in a demand responsive service trial - the current 40 minute frequency during the middle of the day renders the service inadequate. At either end of this route, the terrain reduces opportunities for both walking and cycling, for many people.	Reject. Routes 5 and 6 are included in Unit 3.
Andrea Johnston	New Services	Charges for demand responsive services needs to be on the basis that these services provide a public transport service. If costs verge on full cost recovery, the initiative has lost its impetus. Demand-responsive services must not lead to the further downgrading of scheduled services in some areas.	Accept in part. Demand responses services will be considered where conventional public transport service usage is low.

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Andrea Johnston	Technology and Innovation	The groups of people you list as transport disadvantaged do not currently include people for whom 'smart' technology is inaccessible and / or overwhelming. Too much reliance on technology will push more people into this group. Even the need to have an email address in order to manage a Bee Card effectively can be a barrier.	Reject. Most of those the submitter identifies with respect to smart technology will already be included in those groups currently identified as transport disadvantaged groups
Andrea Johnston	Timetables	The service frequency model needs to move away from the out-dated 'peak / off-peak hours' concept. The Draft RPTP refers to a lack of services that arrive in the city centre before 7am. This is one single aspect of the result of focusing on 'peak hours' being at the beginning and end of an 8am-5pm working day. The peak / off-peak distinction also contributes directly to uncertainty about scheduled times.	Accept in part. Peak service is considered to be up to 9 am and from 3 to 6.30 pm. Note comment around timetable of early morning buses.
Andrew Clark	General	Very good progress has been made in building the Hub in Dunedin and improvements in public transport in Queenstown.	Accept. The submitter supports the Plan.
Andrew Clark	New Services	Would like to see for Clutha District to get a bus service that runs twice daily from Balclutha to the Dunedin Bus Hub and back. There are a lot of workers commuting by car in both directions for work at present. Reduce present road congestion and carbon!	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Andrew Edgar	Fares	Maintain low fares. Support flat fare across the PT networks regardless of the distance travelled. So that people are not transport disadvantaged. Longer the journey the more likely private car will be used.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Andrew Edgar	General	Not enough discussion about getting people to destinations they need to go.	Accept. The submitter's comment is noted.
Andrew Edgar	Vision and objectives	There is no policy on increasing modal share to contribute to carbon reduction or improve air quality.	Accept in part. Amend plan to make connection between mode share and carbon reduction clearer.
Anita DeSoto	Frequencies	Weekend service to be added.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Anita Walton	New Services	Consider subsidizing for a small transport system for places such as Oamaru to help their reliance on private travel. Suggests a new public service from one end of Oamaru to the other end for transporting children to school and activities. This will help ease traffic congestion at peak times. Bus service would also help the elderly population.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Anita Walton	New Services	Consider a bus service in Oamaru in to allow students that do not qualify for the Ministry of Education bus to move between key areas, ie from Waitaki Girls high school out to the Tough and hockey fields, from St Kevin's College into town for the library and swimming pool, after school jobs etc. In Oamaru at the start and end of the school day the volume of traffic means there is significant congestion along SH1. A portion of trips are likely to be ferrying trips where a parent drives out to the north end to pick a child up and turns around again to come back into town.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted the introduction of such a service as requested by the submitter may result in withdrawal of Ministry of Education bus services, as there is a suitable public transport service
Antonius Limburg	Fare concessions	Extend gold card free travel as far as possible through each day.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Antonius Limburg	Fares	Support retaining \$2 fare scheme.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Antonius Limburg	Infrastructure	Bus stops are also very tight for drivers in some areas ,and should have larger no parking areas, either side of the stop, to make the drivers job easier. In some cases drivers aren't able to get as close to the kerb as less mobile passengers may wish.	Accept in part. Council will continue to work with its Connecting Dunedin partners on Shaping Future Dunedin Transport projects.
Antonius Limburg	Zero emission vehicles	Support slightly smaller zero emission buses as a priority. Even just getting one or two buses, to show the public how much kinder they are on the environment both from a noise and pollution viewpoint, should be a top priority.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Arrowtown Promotion and Business Association	Branding and Marketing	Encourages the use of effective publicity as well as incentivising our commuters and visitors to use the public transport network.	Accept. Council will continue to market services
Arrowtown Promotion and Business Association	Customer Service	Real time displays at key stops for how far away buses are and clear signage for connecting options.	Accept in part. Further work is required in this area to understand locations for what the submitter requests. It is noted that real time information is currently available on mobile devices.
Arrowtown Promotion and Business Association	Fares	Welcome maintaining the cost effective subsidized public transport network and concessions to continue to encourage commuter use for our workers, as well as developing stronger visitation, allowing those workers and visitors to our district to be able to make affordable and sustainable transport choices.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Arrowtown Promotion and Business Association	Frequencies	Suggests later services to be introduced on weekend evenings to encourage residents and visitors to enjoy Arrowtown's restaurants, bars and other entertainment options	Reject. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Arrowtown Promotion and Business Association	Infrastructure	The opportunity to have a bus stop in Tewa Banks Housing Trust development, once it is up and running next year. Which can be achieved by removing the shelter on the east side of Centennial Ave, which has never been used, and putting it up near Jopp St instead to capture this (great cost saving too!). The bus could loop easily around the estate as a natural one way loop system.	Accept in part. The submitter's suggestion is noted.
Arrowtown Promotion and Business Association	Network Form and Function	Strongly supports an expansion of the current public transport networks to include increased bus service frequency and a new route to and from Arrowtown.	Accept in part. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Arrowtown Promotion and Business Association	New Services	Suggests a direct bus service via Malaghans Road from Arrowtown to Queenstown via Arthurs Point - the current circuitous route is deemed too long for direct work/commuter purposes	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has estimated the cost of such a connection to be between \$280,000 - \$640,000 per annum, dependent upon frequency.
Arrowtown Promotion and Business Association	New Services	Suggests a designated service from Ladies Mile subdivisions (Lake Hayes Estate, Shotover Country and the Retirement Village) to Arrowtown without the need to change at Frankton. We would also like to see a new bus stop or even bus hub in the Ladies Mile area to allow for this, with the inclusion of bike racks so people can bike or walk to the bus hub.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Ladies Mile, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.

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Arrowtown Promotion and Business Association	New Services	Introduction of bus services to the ski fields during the ski season at a reasonable price, on a convenient schedule. You could start with 2 or 3 morning and 2 or 3 late afternoon connections which would assist with vehicle congestion and lack of parking on the mountain.	Reject. Commercial bus services currently deliver this demand.
Arrowtown Promotion and Business Association	Reliability	Suggests buses keeping to the time schedule at Frankton where certain buses are known to depart early - Potential for communication between drivers on connecting buses?	Accept. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Arrowtown Promotion and Business Association	Revise service	Rectify the current bus route through Arrowtown which presently loops back on itself through the same street (Ramshaw Lane) as part of the departing circuit, which is time wasting and discourages use. We would like to see just one circuit through the town.	Reject. The service provides a pick up point at the Arrowtown CBD. Removing this pick-up stop would mean passengers wishing to catch the service to Frankton/Queenstown would be required to travel further and longer.
Arrowtown Promotion and Business Association	Timetables	Suggests improvement of the wait time for interconnections at Frankton. These are often 45 – 60 mins when commuting from the airport or Five Mile.	Reject. Note the submitter comment but given the impact of COVID-19 on Queenstown patronage Council is not looking to increase frequencies on services for the next three years until patronage levels return.
Arrowtown Promotion and Business Association	Zero emission vehicles	Encourages the exploration of non-carbon fuelled buses in the district and will in particular, assist Arrowtown in both our air quality goals and our goal to be working towards being carbon neutral by 2030.	Accept in part. Note comment. Plan aims to achieve a reduction in emissions from public transport.
Arrowtown Village Association	Collaborative Partnerships	Desire to remain involved as a stakeholder in future community consultation.	Accept
Arrowtown Village Association	Customer Service	Improvement of safety initiatives for bus drivers. Our wider district has undergone widespread speed limit changes over the past 12 months, the bus drivers should be ambassadors of safety and adherence to the new speed limits, especially in the Arrowtown CBD where our speed limit is 30 km/hr as well as adhering to the wider 40 km/hr	Accept in part. Council will investigate the opportunity with its bus contractor to implement the action suggested by the submitter.
Arrowtown Village Association	Events	Targeted service to special events such as New Year's Eve Fireworks in Queenstown	Accept in part. Council will work with its District Council partner in Queenstown to better integrate planning for events.
Arrowtown Village Association	Ferry	Supports the signalled introduction of a ferry service on Lake Wakatipu, the sooner the better.	Accept. Council is currently trialling (and subsidising) the ferry service on Lake Wakatipu.
Arrowtown Village Association	Frequencies	Later services to be introduced on weekend evenings to encourage residents and visitors to enjoy Arrowtown's restaurants, bars and other entertainment options	Reject. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Arrowtown Village Association	Funding Opportunities	Increased funding and initiatives to encourage a modal shift and step change to improve usage of the public transport network including education on the benefits of a highly utilised public transport network (environmental, economic, social)	Accept in part. Council investment in public transport is a balancing act between ratepayers and PT users. Fares are only one attribute (and not the primary one) contributing to PT ridership.
Arrowtown Village Association	New Services	Suggests a direct bus service via Malaghans Road from Arrowtown to Queenstown via Arthur's Point - the current circuitous route is deemed too long for direct work or business purposes. This could be managed by having two bus routes continually travelling a circular route in opposite directions.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has costed such a connection and it is likely to cost several hundred thousand to provide.
Arrowtown Village Association	New Services	Introduction of bus services to the ski fields during the ski season at a reasonable price on a convenient schedule	Reject. Commercial bus services currently deliver this demand.
Arrowtown Village Association	Reliability	Buses keeping to the time schedule at Frankton where certain buses are known to depart early.	Accept. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Arrowtown Village Association	Revise service	Increased bus services and routes to and from Arrowtown, including designated services from Lake Hayes Estate and Shotover Country. We would also like to see a stop at Ladies Mile in each direction	Reject. Council acknowledges the desire for more services connecting Arrowtown, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.

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Submitter	Topic	Submission Point	Decision
Arrowtown Village Association	Revise service	Improvement of the wait time for interconnections at Frankton. These are often 45 – 60mins when commuting from the airport or Five Mile	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Arrowtown Village Association	Revise service	A significant time saving bus route in Arrowtown CBD that doesn't double back on itself through Ramshaw Lane but does one circuit of Arrowtown rather than coming back around and picking up visitors and residents from the same stop a few minutes later. We are aware of the requirement of specific start and finish points, but in light of efficiency and a decrease in emissions we believe this is a very worthy request. AVA is also aware of the confusion this creates for some people who think they have missed a bus when it is actually returning in the other direction minutes later.	Reject. The service provides a pick up point at the Arrowtown CBD. Removing this pick-up stop would mean passengers wishing to catch the service to Frankton/Queenstown would be required to travel further and longer.
Blind Citizens Otago	Pets on buses	Oppose pet dogs on buses. Visually impaired may not be able to see the dog and potentially trip and fall, pet dogs may interfere with guide dogs, difficulties for people in wheelchairs or walkers to negotiate around a dog. concerns with taking up priority seat for elderly or young mums with buggies, passengers may not like dogs or are allergic to them.	Accept. Amend the policy to require pets (including dogs, but not guide/service dogs) carried on buses to be contained in a pet carrier.
Blind Citizens Otago (2)	Customer Service	Staffing standards - must be able to deal with customers and trained in both management and service staff in customer service, including specialised training in assisting passengers with different access and mobility requirements including those with disabilities, mobility aids, prams or strollers. Staff must be neat and cleanly attired, polite and courteous. Ensure driver training so that blind people have a positive safe experience on the bus, this includes drivers not driving past a blind person at a bus stop because they cannot see the bus to flag it down, it includes asking if the person would like the bus lowered, allowing the person out the front door of the bus when exiting (as per the current training for mobility). Letting drivers know that service dogs are allowed on buses and what ID etc a handler has if there is doubt. Drivers need to be given this information when they start working for the bus company, they need to be informed and have an understanding of our needs, and they can be different depending on the person.	Accept in part. Council will investigate the opportunity with its bus contractors to implement the action suggested by the submitter.
Blind Citizens Otago (2)	Pets on buses	Permit service/assistance dogs at all times on scheduled services - this wording needs revised as it is not the ORC permitting service dogs on all services the current law permits service dogs on all public transport at all times.	Accept. Amend the Plan.
Blind Citizens Otago (2)	Pets on buses	Oppose pets on buses. Dogs must be muzzled and be on leashes and small pets must be transported in a carrier. Dogs would be a distraction to guide dogs on the bus and would not be able to focus on finding a seat and keeping the handler safe. Dogs particularly larger types will take up seats or on the floor creating a trip hazard. Domestic dogs/cats may toilet on the bus. <u>Not everyone likes dogs/cats.</u>	Accept. Amend the policy to require pets (including dogs, but not guide/service dogs) carried on buses to be contained in a pet carrier.
Brandon Ducharme	Collaborative Partnerships	More emphasis on businesses and employers working with Council to promote and subsidise bus use.	Accept. Council will continue to work with local authorities to support travel demand management initiatives
Brandon Ducharme	Fares	Flat fee structure is critical for an attractive service that gains more mode shift uptake.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Brandon Ducharme	General	Carbon initiatives should be linked to mode shift within the policies. Carbon reduction can best be given effect through mode shift improvements which the District is in dire need of.	Accept in part. Agree mode shift will achieve carbon reduction.
Brandon Ducharme	New Services	More direct links e.g. Arrowtown to Queenstown CBD via Arthurs Point - to connect Arrowtown to the network.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has costed such a connection and it is likely to cost several hundred thousand to provide.
Brittney	General	Supports	Accept. The submitter supports the Plan.

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Submitter	Topic	Submission Point	Decision
Bus Users Group Otepoti	Fare concessions	Introduce discounts for community services card holders, students and promoting specials like shoppers, kids ride free with adults.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Bus Users Group Otepoti	Frequencies	Request that the no. 15 Ridge Runner goes every 15 minutes instead of hourly and completing the circle via the Dunedin waterfront.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need.
Bus Users Group Otepoti	Funding Opportunities	Consider new and innovative ways of funding public transport. Suggests ratepayers who pay their transport levy can have this credited to their Bee Card accounts, developers get higher density developments permitted by contributing to improved public transport, public transport funded by a regional fuel tax or carbon tax.	Accept in part. While innovative funding methods are supported, a number of those suggested by the submitter are challenging to implement. For example, crediting rates payments to Bee cards would require Council to strike a much higher public transport rate to cover this cost.
Bus Users Group Otepoti	Infrastructure	Request that bus stops be made more accessible and to meet the NZTA Guidelines for Public Transport Infrastructure and Facilities with no kerbside obstructions.	Accept in part. Council will continue to work with Way to Go and Connecting Dunedin partners to address the submitter's concern.
Bus Users Group Otepoti	New services	Request network of Dunedin public transport be expanded including to Dunedin Airport, Milton, Balclutha, Purakaunui, Aramoana, Warrington, Seacliff, Outram and Middlemarch.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. Investigations with Dunedin Airport have indicated an airport bus service not cost effective.
Bus Users Group Otepoti	New Services	Suggest a "stopping local" service between Dunedin and Green Island to provide more connections and journey opportunities including a major hub at Green Island or Burnside with nearby terminating routes (e.g. Corstorphine, Lookout Point, Concord and Balaclava).	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. This includes suburban hubs conditional on the outcomes of the business case work.
Bus Users Group Otepoti	New Services	Introduce a new route or divert an existing route to improve the poor connection of City Rise.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Bus Users Group Otepoti	Revise service	To alter existing services to operate at the entrances of the Dunedin Public Library, the new Dunedin Hospital and Moana Pool	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Bus Users Group Otepoti	Timetables	Make all Sunday and Public Holiday timetables identical to Saturday timetables. Also to the remaining non-service holidays Christmas, Good Friday and Easter.	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in public holiday services in the future.
BUSGO	Fare concessions	Make public transport more affordable through fare capping, community services card discount, student discount, half fares truly at 50% of adult fares, using off peak capacity by bring back shopper special discount, 'kids travel free with adults' promotions for weekends and school holidays.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
BUSGO	Frequencies	Increase frequency to 15m instead of hourly.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
BUSGO	Funding Opportunities	Consider new ways of funding public transport: ratepayers who pay their public transport levy can have this credited to their Bee Card accounts; developers can get higher-density development permitted by contributing to improved public transport; have public transport funded by a regional fuel tax or carbon tax.	Accept in part. While innovative funding methods are supported, a number of those suggested by the submitter are challenging to implement. For example, crediting rates payments to Bee cards would require Council to strike a much higher public transport rate to cover this cost.
BUSGO	General	Add statement of bus route design, and how requests to add or change routes will be assessed.	Accept in part. Will be addressed in the Council paper seeking the adoption of the Plan.
BUSGO	General	Add statement of how bus stop locations are determined and how requests to add, move or remove bus stops will be assessed.	Accept in part. Will be addressed in the Council paper seeking the adoption of the Plan.
BUSGO	Infrastructure	Introduce a major hub at Green Island or Burnside with nearby terminating routes (eg Corstorphine, Lookout Point, Concord, Balaclava) extended to the new hub to provide more connections.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin Transport projects, including a Green Island Super Stop, which is conditional on future business case work and funding approvals.

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BUSGO	Infrastructure	Extend the Dunedin bus hub to make it work better and reduce congestion. Add stops to St Andrew Street and reroute buses.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin Transport projects, including Hub changes, which is conditional on future business case work and funding approvals.
BUSGO	Infrastructure	Turning movements at Cargill's corner are unsafe for buses and pedestrians. St Kilda buses should go straight through the intersection. Buses to Corstophine should go straight along Hillside Road.	Accept in part. Council will review the safety of this corner in collaboration with the road controlling authority.
BUSGO	Infrastructure	Replace substandard bus stops near the Oval on Princes Street with one good bus stop on each side, near Market Reserve.	Accept in part. The submitter's suggestion is noted.
BUSGO	Network Form and Function	Expand the network to provide bus services to Purakanui, Aramoana, Warrington, Seacliff, Outram and Middlemarch, possibly in conjunction with school buses.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. Note, Ministry of Education operate under a different mandate to public transport
BUSGO	New Services	Expand the network to include a bus service to Dunedin Airport.	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
BUSGO	New Services	Expand the network to provide a bus service to South Otago, including Milton and Balclutha (possibly combined with Airport)	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
BUSGO	New Services	Introduce a 'stopping service' to provide more connections and journey opportunities.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. This will be confirmed through business case work and subsequent Council funding decisions.
BUSGO	New Services	Complete the circle for the Ridge Runner via the Dunedin waterfront.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
BUSGO	New Services	Divert or extend services to operate close to entrances of Dunedin Public Library, new Dunedin Hospital, Moana Pool.	Accept in part. Existing services operate close to these locations
BUSGO	New Services	Resolve poor connection of City Rise by diverting existing route, or introducing new route.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
BUSGO	New Services	Integrate the school bus network with the ORC network so adult passengers can use spare capacity on existing or enlarged school buses.	Reject. Ministry of Education services are provided under a different mandate and operating rules from public transport
BUSGO	New Services	Introduce express services to Port Chalmers, avoiding Roseneath, Maia, St Leonards and Sawyers Bay, complementing existing services.	Accept in part. As part of implementing the Shaping Future Dunedin programme Council has included funding to improve services between Port Chalmers and the city. This will be confirmed through business case work and subsequent Council funding decisions.
BUSGO	New Services	Extend Balaclava bus to operate via Corstophine, replacing the St Clair loop then down to Forbury Road shops. Bay View Road past the schools, Portsmouth Drive and back along the waterfront to the University.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
BUSGO	Park and Ride	A new Park and Ride at Mosgiel railway should provide interchange with a new Mosgiel Express, Airport bus, South Otago buses, intercity buses and reconfigured Mosgiel loop buses.	Accept. A park and ride at Mosgiel is one activity specified in the Shaping Future Dunedin Transport business case that Dunedin City Council is responsible to action.
BUSGO	Revise service	Reconfigure Mosgiel Loop services. Timing should be compatible with existing services to Dunedin. Extend loops to new housing near Mosgiel aerodrome and Wingatui.	Accept in part. The current timetable Mosgiel loop service may not be the best means of providing public transport to the areas requested. The plan includes provision for monitoring and review, including services.

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BUSGO	Timetables	Make all Sunday and Public Holiday timetables identical to Saturday timetables. Introduce this new timetable to the remaining non-service holidays - Christmas, Good Friday and Easter.	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in public holiday services in the future.
Cam Pyke	Ferry	Considering the Ferry as targeted service limits the effectiveness of public transport. To get from Kelvin Heights to Queenstown requires two buses and takes an hour. The bus is almost exclusively empty as a result. The ferry takes 15 minutes and could be hubbed with bus services out of the Marina to increase patronage in both directions. Public transport needs to be viewed as a public service, not a cost covering exercise and to stimulate more demand services in the trial should be increased to make the ferry more, not less appealing. The RPTP recognises that, "The rate of growth being experienced in our region will become a real challenge unless we ensure our public transport system can maintain accessibility, connectivity and more generally, protect the liveability for our residents" (page 20). To enable this a Ferry service should be a fully integrated part of that system. The high-level implementation plan, focusing on short (1-3 years) and medium to long-term (4-10 years) actions to address the priorities for, amongst others, Wakatipu, makes no reference to the Ferry service. Given these time horizons and the trial nature of the current service, this omission should be corrected.	Reject. Council acknowledges the desire for more ferry services, but given the extra (over buses) cost per passenger to provide additional service and patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Camille	Accessibility	Major education facilities, CBD's community events and parks are often made inaccessible, however private car is the only form of transport and choice available to their family with disabilities and to their carer support workers. Denying those workers transport access is stripping their basic human rights and medical access. Feel rights for persons with disabilities being ignored and abandoned in the aims to cut carbon and serve on those able bodies.	Reject. While the submitter's comments are noted, Council strives to provide an accessible service for all. That said, bus travel is only one part of the accessible journey and more can be done in that regard.
Camille	Fares	No transport options for people with low incomes. Submitter and family often unable to attend work and family events due to the lack of transport access.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Camille	Vision and objectives	Disagrees with inclusive and accessible components in the vision "Inclusive, accessible, innovative public transport that connects Otago and contributes positively to our community, environment and economy". Considers public transport system completely inaccessible and is also dangerous and harmful. No transport access suitable.	Reject. Submitters comment is noted.
Carol Rayner	Fares	\$2 flat fare fine and nice to have free trips occasionally too.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Carol Rayner	Infrastructure	More bus stops along Portobello road eg Broad Bay hill top near Fletcher House, east end of Portsmouth Drive, between Company Bay and King George Rd.	Accept in part. The submitter's suggestion is noted.
Carol Rayner	Infrastructure	More route maps at major bus stops servicing different routes so changing is easier. More maps of routes at Bus Hub for last minute travel plans. More information on routes, timetables available on the bus displayed.	Accept. Council is currently reviewing it's wayfinding and stop identification information at the Hub and that will go some way to addressing the submitter's concerns.

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Carrie	New Services	Add a daily Glenorchy to Queenstown bus service	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Casey Lothead	Accessibility	Universal access design	Accept. Currently addressed in section 5.2.7.
Casey Lothead	Bikes	Would like all buses to have the means to carry bicycles.	Accept. All buses are fitted with bike racks.
Casey Lothead	Bus hub	Protect the safety of those using buses (recent violence at the bus hub shows that his has not been properly managed so far)	Accept in part. CCTV cameras operational and Police centrally located at hub. Council will monitor issue and consider additional security options.
Casey Lothead	Customer Service	Better communication with transport-disadvantaged groups about any upcoming changes.	Accept in part. Council currently has significant engagement with the disabled community.
Casey Lothead	Customer Service	Remove all out of date signage. Lower bus stop signage to be accessible to children and people in wheelchairs. All information to be accessible to those with visual or hearing impairments	Accept in part. Further work is required in this area to quantify what is being requested by the submitter.
Casey Lothead	Fares	Allow payment directly from debit cards via PayWave and one single flat fare for all bus travel, except where further reduced by specific concessions.	Accept in part. The national electronic ticketing project that is currently underway will enable multiple methods of payment. The current Bee Card technology does not enable this.
Casey Lothead	Frequencies	Move more services to "rapid service" timetabling	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Casey Lothead	Infrastructure	Keep bus stops and shelters clean, neat and tidy. Bus shelters to actually provide shelter from wind and rain.	Accept. The submitter's comments are noted.
Casey Lothead	Technology and Innovation	Digital timetables to be properly maintain, currently they are constantly failing.	Accept. Note comment to be resolved when real time system introduced
Casey Lothead	Zero emission vehicles	Introduce electric vehicles as quickly as possible.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Cath Gilmour	Frequencies	As demand grows, ferries should become more regular.	Accept.
Cath Gilmour	General	Kelvin Heights bus is often empty because of infrequency (one an hour) and the circuitous route to Frankton bus shelter to get off and wait for next bus. Frequency needs to be increased	Accept in part. Data shows the Kelvin Heights service is growing.
Cath Gilmour	Infrastructure	Investment and infrastructure should complement and support bus and ferry	Accept in part. The submitter is correct, but provision of active mode infrastructure to integrate with public transport is a District and City Council role.
Cath Gilmour	Infrastructure	Opposes park and ride on Ladies Mile	Accept. Submitter's opposition is noted.
Cath Gilmour	Infrastructure	Opposes QLDC 10 year plan proposals for a \$32 million downtown multistorey car park in Queenstown CBD. The proposal does not encourage modal shift to public and active transport.	Reject. The submission is outside the scope of the Plan.
Cath Gilmour	Infrastructure	Opposes current plan for the "urban corridor" along Five Mile.	Accept. Submitter's opposition is noted.
Cath Gilmour	Ticketing System	Ferry service should be included on the \$2 Bee Card.	Accept in part. Council is investigating implementing the bee card system into the ferry.
CCS Disability Action	Accessibility	While inclusion and accessibility are mentioned in the draft plan, we submit that this will not be achieved without the commitment to develop an inclusion and equity plan. This would include addressing inclusion and accessibility from the concept stages to planning design and implementation, conducting disability impact assessments on all public transport services, talking to potential users of each service and ask about trips not taken and the reasons for this, consulting with access professionals who have an in depth understanding of universal design and transport, adopt the concept of the accessible journey, measure diversity of participation, ensure that the cost of public transport is not a barrier – or that the costs of not having access to transport to use a service are not experienced in other areas.	Accept in part. Council will work with the sector to understand the scope of such a document.
CCS Disability Action	New Services	Recommend Council develop demand-responsive transport services across the region. These would provide services in smaller rural centres where older people and those on fixed incomes end up being socially excluded leading to poor health outcomes e.g. like the My Way service in Timaru.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.

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CCS Disability Action	Total Mobility	We recommend the Council review the Mobility Taxi Service. People report mobility taxis are often not available.	Accept in part. Council has agreements with operators that requires the provision of a continuous service. In smaller centres, this may mean vehicles need to be pre-booked. Nonetheless, the matter raised by the submitter needs to be further investigated by Council.
CCS Disability Otago	Accessibility	Although inclusion and accessibility are mentioned in the draft plan, these goals will not be achieved without the commitment to develop an inclusion and equity plan. Need to address inclusion and accessibility from concept to planning to implementation, conduct disability impact assessment on all PT, talk to potential users of each service and ask about trips not taken and the reasons for this, consult with access professionals who have an in depth understanding of universal design and transport, adopt the concept of the accessible journey, measure diversity of participation, ensure that the cost of public transport is not a barrier.	Accept in part. Council will work with the sector to understand the scope of such a document.
CCS Disability Otago	Collaborative Partnerships	Council needs to collaborate with communities to provide demand-driven transport services. The My Way on demand service in Timaru is commendable and council should adopt.	Accept in part. Amend Plan to note Council will investigate the need for demand driver transport services.
CCS Disability Otago	General	Lack of transport a major barrier to accessing GP services for disabled adults, 1 in 9 affected.	Accept. The submitter supports the Plan.
CCS Disability Otago	Total Mobility	Lack of availability of mobility taxi services.	Accept in part. Council has agreements with operators that requires the provision of a continuous service. In smaller centres, this may mean vehicles need to be pre-booked. Nonetheless, the matter raised by the submitter needs to be further investigated by Council.
Chris Graveston	Fares	Desire for free or cheaper bus fares for people with Community Service Cards.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Christine Dalley	Bus Hub	Lack of shelter and no designated safe place to wait at the hub - which all need.	Accept in part. Submitter's comments noted. There are no plans to provide additional shelter at this time.
Christine Dalley	Infrastructure	Provide adequate seating at bus stops. Variation in height is needed. Smaller people and the disabled are not able to use ordinary height seating.	Accept in part. The submitter's suggestion is noted.
Christine Dalley	New Services	Introduce service to the airport.	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Christine Dalley	Timetables	Poor hours of service in the evenings and on holidays discourages use.	Accept in part. Plan provides for regular monitoring and review which will enable future clarification of the need for changes to operating hours on routes.
City Rise Up	General	The world must reduce carbon emissions and our country has to make a contribution at local level. The ORC has a huge role to play in this with transport plans	Accept. The submitter supports the Plan.
City Rise Up	New Services	Return Public Transport to City Rise (South) - consider a small, frequent, electric bus that does a circular run from Bus Hub, Broadway, Maclaggan, Arthur, Stuart to Bus Hub. This older and highly populated and visited hillside of Dunedin Central is isolated. Its residents and schools have no shops, medical care or community centres and the nearest facilities are up or down a steep hill. They must take their car. More people are restoring homes in City Rise Heritage Precinct and inner-city living is increasing. A bus service will encourage this.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
City Rise Up	Revise service	Redirect along Maori Road/Arthur St to University, to ensure this level of the hill has a public bus service in 2021	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.

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Submitter	Topic	Submission Point	Decision
Clutha District Council	New Services	Lack of public transport from Clutha District to Dunedin is a particular problem for youth and ageing population. It is a challenge to access health services, financial services, tertiary education and training, which means younger or older people move away. ORC to provide public transport between South Otago and Dunedin through a Trial Unit. Balclutha to Dunedin route would provide resilience and accessibility, and would support climate change aspirations.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Clutha District Council	Vision and objectives	Support Objective 2 and welcome the policy to investigate options to improve regional connectivity and work collaboratively with territorial authorities. Look forward to engaging further with ORC to meet needs of Clutha residents.	Accept.
Connagh	Fares	Keep \$2 flat fare for Bee cards and \$3 flat fare for cash	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Connor Marshall	Fares	\$2 fares should be extended	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Crystina Hussey	Frequencies	Wish there was more than one bus an hour on the Peninsula - suggest half hourly. Would be very useful for residents and would be a lot more convenient for people to get to the city more frequently.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Cynthia Flanagan	New Services	Middlemarch could benefit from a community bus to transport people who cannot drive to necessary services such as supermarkets, banks, health and hospital appointments in Mosgiel and Dunedin.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Cynthia Flanagan	Rail	Reintroduce the choice of train travel from Middlemarch to Dunedin for residents and visitors	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Cynthia Wilson	Fares	I would like to see the fares stay in place encouraging use.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Cynthia Wilson	New Services	Would like an extra express service for commuters from Mosgiel at the very least - keeping the other runs as they are so Fairfield/Abbotsford/Brighton not disadvantaged.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22
Cynthia Wilson	Zero emission vehicles	Incorporate noncarbon smaller buses for off peak times to help lower costs.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.

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Submitter	Topic	Submission Point	Decision
Daniel Fridberg	New Services	Public transportation in region is insufficient - not properly available and affordable. Promote accessible, frequent and affordable public transportation, decreasing the number of cars on the roads, carbon emissions; increasing access of non-drivers to inter-city commute.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Daniel Fridberg	Rail	Have bus routes as well as re-establishing the train. Efficient train service will be able to moderate house prices increase and provide additional solutions to re-zoning and subdivisions in Dunedin, which are expected to decrease the quality of living for its residents in the future.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Daniel Gerard	Frequencies	More regular peak hour public transport along Ladies Mile heading into Frankton, due to population density. 15m frequency would be more attractive than 30m.	Reject. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Dave Gordon Go Bus	Customer service	Encourages Council to provide guidance to bus operators on the training requirements and levels of customer service required and to ensure the service delivery is consistent across all bus operators.	Accept. Council will work with its bus contractors to achieve the outcome sought by the submitter.
Dave Gordon Go Bus	Events	Supports the provision of public transport to events for the reasons outlined in the draft plan. Suggests however there be an integrated strategy between territorial and regional authorities on special event transport to ensure all parties are aligned in the delivery of the services.	Accept. Council will work with its City and District Council partners in Dunedin and Queenstown to better integrate planning for events.
Dave Gordon Go Bus	Frequencies	Target frequency for Frequent bus routes should be every 40 minutes in the off-peak. A 40-minute frequency makes for difficult timetable legibility, as the bus never comes at the same time every hour. Any step greater than 30 minutes should then be 60 to ensure timetable legibility.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Dave Gordon Go Bus	Infrastructure	Strongly supports bus priority on key corridors to support safe and reliable operation of the region's public buses. Suggests there is a need for peak bus priority lanes in both directions along Princes Street and Andersons Bay Road.	Accept in part. The submitter's suggestion is noted.
Dave Gordon Go Bus	Infrastructure	Notes that new and existing interchange and super stop locations need to include provisions for driver facilities where appropriate.	Accept in part. The submitter's suggestion is noted.
Dave Gordon Go Bus	Infrastructure	All new stops and remedial work needs to be undertaken with best practice in mind, e.g., stop length, number of buses etc. It should align with new public transport design guidance from Waka Kotahi, which provides guidance on bus dimensions for design, corridor clearance: the area around and along a traffic lane that needs to be clear of obstructions for a vehicle to be able to operate safely, bus layover and driver facilities, bus stop design, public transport priority, public transport interchanges, getting to and from public transport: first and last mile guidelines.	Accept. Council will work with its partners to give effect to the submission.
Dave Gordon Go Bus	Infrastructure	The operation of bus lanes should be cognisant of all public transport modes and as such, bus lanes should operate when school buses are also operating. Typically, 7am-10am and 3pm-7pm would be appropriate for most corridors.	Accept. Council will work with its partners to give effect to the submission.
Dave Gordon Go Bus	New Services	Supports an express service from Mosgiel.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22
Dave Gordon Go Bus	New Services	Recommends that express services to Mosgiel are extended to be an all-day express to Dunedin Airport.	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Dave Gordon Go Bus	New Services	Notes Go Bus' extensive experience in operating demand responsive services and supports this proposed initiative. It is a lower cost, but not cut-price, option for providing public transport to low density or developing areas.	Accept. Note submitter's comments.
Dave Gordon Go Bus	Park and Ride	Notes that while services may not be possible to Outram in the short term, allowances for park and ride sites at Allanton, for instance, would provide a public transport option for these residents.	Accept in part. While the submission is noted, there is little point in considering a park and ride outside Dunedin or Queenstown, when public transport services are not currently available to service those.
Dave Gordon Go Bus	Park and Ride	Supports the introduction of park and ride services with the proviso that they don't erode current point-to-point services which ultimately have better environmental outcomes if a single occupant private car is not needed for any part of the journey.	Accept. The submitter supports the introduction of appropriate park and ride infrastructure.

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Submitter	Topic	Submission Point	Decision
Dave Gordon Go Bus	Pets on buses	Notes some operational issues with this policy: What is defined as a pet? How big can it be? What happens if the driver or a passenger is allergic to the pet? Who pays for any cleaning as a result of the pet relieving themselves in the bus? What if this happens and the bus must be taken off the road? Understands the sentiment, but operationally cannot support it.	Accept. Amend the policy to require pets carried on buses to be contained in a pet carrier.
Dave Gordon Go Bus	Policies	Draft policy states "Design routes that maximise access and travel options to destinations such as employment, retail, shopping, and other services." Go Bus feels that "education" should be on this list as well, especially considering the travel needs of University Students.	Accept in part. Current statement does not preclude education as a destination.
Dave Gordon Go Bus	Ticketing system	Not sure why it would take 3 years length of time to implement the policy of cashless fares. Auckland Transport implemented a no cash fare policy through the Covid-19 lockdowns and cash has not been used for bus fares since. Not only has this improved hygiene safety, but also driver assault safety, with driver cash robberies reduced to zero. With the introduction of the Bee Card in Otago and the significant discount over cash fares offered by it, cash fare ticket sales have significantly dropped, and we see very little reason they could not be dropped permanently, almost immediately.	Accept in part. Equity for all users requires Council to take a staged approach.
Dave Gordon Go Bus	Timetables	Supports the suggestion to remove inconsistencies between operating hours on different routes.	Accept in part. Plan provides for regular monitoring and review which will enable future clarification of the need for changes to operating hours on routes.
David Maynard	Timetables	Would like to know why 3 buses leave the hub within 5 min of each other to go to the Andy bay area	Accept in part. Buses are servicing different suburbs.
Debbie Shum	Fare concessions	To encourage more bus patronage, free bus travel for all children attending schools, all SuperGold Card holders (all times, all days), all Community Service Card holders, tertiary students with ID	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Debbie Shum	Fares	Reduce the current bus travel fee to \$1 a trip	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Des McIntosh	General	Online bus surveys exclude some customers. Suggest pamphlets on buses that can be sent.	Reject. Council conducts and annual face-to-face customer satisfaction survey of bus passengers.
Des McIntosh	General	Attended many Bus Go meeting and submitters feels nothing has changed. Will express opinions at hearing.	Accept. Submitter's comment is noted.
Des McIntosh	Infrastructure	Shelter at the Bus Hub by Farmers and Taieri Road, Stuart Street and Nairn Street do not offer protection from winds.	Accept in part. It is noted the shelters do provide shelter dependent on the direction of the wind.
Des McIntosh	Vehicles	Questions why most buses in the morning are not heated.	Reject. The heating controls of buses is controlled centrally, not be drivers driving the buses. Submitter must also remember that buses sit outside overnight.
Des McIntosh	Zero emission vehicles	Suggest start with a electric bus circuit like in Christchurch.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Disabled Persons Assembly	Accessibility	Information needs of Deaf, learning disability and neurodiverse communities need to be accounted for in the actions. Bus timetables and information currently hard for many people with learning difficulties to understand. Visual information should be provided in Sign Language e.g. on board announcements, information at bus hubs and stops.	Accept in part. Council will work with the sector to understand the scope of what is requested.
Disabled Persons Assembly	Collaborative Partnerships	Involve the community and transport disadvantaged stakeholders such as disabled people and our organisations. Service changes, especially to bus route, should ensure older, disabled and transport disadvantaged communities have services based as close as possible to main population areas.	Accept in part. Council will investigate the need to establish additional user groups for the networks it contracts, noting it currently works with a significant number of stakeholder groups.
Disabled Persons Assembly	Collaborative Partnerships	Trial new technology and service platforms with disabled people prior to roll out	Accept in part. Comment is noted.

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Submitter	Topic	Submission Point	Decision
Disabled Persons Assembly	Collaborative Partnerships	Establish an Accessible Transport Advisory Group to oversee the co-design process through providing advice and feedback from a range of perspectives.	Accept in part. Council will investigate the need to establish additional user groups for the networks it contracts, noting it currently works with a significant number of stakeholder groups.
Disabled Persons Assembly	Customer Service	Add additional statement within the actions around the need for training to be led and delivered by disabled people and that it be mandatory.	Accept in part. Council will investigate the opportunity with its bus contractors to implement the action suggested by the submitter, noting that contracts take precedence over the Plan.
Disabled Persons Assembly	Fares	Support \$2 bus fare and would like to see progressive move to free travel.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Disabled Persons Assembly	General	DPA welcomes the plan and note many of the objectives, policies and actions are very welcome, especially those pledging to incorporate the 'accessible journey' into our local transport system. Much of our transport network remains inaccessible to us as disabled people.	Accept. Note comment. Council will have further engagement with the sector as a means to address submission.
Disabled Persons Assembly	General	5.4.1 - please change wording from 'different abilities, mobility requirements and the transport disadvantaged' to 'disabled people and the transport disadvantaged communities'.	Accept. Amend plan.
Disabled Persons Assembly	General	Involve disabled people and our organisations in Procurement and Monitoring - through an 'Accessible Transport Advisory Group'	Accept in part. Council currently engages with the disabled community in regard to public transport.
Disabled Persons Assembly	New Services	ORC trial an accessible bus shuttle services between Dunedin Airport and the city.	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Disabled Persons Assembly	Park and Ride	Please make sure park and ride facilities have accessible options available and mobility parking spaces at both pick up and drop off points.	Accept. Park and rides are activities specified in the Shaping Future Dunedin Transport business case that Dunedin City Council is responsible to action. Council will forward the submission to DCC to action.
Disabled Persons Assembly	Pets on buses	We have some concerns about permitting pets on buses as some guide and service dogs don't relate well to non-guide and service dogs.	Accept. Amend the policy to require pets (including dogs, but not guide/service dogs) carried on buses to be contained in a pet carrier.
Disabled Persons Assembly	Rail	ORC trial an affordable, fully accessible commuter rail service between Dunedin and Mosgiel, given that Mosgiel's population is increasing, the town contains a high number of disabled people who would benefit from having greater choice, and it would encourage others to ditch the car.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Disabled Persons Assembly	Rail	We would like to see full consideration given to having a fully accessible inter-city rail service (like the former Southerner rail service) re-established in the South	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Disabled Persons Assembly	Total Mobility	Introduce fare free travel for all disabled and older people who use Total Mobility. This was introduced during Alert levels 3 and 4 and there was a dramatic increase in patronage from disabled people.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Submitter	Topic	Submission Point	Decision
Disabled Persons Assembly	Total Mobility	Strongly recommends that taxi services are mandated through policy or legislation at the central government level, and/or are encouraged through incentives at the local level to provide 24/7 wheelchair taxi service access. Currently, while taxi and passenger service vehicle operators have a requirement to provide 24/7 service to everyone, including wheelchair users and other disabled people, this often doesn't happen in practice. For example, due to the shortage of drivers and when combined with the requirement for drivers to take significant rest periods for safety reasons, this means that there are restricted levels of service available which means that many mobility taxi and passenger service vehicle clients are restricted to taking trips during the daytime and early evenings only. Typically, many services cease providing mobility coverage between 6pm and 9pm in the evenings and only resume again at around 7am in the morning. This isn't fair and it's discriminatory to disabled people who use wheelchairs or mobility devices who, for example, want to go out with their friends and come home late, which is something that impacts on many disabled people who want to socialise with family and friends. Therefore, we would like to see the ORC support moves towards creating a genuine 24/7 accessible wheelchair user van service, both locally and nationally, so that taxi and shared passenger vehicle services are available to everyone on a genuinely equitable basis.	Accept. Council has agreements with operators that requires the provision of a continuous service. In smaller centres, this may mean vehicles need to be pre-booked. Nonetheless, the matter raised by the submitter needs to be further investigated by Council.
Dominic Manterfield	General	Pleased with the details on the plan - shows understanding of the key challenges and optimal solutions for the Dunedin City area.	Accept. The submitter supports the Plan.
Dominic Manterfield	Infrastructure	Concerned that the Princess Street PT prioritisation will be poorly received by the community, which may not help encourage uptake.	Accept. Submitter's concern is noted.
Dominic Manterfield	New Services	Delivery of Park and Ride and Express peak services Mosgiel to Dunedin is critical to local buy-in and futureproofing the local network.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22
Dominic Manterfield	New Services	Commuter services to Balclutha and Milton may be worth investment as people are moving further south, with increasing traffic flows to Milton and Balclutha. Lack of public service constrains people travelling easily and cost effectively for work and limits economic opportunity. Some local employers are forced to provide charter services to ensure people can travel to work.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Dominic Manterfield	Rail	Consider using the rail line which is suitable for running a rail shuttle service Dunedin-Mosgiel.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Don Sinclair	New Services	Catlin's area has quite a few people who are retired and have medical problems, and they can lose their driving licence by just visiting a doctor. These people because of properties costs, cannot afford to make a move to cities, etc. A weekly bus could be used to run a weekly service from Owaka to Balclutha one day a week (route suggestion provided on a map), for shopping and medical visits. This would counteract rural isolation.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Dr Mathew Zacharias	General	Happy with current buses around Dunedin.	Accept. The submitter supports the Plan.
Dr Mathew Zacharias	Ticketing System	Concerned about changing extra money from pensioners who fail to log out with their bee cards when they exit from the buses. Driver prompts and supervises tagging on, but there is no one to assure correctly tagging off. Often notice old people exit without realising that they have not correctly tagged off. Electronic device sometimes need multiple swipes to record tag.	Accept in part. Note the submitters concern. But requirement to tag off will remain for all passengers
Dr Peter Schwartz	General	Fully support any moves that would decrease the reliance on private automobiles in Dunedin (and the associated demand for increased parking spaces). Bold moves are needed to encourage/convince people to use public transport, to reverse traffic congestion, reduce carbon emissions and avoid climate change. ORC's moves so far have been excellent, but further initiatives are needed.	Accept

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Dr Peter Schwartz	General	Suggest thought be given to public transport improvements that would successfully convince drivers that public transport could replace cars for doing the things that the drivers use their cars for. Study what is being done in other cities around the world that have succeeded in reducing car dependence.	Accept in part. Council uses messaging and information to promote public transport to new and future potential customers
Dr Peter Schwartz	Rail	Support serious consideration to making use of the local rail network, specifically by organising 'park and ride' opportunities for, at the very least, Port Chalmers and Mosgiel.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is working with DCC as a Connecting Dunedin partner to deliver Shaping Future Dunedin Transport activities, including DCC's action to investigate park and ride in Mosgiel and Burnside.
Duglad McTavish	Zero emission vehicles	Consider the recommendations for lower emissions and more integrated transport in the Ministry of Transport's Green discussion paper - Pathways to Net Zero by 2050.	Accept in part. This will be given effect by Council policies relating to non-CO2 powered buses.
Dunedin City Council	Accessibility	Note that parts of Dunedin, deprivation is an issue.	Accept.
Dunedin City Council	Accessibility	Suggest ORC consider including 'providing information in accessible formats for people with disabilities' in key opportunities.	Accept in part. Council will work with the sector to understand the scope of what is requested.
Dunedin City Council	Accessibility	DCC questions the gaps in coverage in South Dunedin and Mosgiel, asks if this is an error or there are poor coverage in parts of Dunedin. If there are gaps, seeks ORC to review the area to ensure adequate coverage for these communities.	Reject. Map shows distance to 'Frequent' bus services in Dunedin and Mosgiel. This is not the same as gaps in coverage.
Dunedin City Council	Bikes	Supports focus on multi-modal access to bus stops, carrying bikes on buses and investigating options to increase bike storage on buses.	Accept. Note comment in support
Dunedin City Council	Collaborative Partnerships	DCC seeks the transfer of Dunedin's public bus services from ORC to DCC to improve transport solutions and further progress Dunedin's ambition to be Zero Carbon by 2030. DCC seek immediate discussions over transfer. Recommends the CEO's of both ORC and DCC to meet and report back to their respective Councils by December 2021.	Reject. As advised at start of RPTP process, the issue of transfer of PT services to DCC was out of scope.
Dunedin City Council	Collaborative Partnerships	ORC and DCC both currently responsible for providing public transport in Dunedin, with DCC providing critical infrastructure such as bus stops. DCC and ORC need to work together to deliver an integrated transport network. DCC interested in investigating new approaches to achieve fully integrated and collaborative outcomes.	Accept in part. Council acknowledges that the two organisations do need to continue to work together, as DCC is the road controlling authority. The Council notes that it currently funds the provision of PT infrastructure and services, and has an agreement with DCC to maintain and install infrastructure.
Dunedin City Council	Collaborative Partnerships	Table 14 lists actions to be delivered in the short to long term but does not identify which of these will be delivered by ORC's partners. Such as the Princes Street bus priority, if approved through the 10 year plan will be delivered by DCC. DCC would like to see a clear outline of roles and responsibilities on the actions committed to by the ORC and partner organisations.	Accept. Amend table to meet submitter's request.
Dunedin City Council	Collaborative Partnerships	bullet point 4 'Assist in various projects delivered by Connecting Dunedin partnership' DCC recommends making it clearer DCC, ORC and Waka Kotahi are the three partner organisations.	Accept. Amend plan to make it clearer DCC, ORC and Waka Kotahi are the three partner organisations.
Dunedin City Council	Events	Supports provision of public transport access to major events as this will help to reduce congestion, increase access and encourage mode shift.	Accept.
Dunedin City Council	Fares	Support simple and affordable bus fares. Would like \$2 to remain or lower. Suggest trialling \$1 fares or free to address the issue where short trips are now more expensive than prior to the introduction of the Bee card. Lower fares will encourage mode shift and contribute to Dunedin's goal of being net carbon zero by 2030. DCC seeks clarity on fares from July 2021 and welcome opportunity to work collaboratively to ensure affordable fares are maintained. DCC sees low fares as major contributor to achieving these goals in Objective one.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Council is keen to work with DCC to understand its willingness to invest millions of dollars to lower fares.
Dunedin City Council	Fares	DCC sees the farebox recovery targets of 40 -50% as contradictory to the key priorities and objective 1. Under Waka Kotahi's guidance, fare policies should be set to achieve the desired objectives and priorities. DCC concerned that the farebox recovery target does not take into account the number of public transport users with low income and the consequential cost to the Dunedin community as a whole, if mode shift and emission reduction are not achieved.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Dunedin City Council	Fares	Supports initiatives to encourage PT use through fare discounts, fare caps and welcomes the ORC's desire to explore new funding opportunities. DCC encourages ORC to be proactive in providing a funding path for bulk purchasing bus passes for major trip generators such as schools, tertiary institutions, District health boards and work places. DCC welcome collaboration with ORC on this through its workplace travel planning programme.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Dunedin City Council	Fares	Proposed removal of cash on buses can have a disproportionate impact on some groups who are already at risk of transport disadvantage. Need to offer cash top-up facilities near bus stops across a higher number of location than at present.	Accept in part. Equity for all users requires Council to take a staged approach. However, note that the proposed national ticketing system to be implemented in the next few years to enable a variety of electronic payment methods eg phone, eftpos card.
Dunedin City Council	Ferry	Plan should mention that there are tourism/recreational focused ferry services already operating on the Otago Harbour (e.g. Port Chalmers to Portobello ferry)	Accept. Amend plan to address submitter comment
Dunedin City Council	Frequencies	DCC recommends a review of bus frequencies, timetables and operating hours of all services to increase levels of services to encourage mode shift and provide for shift workers.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Dunedin City Council	Frequencies	DCC concerned with wording 'as best as possible within available funding' as it could conflict with goals to drive mode shift and having a customer focus if funding becomes an issue on page 30 'alternative frequencies and operating hours to ensure they are simple, legible and meet customer requirements as best as possible within available funding'.	Reject. The statement in the draft plan recognises that service levels will not be increased without recognition of available funding or funding support.
Dunedin City Council	Frequencies	Recommends increase in frequency and operating hours for route 1 and include weekend service.	Accept in part. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Dunedin City Council	General	Palmerston is not part of Dunedin, but Waitaki District Council.	Accept. Amend plan to correct description
Dunedin City Council	Infrastructure	DCC suggest wording is change to 'may not require bus stops' rather than in the RPTP 'targeted services will not require bus stops'	Accept. Amend plan to address submitter comment.
Dunedin City Council	Network Form and Function	Dunedin's PT network was last reviewed in 2014. A need for review given population growth and major projects that are likely to have an impact on the road network such as George Street redevelopment and hospital rebuild. DCC would like to actively work with ORC to articulate a vision for the future of public transport in Dunedin's central city.	Accept in part. Council is currently a partner with DCC and Waka Kotahi in the Connecting Dunedin partnership and will continue to work with these partners.
Dunedin City Council	New Services	Affordability and accessibility of public transport connections both within and from other towns to Dunedin are important as Dunedin is a major health and education hub for the region.	Accept.
Dunedin City Council	New Services	Express services at peak times on longer routes to areas like Mosgiel and Port Chalmers.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22. As part of implementing the Shaping Future Dunedin programme Council has included funding to improve services between Port Chalmers and the city. This will be confirmed through business case work and subsequent Council funding decisions.
Dunedin City Council	New Services	Suggest new trial services connecting townships such as Middlemarch and Outram as identified in the RPTP.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.

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Submitter	Topic	Submission Point	Decision
Dunedin City Council	New Services	Recommends a free City Centre Loop Bus be trialled to improve access around the CBD. Request a trial unit in the draft RPTP which could provide for a City Centre Loop Bus n Dunedin.	Accept in part. Investigation shows a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver. For the next three years Council's funding priorities are primarily frequency improvements to existing bus services, which precludes investment in a central city loop bus. Inclusion of a new loop bus trial Unit would need to be investigated with respect to how it integrates with existing public transport units prior to inclusion in the Plan.
Dunedin City Council	New Services	Palmerston is a rural community and is connected to Dunedin by bus.	Accept. Amend plan to address submitter comment
Dunedin City Council	New Services	Supports linking Clutha District with Dunedin, with many travelling to access healthcare services. DCC seeks clarity on what is intended by the collaborative development of rideshare and community transport options to support smaller communities and if these will be demand transport services.	Accept. Submitter supports greater connections to Dunedin City.
Dunedin City Council	Policies	DCC seeks clarity on how the policies set out under 'considering the needs to the transport disadvantaged' will support lower socio-economic demographic groups. Policies about affordability are currently not included.	Reject. Policies around affordability are dealt with under 5.5 (Objective 5 Deliver Fares that are affordable for both users and communities)
Dunedin City Council	Policies	Section 5.4.6 is a duplication of section 5.4.5 suggest removing this section.	Accept. Amend plan to correct duplication
Dunedin City Council	Policies	DCC recommends including a policy in this section that states frequency will be increased if demand exceeds capacity over a certain period of time.	Accept in part. Amend plan to reflect desirability of increasing frequency if demand exceeds capacity over time
Dunedin City Council	Rail	ORC to explore commuter rail as an alternative low carbon transport mode, including the possibility of an express rail service from Mosgiel to Dunedin.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Dunedin City Council	Reliability	DCC supports the policy action 'Develop effective service timetables that support reliable journey times and refine these based on network performance data' and the introduction of performance monitoring. DCC is interested in working with ORC.	Accept. Council is in partnership with DCC and Waka Kotahi through Connecting Dunedin partnership and will continue to work with DCC.
Dunedin City Council	Strategic Direction	DCC suggest in the Strategic Response on the first time replacing 'ease and convenience of driving leading to high private vehicle mode share' to read 'to improve public transport, through attractive fares, longer span of services and reliable frequencies'	Accept in part. Amend Plan.
Dunedin City Council	Technology and Innovation	Supports technology and innovation to improve PT. Encourages ORC to work with DCC to improve the usage of data and technology. Urges ORC to integrate real time information into the displays at the bus hubs, and at future Super Stops. DCC look forward to working with ORC to improve supporting infrastructure and to review the scheduled length of services to provide reliable services for commuters. Supports using technology to facilitate demand-responsive transport services in areas of low demand. DCC looks forward to working with ORC on implementing Mobility as a Service platform to enable mode shift.	Accept. Council currently has a collaborative partnership with DCC through Connecting Dunedin
Dunedin City Council	Vision and objectives	Suggest recognising other benefits that public transport can contribute to the economy. PT play important role in enabling people to access employment, health and education services. Also contributes to improving freight reliability on journeys to Port Otago through reducing congestion on the Dunedin road network.	Accept. Amend context section to address submitters request
Dunedin City Council	Zero emission vehicles	DCC strongly supports policies to reduce the carbon emissions produced from the transport network to support Dunedin's goal of being net carbon zero by 2030.	Accept. The submitter supports the Plan.
Dunedin City Council	Zero emission vehicles	Supports shift to electric buses and/or alternative fuel buses. Recommends prompt conversion of bus fleets.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.

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Dunedin Tramways Union	Fares	Want to retain fares that are in whole dollar amounts	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Dunedin Tramways Union	General	Feel vulnerable from Covid and ask ORC to do more to promote masks, give them out to passengers.	Accept in part. Submitter needs to recognise there is a limit to what Council can do if people are not willing to take personal accountability for their behaviour.
Dunedin Tramways Union	General	Excellent public transport plan full of good ideas.	Accept. The submitter supports the Plan.
Dunedin Tramways Union	Infrastructure	Remove dangerous turns at Cargills Corner - buses have been damaged and passengers are at risk. Either introduce a Barnes Dance or change routes for St Kilda and Corstophine buses. Inbound bus stop at Cargills Corner unsafe for buses from St Kilda to turn right into Hillside Road. This needs to be changed. All bus stops need to be made large enough for bus to safely enter and exit - will have to refuse to stop at stops that are unsafe.	Accept in part. Council will review the safety of this corner in collaboration with the road controlling authority.
Dunedin Tramways Union	Infrastructure	Need a driver's room at the bus hub for rest breaks, toilet, cup of tea, warm up or eat lunch and change drivers.	Accept in part. The submitter's comments are noted, but in the first instance this is a matter for it to resolve with its member's employers.
Dunedin Tramways Union	Ticketing system	Do not want to handle cash - cash should go into a strongbox that is unable to be opened - to improve driver safety and reduce risk of robbery.	Accept in part. Equity for all users requires Council to take a staged approach. However, note that the proposed national ticketing system to be implemented in the next few years to enable a variety of electronic payment methods eg phone, eftpos card.
Dunedin Tramways Union	Vehicles	Would like drivers cab door to protect driver including from Covid.	Accept in part. Council will raise this matter with its bus operators.
Dylan Camel	Rail	Please consider a partnership with the DCC/Dunedin Rail Holdings to provide a daily train service that runs from Dunedin - Palmerston and back.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Emily Cooper	Frequencies	Make the existing Palmerston to Dunedin bus route a 'Regular' service so that residents of the north coast may enjoy the minimum service levels of this category and can travel to Dunedin on the evenings and weekends as well as regularly throughout the day.	Accept in part. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Emily Cooper	Rail	Consider utilising the main truck railway line for a commuter service. This could present an opportunity for an integrated transport strategy; to upgrade rail infrastructure, such as the Waikouaiti river rail bridge, to include cycle and pedestrian access and to enable the construction of cycleways in the area. Rail would align with GPS. A lot of community desire and nostalgia for a passenger rail service.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Gareth McLachlan	General	There is a lots of buses running around with no one in them. Ratepayers should not be paying for the bus service or the infrastructure that goes with it. Tradesmen and many others cannot use them, or like me have 3km to the nearest bus service. Buses should be charged 100% on what it cost to run to the people using this service. It would probably work out cheaper to use a taxi and better on the environment	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Generation Zero	Fares	One of the highest usage periods was when the bus was free in 2020. We believe removing the fare requirement would make the bus service more attractive and act as an economic stimulus.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Generation Zero	Fares	The document states the ORC's intention to continue with a 40-50% farebox recovery ratio goal. We do not support this. We disagree that benefits should be balanced between the users and the secondary beneficiaries. The primary beneficiaries include the patrons of the bus service, the car users who benefit from lower congestion and parking availability, and the businesses who benefit from higher foot traffic and longer shop times. The beneficiaries are everyone in the community. Fares should reflect the public benefit incurred by people choosing public transport, and not by an arbitrary percentage.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Generation Zero	Fares	We would like to see flat \$1 fares trialed regionwide. This would tick all five of the ORC's stated objectives.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Generation Zero	Funding Opportunities	ORC should not be taking the view of a 'sustainable level' of funding and instead should be considering the benefits of public transportation in reducing infrastructure pressures as the leading priority.	Accept in part. Council investment in public transport is a balancing act between ratepayers and PT users. Fares are only one attribute (and not the primary one) contributing to PT ridership.
Generation Zero	General	We ask that the contracted services require that drivers are paid a liveable wage.	Accept. The submitter supports the Plan.
Generation Zero	Infrastructure	Real time information would make the bus service more attractive by making it easier to plan your journey.	Accept. Real time information is currently available to the public.
Generation Zero	Network Form and Function	Hope the ORC can favour short journeys to small businesses that are often driven past by car users; and less centralisation of all journey types to single destinations like work or the CBD.	Accept in part. These journey's can be made.
Generation Zero	Network Form and Function	We ask that the radial design also includes alternatives to the home to work in future design - to also include school, business, social and cultural amenities, food gathering locations, recreation.	Accept in part. Plan does not preclude route planning to take in education as a destination.
Geoffrey White	Fares	Bee card fares should remain at \$2.00.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Geoffrey White	Infrastructure	Have longer bus stops to fit two buses at once instead of blocking traffic	Accept. Council will work with its partners to give effect to the submission, where appropriate.
Geoffrey White	Infrastructure	Better shelters while waiting on buses to arrive eg bus stop K they need longer shelters for passengers travelling on Intercity bus services. Longer bus shelters to keep dry from the rain.	Reject. While the submitter's comments are noted, it is not Council's role to provide infrastructure to service a commercial public transport service.
Geraldine Tait	Frequencies	Increase the frequency of the bus service to Palmerston, from the present three trips a day up to 4-5 trips. Plus consider an evening or two each week and a weekend return trip. Survey residents to see which times and days would be most popular. We have quite a high population of elderly, some of whom currently use the bus service. A bus run in the morning starting at Palmerston about 9am would be appreciated, this would allow more time in Dunedin for appointments and shopping with the return trip leaving at 3.30pm.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Geraldine Tait	Park and Ride	Commuters in our area would be keen to have a park and ride system where there was adequate free parking made available at the North End of town and a very regular (free) quick electric bus through George and Princes Streets to Cargills corner. Lack of adequate parking and congestion in the middle of town are increasing people's willingness to jump on a bus for a rapid ride to their destination. Although it may not cut out car use totally it will reduce the number of vehicles in the centre of town and make it safer and more pleasant for pedestrians.	Accept in part. There is nothing currently preventing customers parking for free in North Dunedin and catching public transport to their destination.

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Geraldine Tait	Revise service	Bus service to include Warrington. Either continue along Coast Road after leaving Karitane and thus be able to do pick-ups in Seadiff and Warrington or turn off the highway at Evansdale and come into Warrington for passengers. Would add six minutes to the present service, allowing for one minute to stop and pick up passengers at Warrington. Could just be available for one return trip a day, maybe the new 9am bus into town and the 3.30pm home. Population of Warrington is growing, it is a 3km walk to Evansdale to connect with the present service. This area has been excluded from bus services for too long.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Geraldine Tait	Zero emission vehicles	Support a move to more environmentally friendly busses.	Accept. The submitter supports the Plan.
Glenorchy Community Association	New Services	Submits that the ORC undertake a feasibility study of traffic between Glenorchy and Queenstown to identify how many person/kilometres could be switched to 'public transport', how it could work, options for collaboration and consolidation of existing journeys, reduce the overall emissions associated with traffic on the Glenorchy Road. Glenorchy community is unlikely to reach the population density needed to support a conventional bus service. Consider journeys undertaken by the resident population and significant number of tourists in private vehicles as well as customers of tourist activities all of whom are driving 45kms each way along the Glenorchy Road.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Glynn Babington	Bus hub	Better security is required. Security guards or community patrols especially when youth gangs likely to be present. Call points with a press button and camera surveillance so help can be called if required. Consider first aid facilities, perhaps staffed help/safety desk	Accept in part. CCTV cameras operational and Police centrally located at hub. Council will monitor issue and consider additional security options.
Glynn Babington	Bus Hub	Dunedin Bus Hub desperately needs more shelter. Some not well placed, exposed to weather. Hub is like a wind tunnel. Consider separate heated area with clear information of bus arrivals so if waiting longer can wait away from crowded and cold bus stops.	Accept in part. Comment is noted. Council has no intention of providing indoor waiting areas at this time.
Glynn Babington	Bus hub	Some bus stops need safety marking required where buses pass over the footpath while manoeuvring into the bus stop	Accept in part. Bus hub design had road safety audit when constructed.
Glynn Babington	Timetables	Timetable buses for connections, avoid people running to another bus to have it pull out and leave	Accept in part. Where possible buses are timed to connect and operate within the constraints of the Hub.
Grace Dalley	Bus hub	Need an indoor waiting room at bus hub that is warm, dry and well lit.	Reject. Council has no intention of providing indoor waiting areas at this time.
Grace Dalley	Fares	I look forward to the day when public transport is free. This would save stress and both of tagging on and off and topping up. I'm sure it must cost a lot to administer the fare system as well as causing stress to patrons.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Grace Dalley	Fares	Free and frequent public transport must be part of the solution for cutting emissions. The cost would be tiny compared to building more and bigger highways, and so much better for the community and environment.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Grace Dalley	Frequencies	The only way more people will use public transport is if services are more frequent, particularly at evenings and weekends.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Grace Dalley	Infrastructure	Bus shelters need proper seats, leaning rail is useless and insulting, further discouraging people from using public transport.	Accept in part. While the submitter's concern is noted, for many shelters serviced by frequent routes, the wait at the stop will not be long and therefore require seating.

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Grace Dalley	Timetables	Changes in frequency during the day is confusing and frustrating. I'd rather have fewer buses that went at a consistent time e.g. every 30m than to have to constantly check a timetable because the gap varies e.g. 20m, 40m.	Accept in part. Note submitters comment.
Graham Wood	General	We need to change people's mindsets to encourage people to use the bus e.g. run a competition to get people to think about changing their car kilometres into public transport kilometres. People track their daily travel by car and bus over a month and see a decline. Roll out through primary schools - get the kids to quiz their parents and draw up the graphs. The prize is to drive a bus under supervision, perhaps near the Dunedin Ice Stadium.	Accept. The submitter supports the Plan.
Graham Wood	Technology and Innovation	Please introduce real time arrival information at the hub.	Accept
Greg Trounson	Technology and Innovation	To be a viable commuting service, the public transport system must be perceived as dependable. It is vital that potential passengers have visibility of where the buses are, through a robust tracking system. Transit app looks to have met this need and should be maintained or replaced with something better if necessary.	Accept. Submitter supports current actions.
Greg Trounson	Zero emission vehicles	Dunedin's hills inevitably lead to much higher fuel consumption per kilometre so it is even more important that ORC prioritises de-carbonising the fleet as soon as possible. Diesel buses make areas such as the bus hub unpleasant to visit.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Hamish Gavin	Infrastructure	Bus stop and shelter and accessories needed. No information for users especially kids and elderly. Location of bus stop not defined.	Accept in part. The submitter's comments are noted.
Hamish Gavin	Timetables	Buses at weekends and later on in the evenings especially Friday/Saturdays till 11pm. Likely to leave Dunedin because of lack of bus options.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Hamish Spencer	Infrastructure	Real time information will make a genuine difference to passengers.	Accept. Real time information is now available.
Hamish Spencer	Infrastructure	Buses to have priority at traffic signals - not just investigation of priority measures, but installation.	Accept in part. Council will work with Connecting Dunedin partners to identify opportunities as suggested by the submitter.
Hamish Spencer	Technology and Innovation	The real time system should be used to improve timetables.	Accept.
Hamish Spencer	Vision and objectives	Supports the vision and goals, but the draft plan fails to provide clear path to achieving the goals. The plan is too much business as usual, with vast room for improvement, and is not sufficiently passenger focussed	Accept in part. Submitter's comments are noted.
Helen Chitty	Timetables	I live at Ocean View and used the Brighton service for 5 years. There was a direct route and a choice of buses to get home after work. Now, I have to get off at the Green Island 'hub' where there is a standard size bus shelter to cater for school children and passengers from Brighton, Abbotsford and Green Island. In the evening I now have to wait for the 5.42 Mosgiel bus as the 5.12 doesn't connect with the Brighton bus. This means I get to my Ocean View stop at 6.23. That's 1h23m after I finish work, and involves a bus swap at Green Island and trip around Abbotsford. You have lost a previously satisfied customer who would encourage anyone from out here to take the bus. The experience I used to enjoy was of a higher quality, with less hassle, and a realistic timeframe.	Accept. The submitter's feedback is noted.
Ina Kinski	General	Prioritize pedestrians and those by bike or scooter. The 5km or smaller journeys of able-bodied people, motorized or not, that needs to be at the forefront of our thinking	Reject. While integration is important, addressing other than public transport in the Plan (as suggested by the submitter) is outside the scope of the Plan.
Ina Kinski	General	Car travel with low occupancies must be discouraged and effectively only for those who have no other means of travel due to the materials they are transporting or due to mobility issues. Baffled by the assumed independence on the status quo of driver-only motor vehicles given that it is a long-term plan.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Ina Kinski	Infrastructure	Believe focus on bus lanes is generally misguided. Does not support bus lanes because they don't address the issue of congestion. Smaller journeys of able-bodied people, motorized or not that needs to be at the forefront of our thinking.	Reject. Bus lanes will give public transport users priority over cars and enable a more reliable journey to be delivered.
Irene	New Services	Express bus service no. 77 from Mosgiel to City (first stop at the oval in Dunedin) for early commuters (7am to 8am) during school terms.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22

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Jack	Fares	\$2 fare is amazing, it should be permanent. It has saved me so much money since it was introduced for my commute to school. What used to be \$35 a week on the school bus is now \$12 on Orbus.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Branding and Marketing	Hope to see more Orbus branding at bus stops other than just the timetable, along with visible information around the bus stop sign such as routes using the stop.	Accept in part. Council continuously reviews information provided to customers
Jack Cowie	Collaborative Partnerships	Consider added reference to collaboration with other regional councils, given success of RITS regional consortium	Accept. Amend plan to reference the desirability to collaborate with other regional and district councils
Jack Cowie	Fare concessions	Consider a 25% reduction in fare for community services card holders.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fare concessions	Reintroduce a student concession	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fare concessions	Consider family-level bus travel discounts	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fares	Welcomes a move to fare-capping. Would like to see an additional active along the lines of "employ a fare structure that supports complex travel patterns"	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fares	Increase time allowed between transfers and remove or raise the limits of the number of transfers possible. Consider the idea of the fare buying two hours' travel, no matter how many transfers are needed.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fares	Consider an outer fare zone for journeys to Harrington Pt and Palmerston - at these scales the \$2 fare is being over-subsidised by inner-city bus users.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Submitter	Topic	Submission Point	Decision
Jack Cowie	Fares	Some indication should be given to when fares shift off the intended trajectory to avoid single nasty rises	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fares	Tie fare increases to service improvements	Reject. Limiting fare changes to the same time as service improvements can lessen the impact of the change, there will be a range of reasons for changing fares and the timing of that.
Jack Cowie	Fares	Graduate the change between youth and adult fares, so fares don't almost double on the 18th birthday	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Fares	Reconsider whether to maintain a 50% farebox recovery target given it is no longer mandated, and it could be an obstacle to future network development. Consider what 'base service levels' should be.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jack Cowie	Frequencies	Frequent all-day service on the Mosgiel route would be welcomed and is justified by patronage	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Jack Cowie	Frequencies	Get rid of 40 minute frequencies to enable proper clockface timetabling	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Jack Cowie	Frequencies	Get rid of 20 minute frequencies to allow frequencies to divide each other, leading to high frequencies on common corridors.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Jack Cowie	Frequencies	The full weekday timetable should be extended to Saturday or even 7 days, as network benefits of such consistent service would be considerable and weekend patronage is often solid	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Jack Cowie	Frequencies	Supports consistent and reasonable extensions of service spans, especially for the Mosgiel service	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Jack Cowie	Frequencies	Definition of "frequent" being 20/40 minutes is too much based off current frequencies that predate the recent network reforms. 20 minute frequencies mean relationships between different route timetables on the same corridor are confusing and inconsistent. 40 minute frequencies are not clockface and are difficult to remember. As such "frequent" should be defined at 15 minutes, allowing the driving frequency of the network to be 30 minutes.	Accept. Amend Table 9 to redefine the "frequent" target frequency (that is, a frequency that Council aspires to deliver) as 15-minute peak and 30-minutes off/inter-peak. Similarly, amend the action in 5.2.2 to refer to "target" rather than "minimum" service levels.
Jack Cowie	Frequencies	"Regular" services should be defined as 30 minutes for the core network, 60 in certain instances, and 120 for minor rural routes if relevant	Accept. Amend Table 9 to redefine the "regular" target frequency (that is, a frequency that Council aspires to deliver) as 30 - 60 minute. Similarly, amend the action in 5.2.2 to refer to "target" rather than "minimum" service levels.
Jack Cowie	Funding Opportunities	Important that new funding opportunities do not detract from the fundamental principles of integrated, network-oriented public transport. (I.e., like Palmerston North which has a separate level of services funded by Massey)	Accept.
Jack Cowie	Funding Opportunities	DCC could provide funding to ORC	Accept.
Jack Cowie	Funding Opportunities	University could pay to offset a student concession	Accept.

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Submitter	Topic	Submission Point	Decision
Jack Cowie	Funding Opportunities	"Alternative funding opportunities" are coping strategies for a difficult funding environment. Crucial that ORC plays a role in advocating for how Otago's transport needs will be best served in the future.	Accept.
Jack Cowie	General	Explicitly mention maintaining/continuing trends of PT integration	Accept. Amend the Plan to address the submission.
Jack Cowie	General	S2.6.1.2 is repeated (second should be S2.6.1.3?)	Accept. Amend the Plan to fix this unintentional error.
Jack Cowie	General	"Ease and convenience of driving" row has editing errors	Accept. The error will be amended.
Jack Cowie	General	Reassert network design principles in the 2014 RTPP would help maintain focus on best-practice principles and protect against the short-sighted meddling with routes that distracts from the bigger picture. Including: clockface timetables, direct bus routes, enabling transfers, maintaining high off-peak service levels and long service hours in general	Accept in part. Current plan applies best practise principles.
Jack Cowie	Infrastructure	Support bus lanes, and emphasises Andersons Bay Road for bus lanes too	Accept. The submitter supports the Plan.
Jack Cowie	Infrastructure	Strong support for interchange facilities, and continued work on minor local stops with improved wayfinding would be good	Accept. The submitter supports the Plan.
Jack Cowie	Infrastructure	Encourages the preference of built-out bus stops, as boarding times are quick with Bee Card, and it would greatly speed up services along streets with high traffic volumes	Accept in part. Council will raise the submission with its road controlling authority partners.
Jack Cowie	Infrastructure	Evaluation and rethinking of bus stop locations is needed. In some cases they are absurdly close together.	Accept. Submitter's concern is noted.
Jack Cowie	Integrated Network	Rephrase to acknowledge the role existing regional coaches play in regional connectivity	Accept. Amend the Plan to address the submission.
Jack Cowie	Integrated Network	Distinction between 'local' rural services and longer distance services (2.6.1.2 and 2.6.1.3) needs to be clearer	Accept. Amend the Plan to address the submission.
Jack Cowie	Integrated Network	Need to acknowledge that PT improvements are not a justification for maintain car-centric design (i.e. George St shouldn't be two-way just to allow a loop bus)	Accept. The submitter's comments are noted.
Jack Cowie	Integrated Network	Service type should be considered at a network level on top of the route-by-route level. I.e., stop saying a route is rapid route: say that a common corridor has a rapid service along it, when multiple routes combine	Accept in part. The submitter's comments are noted and will be considered in future revisions of the network.
Jack Cowie	Integrated Network	Stronger language is needed around being proactive	Accept. The submitter's comment is noted.
Jack Cowie	Network Form and Function	Provides a comprehensive proposal for a network redesign, where route termini are swapped between north and south route branches of different routes, enabling three high-frequency common north-south corridors.	Reject. Thank the submitter for the considerable effort and thought that has gone in to their proposal. Council is not currently intending to conduct a substantive network review. When it does, it will consider the proposal submitted.
Jack Cowie	Network Form and Function	The DCC's desire for a 'inner city loop bus' has the potential to fragment Dunedin's bus network. Supports ORC's opposition to such a service.	Accept.
Jack Cowie	New Services	Express services to Mosgiel would be good and justified	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express Mosgiel service is including in year 2021/22
Jack Cowie	New Services	Encourages wariness around demand responsive services, and clear exploration of what more conventional fixed-route approaches could look like are needed	Accept in part. The submitter's comment is not inconsistent with the Plan.
Jack Cowie	Park and Ride	Agrees there is a role for park-and-ride, but travel patterns that do not use cars should be the ideal	Accept. The submitter supports the introduction of appropriate park and ride infrastructure.
Jack Cowie	Pets on buses	Supports pets on buses.	Accept. The submission supports the Plan.
Jack Cowie	Policies	None of Otago's current routes should be considered rapid on their own. The turn-up-and-go element of "rapid" should not be compromised, and worldwide literature suggests 10 minutes frequencies are the upper limit of turn-up-and-go. No Otago route operates at 10 minute frequencies. As such, "rapid" should be defined as 10 minutes or less (only achieved by combined impact of multiple routes on common corridors)	Accept. Amend Table 9 to redefine the "rapid" target frequency (that is, a frequency that Council aspires to deliver) as 10-minutes all day. Similarly, amend the action in 5.2.2 to refer to "target" rather than "minimum" service levels.
Jack Cowie	Rail	Doubtful commuter rail can serve a serious strategic role in Dunedin's PT in near future, other than satisfying a nebulous sense of nostalgia.	Accept in part. There is little current evidence that an inter-regional rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Jack Cowie	Rail	Long distance rail services coordinated with regional buses should be of strategic interest, and may generate a need for inter-regional transport planning.	Accept in part. There is little current evidence that an intra/inter-regional rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.

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Jack Cowie	Revise service	Last steps of service improvements should be made to city routes, like Ridge Runner on a half-hourly all day frequency	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. <u>Investment will target frequency increases over the next three years.</u>
Jack Cowie	Revise service	Consider a transfer point at Lookout Point to enable transfers between 77 and 63 or 5/6. This would greatly reduce time for many journeys that are currently very long.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Jack Cowie	Technology and Innovation	Nuance required around technological change	Reject. It is uncertain what the submitter is seeking.
Jack Cowie	Technology and Innovation	Real-time information in buses should be considered, as well as next-stop announcements eg a general statement like "consider using live timing data inside buses to improve customer experiences"	Accept in part. Council needs to undertake further investigation as to how and when it may move in the direction suggested in the submission.
Jack Cowie	Ticketing system	Questions whether a 'no change given' policy would be sufficient for driver safety	Accept in part. While Council has signalled the removal of on-bus cash, it does not preclude stopping the transition at "no change given".
Jack Cowie	Vehicles	Consider, tentatively, the possibility of smaller buses. But acknowledge there are real reasons why larger buses are needed.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Jack Cowie	Vision and objectives	Innovation too high of a priority.	Reject. Almost all feedback has supported the Vision as contained in the Draft Plan.
Jack Cowie	Zero emission vehicles	Support for fast transition to zero-emission vehicles. They are a proven, established technology.	Accept. The submitter supports the Plan.
Jack Cowie	Zero emission vehicles	Do not need to overthink lowering emissions — "alternative fuels" are not needed when we have a solution - electric buses.	Accept in part. Amend section 5.1.2 of the Plan to refer to non CO2-powered vehicles rather than electric and alternative fuels.
Jack Cowie	Zero emission vehicles	Reporting suggests electric buses purchased by GWRC were constructed using forced labour, so care must be taken.	Accept. Amend the Plan to make reference for the need for zero emission vehicles to be procured with thought given to ethical considerations (to address the matter raised by the submitter).
Jackie Dean	Frequencies	Include weekend service	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Jackie Telfer	Frequencies	Request extending the bus to Mosgiel to operate until 7.37pm. This would be beneficial for those working in healthcare shifts. Many begin work at 1pm and use the bus but there are no buses to get back home in the evening.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
James Sutherland	New Services	Would love to see a bus route to Outram from Mosgiel. Reduce travel and pick-up local business in the weekend from the extended foot traffic.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
James Sutherland	New Services	Hugely supportive of bus service into South Otago. Waiholo and Milton are set to grow. Connecting them will be cheaper than the intercity and allow the region to allow to grow in a sustainable manner	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Jane Schofield	Fares	Wish to maintain \$2 fares	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jane Schofield	Frequencies	Request weekend bus service.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.

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Submitter	Topic	Submission Point	Decision
Janet Brady	Bus hub	Ban private cars travelling through the hub to make it safer.	Reject. Council not road controlling authority.
Janet Brady	Fares	Supportive of \$2 fare, unlikely to use if the fares went up. Advertise the \$2 fare to promote usage.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Janet Brady	Frequencies	Include weekend service plus an extra late trip during weekdays.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Janet Brady	Infrastructure	Often bus late and there is no seat or shelter when waiting.	Accept in part. Submitter's concern is noted.
Janet Brady	Vehicles	Regular user of Route 1, suggest a bus more suited for the long trips like an Intercity bus.	Accept in part. Council will review vehicle type as part of delivering long distance services. For Route 1, this is likely to occur at retendering.
Janet Brady	Vehicles	Seatbelts should be compulsory.	Reject. Buses meet standards for urban buses. Historically seatbelts were not fitted to buses due to a lack of secure anchoring point.
Jason	Fares	Happy with the \$2 fare	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Jason	Frequencies	Suggest weekend service for route 1	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Jen Houltham	New Services	Would like the regular bus form Wanaka to Queenstown to include an early morning stop in Cardrona (even at bottom). Also new bus between Glendu Bay and Treble Come 2/3 times a day.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Jennifer Cattermole	Bikes	Consider how to better meet current demand from cyclists who wish to combine biking with public transport. Only being able to put two bikes on each bus's bike rack isn't meeting current (let alone future) demand. Inadequate on the 18, both first and second bus of the day are full. Increase bike rack capacity on existing busses. Or, introduce a dedicated bus'n'bike service - e.g. minivan towing bike rack trailer, Harwood - Bayfield park carpark, once in the morning and once in the evening it would vastly improve the public transport situation for cyclists.	Accept in part. Future tenders will require larger bike racks. Investigate opportunities to accommodate bikes inside buses
Jenny Stadnyk	Revise service	Consider extending the bus route in Mosgiel to include Wingatui like it use too. The population in this area has grown with more areas being rezoned residential, particularly along Wingatui Road	Reject. While the submitter's request is acknowledged, Council has no plans to make the change requested.
Jill Hazard	General	Has a number of bus options, working at the university and living in St Kilda. Love taking the bus. Appreciate the (generally) helpful and patient drivers and the new Bee card system. Think the bus system in Dunedin is great	Accept. The submitter supports the Plan.
Jill Hazard	Infrastructure	Bus stop shelters on George St are facing the wrong way. Cannot stand in them and see when the buses are coming, so we stand in the way of pedestrians.	Accept in part. Submitter's concern is noted.

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Jill Hazard	Network Form and Function	Buses should be visible and accessible to the university and the hospital. To catch the bus home from University I need to walk three blocks to George St, and cross two State Highways (waiting for the lights means it can make me late for the bus) to get to a bus stop. People who board the bus are mostly employees of the University or the hospital who have walked to the stops. To work, the bus empties out at Knox Church, the closest stop to University and we all walk three blocks (sometimes in rain, frost etc) to get to the University. Crazy that there aren't commuter buses that are visible and accessible to the University and the hospital. I imagine so many people would choose to leave their cars at home if commuting on public transport became a more viable option.	Reject. The University is well served by the current service, albeit for most trips it does require a transfer (which is free) to connecting services.
Jill Hazard	Network Form and Function	No point driving the buses down George St to the hub - terrible traffic congestion on George St (outside Knox Church) slows the buses down immensely.	Reject. Servicing George Street is an important part of / catchment for the network.
Jill Scouler	New Services	A bus service to Outram should be considered as Outram is growing rapidly	Accept in part. A timetabled service may not be the best means of providing public transport to the area. The plan includes provision for monitoring and review, including services.
Jim Ledgerwood	New Services	Not happy about the lack of support given to the Wanaka Hawea Areas. Pay huge rates, for very little.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted Wanaka does not pay a public transport rate currently and the Wanaka Masterplan indicates the need for public transport in the long term.
Joanne	Frequencies	Suggest an earlier start time than 6.20am for bus 50 so lower Middleton Rd healthcare workers can reach town in time for morning shift handover at Dunedin hospital. Or bus 33 could go up to Corstorphine via lower Middleton Road on first morning trip.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Joanne	Frequencies	Would be great if bus 50 had a later running time. Maybe a few minutes later than 11pm to give time to come down from wards/dept and walk to bus stop, after finishing shift at 11pm. We rely on bus service a lot.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Judith Smith	Customer Service	There are quite a few drivers talking on their phone (via ear buds) while driving, quite a few driving too fast, quite a few stopping at an unsafe distance from the kerb for getting off and several not wearing masks. A user of a walking stick, I always have to get off at the front, as the kneeling function (which is wonderful) doesn't appear to be on the back door. Sometimes feel a nuisance when getting off, especially if people are getting on at the time.	Accept. Council will work with its bus contractors to address the shortcomings suggested by the submitter.
Judy Martin	Fares	Keep fares low and offer more timetable choices including weekends to increase use of PT. Suggest separate express service for workers to encourage more users.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Judy Martin	Fares	Fares to remain as cheap as possible. Suggest more advertising to remind people of \$2 fares.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Judy Martin	General	Regular user of Route 1 and considers it vital for the community.	Accept. The submitter supports the Plan.
Judy Martin	General	Seatbelts required particularly buses travelling for 50km on State Highway. Buses need to be reliable, comfortable and easily accessible. Introduce weekend service.	Accept in part. Historically, seatbelts were not installed in buses as there was a lack of robust anchoring points.

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Judy Martin	Reliability	Reliability is a huge issue. Bus route is often delayed and buses breaking down and high staff turnover.	Accept in part. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Judy Martin	Zero emission vehicles	Supportive. Electric buses would increase connectivity.	Accept. The submitter supports the Plan.
June Jarka	General	Suggest DCC and ORC look at adopting a regional fuel tax of 2 – 5 cents per dollar for all business and most private vehicles to fund the provision of infrastructure for bus stops.	Reject. Submitters suggestion is outside the scope of the plan.
June Jarka	General	Suggests that reading information about the RFT, visiting, collaborating, co-operating and talking /with Auckland Transport counterparts could potentially assist you to plan and fund a better long term infrastructure for public transport.	Accept in part. Note comment.
June Jarka	Infrastructure	Requests more bus seating, bus shelters, signage, lighting, rubbish bins, and public lavatories near bus stops.	Accept in part. Submitter's concerns are noted.
June Jarka	Pets on buses	Suggest a policy regarding taking domestic pets on board all forms of public transport, e.g. domestic cat in carrier or pet stroller to go to vet. I can't drive, my cat would be totally secure and would not be a threat. I believe a significant portion of low income, elderly and disabled people would benefit from this policy.	Accept. Amend the policy to require pets carried on buses to be contained in a pet carrier.
K	Rail	Would love to see a commuter train between Port Chalmers and Dunedin City. Could leave Port at 7:30 and 8am and leave Dunedin at 5:10 and 5:40pm. Seems a waste to have a perfectly good railway line with no commuter trains on it.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Karen Nairn	Fare concessions	Have free bus fares for all children and school/uni/polytech students. Have free buses for families at weekends.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Karen Nairn	Frequencies	Increase the frequency of evening buses on all routes in Dunedin	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in weekend or more evening services in the future.
Karen Nairn	Network Form and Function	Ensure the bus service that runs through the hub includes stops at university and polytech. The idea of getting one bus from uni to hub to catch another bus to destination doesn't work.	Accept in part. Draft plan does not preclude future changes to the network to enable more connections. Connections can be made to the Tertiary Precinct via free transfer. Council's investment priorities in Dunedin over the next three years is increasing frequencies on existing services, which will increase routes for transfers
Karen Nairn	Revise service	Expand the bus service on the Peninsula so residents and tourists can reach beaches without a car.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Karen Nairn	Zero emission vehicles	Shift the bus fleet from diesel to electric	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Karen Sannazzaro	Revise service	Consider taking buses along Butts Road to the stops at LPHS.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Karen Sannazzaro	Timetables	Consider adjusting the timetable to better cater for the needs of LPHS students. LPHS starts at 8.55 am and finishes at 3.25pm. The closest bus stop to the school is the corner of Dundas and Forth Street. Students walk 600 m to school at Butts Road (7-10-min walk). Morning buses arrive at 8.10 or 8.40am, afternoon buses leave at 3.25 or 3.55pm. The 8.40 bus is often later than this, and with the walk, students are often late - the only alternative is to catch the earlier bus. Students are unable to catch the 3.25pm bus as school finishes at 3.25 pm. The only alternative is the 3.55 pm bus, a 20-minute wait. Some students catching this bus are on 12 yrs old. Catching a bus at 7.40am and not getting home until 4.30pm is a very long day for a young person. The long wait (for a bus or for school to start) exposes them to unnecessary health, safety and wellbeing risks – unsupervised time, exposure to potential unwanted behaviours. Alternative options of cycling and walking are not viable due to age and distance.	Accept in part. The plan includes provision for monitoring and review, including services. However, services are designed to cater for the public in general not necessarily a specific market segment. That may mean that services sometimes may not meet the needs of some parts of the community

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Kate	Fares	Wish for \$2 to continue.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Kate	Frequencies	Extend service between Dunedin and Waikouaiti to weekends	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Kate Springford	Fares	Supportive of \$2 flat fare from Palmerston to Dunedin has encouraged more users. Suggest weekend option too.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Katie Peppercorn	New Services	Buses at the weekend to and from Waitati	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Kawarau Jet Services	Collaborative Partnerships	Would welcome any opportunity to continue to work with the ORC to assist in achieving a strong PT system through the use of our planned water ferry service.	Accept in part. Submitters desire to provide a water ferry service is noted.
Kawarau Jet Services	Ferry	To provide a public ferry service that operates east and downstream of the Kawarau Falls Bridge works relating to navigational safety in the channels will be required. These works are necessary to achieve the high quality public transport network of infrastructure and services addressed in Objective 2 and should be recognised by ORC.	Noted
Kawarau Jet Services	General	Supports the ORC's vision to provide inclusive, accessible, innovative public transport that connects Otago's community and contributes positively to our community, environment, and economy.	Accept. The submitter supports the Plan.
Kawarau Jet Services	Integrated Network	Requests the following stops be included in the ferry service, as Kjet has a consent to provide passenger services between Queenstown Bay and Bridesdale, Remarkables Park, Bridesdale Farm, Lake Hayes Estate	Reject. Requirement for an expanded Queenstown ferry service was assessed in the Ferry and Queenstown Transport Business Cases and not a preferred option.
Kawarau Jet Services	Integrated Network	Notes that Kjet has a consent to provide a passenger ferry service at a frequency that meets the 'rapid' criteria in Table 9	Accept. The submitter's comment is noted. While the submitter may have a consent, it will also be need to meet the requirements of the Land Transport Management Act 2003 if it wishes to operate a commercial ferry service
Kelly Curtis	Fares	Recognise the impact that the flat fare has had on public transport use and capitalise on the increase of its use by keeping the flat fare at \$2. Strongly ask that if you do revise this consider those in outlying areas are likely to begin not using public transport again if the fees are increased unreasonably	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Kelly Curtis	Frequencies	Recognise the need and want of at least one weekend service. Every other city route has one and, for the Waikouaiti demographic, it would be well used. Consider adding another vehicle during the week to service the "School Run" returning from the City to Palmerston. This is always overloaded.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Kelvin Peninsula Community Association	Bikes	Clarify whether the requirement that "all new contracts for scheduled services in our Dunedin and Wakatipu networks to have the means to carry bicycles" will apply to the Ferry service.	Accept in part. Investigate opportunities to accommodate bikes on ferry
Kelvin Peninsula Community Association	Fares	"Employ a fare structure that enables easy connections and transfers between services" should be amended to include "and different modes"	Accept. Amend the plan as suggested by the submitter.

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Kelvin Peninsula Community Association	Ferry	Congratulate ORC for financially supporting the public service on Lake Wakatipu from Frankton to Queenstown.	Note support
Kelvin Peninsula Community Association	Ferry	Notes that a successful Ferry service should be a fully integrated part of the public transport system.	Accept. The submission is noted.
Kelvin Peninsula Community Association	Ferry	Include in Table 6 of the Strategic Response "Ferry services that complement the scheduled bus services"	Accept. Draft Plan is currently consistent with the submitter's request.
Kelvin Peninsula Community Association	Ferry	Trial ferry service is noted at 3.6.2, however, needs a number of steps to be taken to become reality	Accept in part. A contracted public ferry service is operating.
Kelvin Peninsula Community Association	Ferry	Challenges the categorisation of current Ferry service as "targeted". To be integrated and therefore successful it should be a Frequent Service Type.	Reject. Draft Plan recognises the current operating environment. That is not to say the categorisation can not change in the future.
Kelvin Peninsula Community Association	Ferry	Needs to be a reliability standard applicable to the Ferry service. Ferry has limited seating, standards should require either and increase in the size of the boat or operator to pick up the otherwise stranded passengers	Accept in part. Lake Wakatipu ferry trial will enable many of the issues raised by the submitter to be addressed.
Kelvin Peninsula Community Association	Ferry	Bee Card ticketing system to be extended to include the Ferry Service, similarly the fare structure and concessions (off-peak travel schemes)	Accept in part. Council is investigating implementing the bee card system into the ferry.
Kelvin Peninsula Community Association	Ferry	No reference to the Ferry service in the short and medium to long-term priorities.	Reject. Draft Plan is addresses a lake Wakatipu ferry service.
Kelvin Peninsula Community Association	Integrated Network	Supports cycle parking at strategic location, suggest piers on the Kelvin Peninsula e.g. Bay View Pier.	Accept in part. The provision of active mode infrastructure to integrate with public transport is a District and City Council role.
Kelvin Peninsula Community Association	New Services	Bus service from Kelvin Heights to Frankton is not a satisfactory alternative mode of transport in Queenstown, the Ferry by contrast is a highly attractive alternative to car use. More so if frequency increases.	Reject. Current bus patronage of Kelvin Heights service shows growth
Keren Segal	New Services	Disappointed there is no public transportation between Milton and Dunedin. Have to drive to the city which is not great for the environment. Tried to organize a carpool but have not been successful. Would love transport from Milton to Dunedin in the morning (maybe a small shuttle bus leaving at 7:00 am, 8:00 am and 8:30 am) and returning from Dunedin to Milton in the afternoon (4:00pm, 5:00 pm, 6:00 pm)	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Kerryn Boniface	Fares	Supports the fare structure. Suggest incentivizing multiple trips made by passengers.	Accept. The Draft Plan is consistent with the submission.
Kerryn Boniface	General	People expect world-class and efficient service, submitter considers current service is far from that. Feedback loop between bus contractor/s and ORC needs to be established, monitored and/or properly measured.	Accept in part. Currently, matters raised by customers in respect of contractors service performance are raised with the service provider. And services are monitored.
Kerryn Boniface	General	Queries about bus drivers and the ability to attract and retain more of them. What do staffing needs look like across future transport modes.	Accept in part. Driver retention and staffing is a matter for contracted service providers.
Kerryn Boniface	General	Suggest innovate ways with RPTP such as a video for example.	Accept in part. Council uses messaging and information to promote public transport to new and future potential customers
Kerryn Boniface	Infrastructure	Additional lighting required such as the Shotover Bridge.	Accept in part. Council will raise the submission with its road controlling authority partners.
Kerryn Boniface	Network Form and Function	Questions efficiency of Lake Hayes - Queenstown route. Suggest including other stops such as Five Mile, The Landing or an Orbiter-like service that gives choice and flexibility. Unsure how the priority bus lane will work.	Accept in part. Patronage of the current service is growing. In the long term, the Queenstown Transport Business Case flags the need for an Orbiter type service.
Kerryn Boniface	New Services	Opportunity of mixed transport solution using Shotover River like the water ferry service in Kelvin Heights.	Accept in part. Water transport was considered as part of the Queenstown transport business case and wider use of the mode may have a place in the long term.

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Kerryn Boniface	Performance Monitoring	Support the Customer Standards set out especially the Performance and monitoring standard. Interested to know how the real-time complaint management will work as patronage increases.	Accept. The submitter's support is noted.
Kerryn Boniface	Zero emission vehicles	Support non-carbon fuelled vehicles. Suggest solar panels on buses to power them.	Accept in part. The Plan is generally consistent with the submission.
Kim Meredith-Jones	Frequencies	Palmerston to Dunedin bus service needs to provide weekend bus services. There is a large retired community that cannot drive in those areas and a weekday service is not sufficient. Even a small fee for pensioners (max \$5 each way) on a weekend would be better than nothing.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Kim Meredith-Jones	Frequencies	Peninsula to the city service also needs to be more frequent. Every hour doesn't serve the people who live only 15 min from town. It doesn't provide an incentive to leave your car at home as it's entirely inconvenient to have to wait an hour to catch a bus when it would take 15 min to drive	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Kristie	New Services	Would love to have a bus from Allanton to Mosgiel or even a loop Allanton-Outram-Mosgiel to get to and from work and uni. Not to go all the way to town but to connect to the town buses, as we seem to be missing out. I wouldn't need to drive to town.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Kristina Crane	New Services	Request for public bus to pass Arrowtown School at 3pm enroute to Adamson Drive to pick up kids to take to Events Centre also request for bus turn off into the Events Centre. By doing so will reduce many vehicles on the road if children did not have to leave school early to take the current bus and also safely get to the events centre without crossing busy roads.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly. Council notes it is sometimes challenging to adjust networks in response to community demand and meet every request.
Kyle Matthews	Fare concessions	Bus fares for youth should be free.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Kyle Matthews	General	Principles are good but lack accountability details. Should include details like when it will be a requirement for buses to be fossil free etc so it is clear in 10 years if we had fulfilled them.	Accept in part. National policy indicates that from 2035 no new diesel buses will be built in NZ.
Kyle Matthews	General	We're facing a serious climate emergency and need to encourage public transport usage	Accept. The submitter supports the Plan.
Lake Hayes Estate and Shotover Country Community Association	Collaborative Partnerships	Support the initiative of working with communities to expand services (p66), and review of LHE-SC bus services.	Accept. Comment is noted.
Lake Hayes Estate and Shotover Country Community Association	Collaborative Partnerships	Would like to see a dedicated person with the Way to Go network champion travel behaviour management and work with community associations and businesses to promote alternative travel options.	Accept in part. Comment is noted.
Lake Hayes Estate and Shotover Country Community Association	Collaborative Partnerships	Would like to work in collaboration with ORC and Way to Go, and to be engaged early, prior to changes, so we can influence a more positive experience and help be part of the change needed for transport.	Accept in part. Comment is noted.

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Lake Hayes Estate and Shotover Country Community Association	General	We suggest a comprehensive transport improvement plan is instigated following the Ladies Mile Masterplan process.	Accept in part. Ladies Mile master plan is developing a transfer strategy and over the next two years Council will undertake a Wakatipu business case.
Lake Hayes Estate and Shotover Country Community Association	General	Support the criteria for managing growth.	Accept. The submitter supports the Plan.
Lake Hayes Estate and Shotover Country Community Association	Infrastructure	Introduction of dedicated bus lanes would be the biggest improvement to give priority to PT and School Bus services who are currently stuck in traffic. This is an urgent need.	Accept in part. Council will continue to work with Way to Go and Connecting Dunedin partners on Queenstown Transport and Shaping Future Dunedin Transport Business Cases projects, the outcomes of which are conditional on future business case work and funding approvals.
Lake Hayes Estate and Shotover Country Community Association	New Services	Support the proposals in the Arrowtown Promotions Association submission.	Accept. Council notes the submitter's support for another submitters submission.
Lake Hayes Estate and Shotover Country Community Association	Park and Ride	Not supportive of the Park and Ride at 516 Ladies Mile - a better option would be a location further away from this congested corridor or PT services from Wanaka and Cromwell.	Accept. Submitter's opposition to a Ladies Mile park and ride is noted.
Leigh	Timetables	Add weekend bus route	Reject. Not sufficient information.
Lesley Barr	New Services	Glenorchy could benefit from a bus service, maybe 2 x weekly, leaving 9am return 4pmish	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Lesley McCartney	Fare concessions	All trips for 65+ should be free	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Lesley McCartney	Fare concessions	It should be free for all children, as it is a safe way for them to get around the city. Dropping the charges takes away the economic fetter that so often comes into play for those who are not as well off.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Lesley McCartney	Fares	Strongly supports the flat two dollar fare	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Linda-Jean Young	General	I am happy with the fare and service I use.	Accept. The submitter supports the Plan.
Linda-Jean Young	New Services	I would like a bus service from Green Island to South Dunedin.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. This will be confirmed through business case work and subsequent Council funding decisions.

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Lisa Acheson	Vision and objectives	Agrees with the 5 objectives. Transforming to a low carbon transport system seems sensible, as long as there is little impact to affordability and journey time	Accept.
Lisa Counsell	Ferry	Suggest incorporating the Queenstown ferry service into the public transport system and to be subsidised. Uses ferry service up to 5 times a week if there was no ferry, private car would be used instead.	Accept. Council is currently trialling (and subsidising) the ferry service on Lake Wakatipu.
Liz	Fares	Happy with the \$2 fare	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Liz	Frequencies	Suggest weekend service for route 1	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Liz Evans	Fares	Happy with \$2 fare.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Liz Evans	Frequencies	Need services on weekends.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Liz Evans	Frequencies	Lack of buses on route 3	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Liz Simpson	Fares	Supports \$2 fares	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Liz Simpson	Infrastructure	Suggest Lake Hayes bus have more drop off points on SH6 (or a detour) within the 5 mile shopping centre and the Events Centre. Uses car instead of bus to go to Frankton for shopping/leisure as the public transport system is inconvenient. Suggest more frequency.	Accept in part. Council notes the challenge on providing stops along State Highway network particularly within 80-100 kph speed zone. Council is working with large employers, at Five Mile, to improve connections to that destinations.
Lorraine Lobb	Fares	\$2 fare and concessions should continue to make Public transport viable for everyone.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Lyndon Weggery	Vehicles	Need smaller buses around Dunedin	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.

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Lynley Workman	Fares	Would like the \$2 flat rate to remain. Affordable for families.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Lynne Holden	Fares	Supports \$2 fare	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Lynne Holden	Timetables	Expand service to mid-morning runs to arrive around 10am and return 1.30pm. No details of route assume it's Dunedin.	Reject. Not sufficient information.
M Watt	Bus hub	There should be more continuous shelter and seating at the Bus Hub	Accept in part. Comment is noted.
M Watt	Customer Service	Music on the buses should be easy listening and in some cases at a lower volume	Accept. Council will work with its bus contractors to address the shortcomings suggested by the submitter.
M Watt	Fares	Thinks the \$2 fare is fair.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
M Watt	General	Happy with the Dunedin/Mosgiel service	Accept. The submitter supports the Plan.
M Watt	Zero emission vehicles	All bus should be environmentally friendly (not diesel, perhaps hydrogen)	Accept. The Plan is consistent with the submission.
Malachy	General	Support PT infrastructure over car infrastructure	Accept. The submitter supports the Plan.
Malcolm Robertson	Timetables	Please change the Brighton-Dunedin service to meet the criteria in Objective 4. Because of the changes to the route and timetable a few years back, I have mostly stopped using the bus. The new service in the 4-6pm slot is too infrequent and takes longer. The buses nearly always run late sometimes by 20-30 mins. The route takes too long - goes round Abbotsford on every run, adding to journey time. Transferring on to the Mosgiel connection in Green Island increases journey time and it is unpleasant to wait in bad weather.	Accept in part. The current timetabled service to Brighton may not be the best means of providing public transport to the area. The plan includes provision for monitoring and review, including services.
Mandy Mayhem Bullock	Frequencies	Advocates for weekend and evening services to Waitati	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Mandy Mayhem Bullock	General	Supports ambitions for a safer and lower carbon transport system.	Accept. The submitter supports the Plan.
Margaret	General	Support the development of public transport to encourage new customers and achieve a good level of satisfaction.	Accept. Note the support from the submitter.
Margaret	Vision and objectives	Agrees with the vision to contribute to carbon reduction and integrating of new network infrastructure.	Accept. Note comment in support
Margaret van Zyl	Fares	Bus transfers are difficult for many elderly and mobility impaired passengers.	Accept. Submitter's comment is noted.
Margaret van Zyl	General	I like the bus transport and rarely take my aged car (driven by an aged driver) into Dunedin. Parking is a problem and I'm not at all keen on riding a bike.	Accept. The submitter supports the Plan.

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Margaret van Zyl	Revise service	Consider reinstating the Mosgiel - Dunedin route via South Dunedin. Many passengers used to travel from Mosgiel to South Dunedin in 20 minutes and shopped within this precinct. The Mosgiel - Dunedin route now takes 40 mins, or to reach South Dunedin passengers must transfer at the hub, with the full trip taking 1h25m. The frequency could be every hour outside of peak times. The convoluted route along Princes Street, Exchange and into Moray Place is congested and slow compared to the previous route on the one way system.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. A new Green Island to City via South Dunedin service is currently proposed, subject to further business cased and funding approvals.
Margaret van Zyl	Timetables	The longer trip time from Mosgiel - Brighton is not very practical.	Accept in part. The current timetabled service to Brighton may not be the best means of providing public transport to the area. The plan includes provision for monitoring and review, including services.
Marita Johnson	Fare concessions	Having pensioners free after and before certain hours, beneficiary, low income earners, get a discount, and free days, if sustainable.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Marita Johnson	Fares	The \$2.00 fare has been really beneficial for budgeting and making sure my expenditure is manageable.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Marita Johnson	General	Grateful for the free rides in and around Dunedin during COVID-19 levels - stressful experience for all - and hope that if this happens again, there will be the same offering.	Note
Marita Johnson	General	Garden planting around bus shelters, opportunity at the hub in Dunedin to buy tickets, food, sell products with bus brand.	Accept in part. Note submitters request for greater amenity to be taken up by the private market.
Marita Johnson	Infrastructure	Safety at bus shelters - suggest having a light powered by solar power at night, having security people in main areas to detract any anti-social behaviours.	Accept in part. Council will investigate the opportunities and cost of providing solar powered lighting at shelters.
Marita Johnson	Reliability	Sometimes the first bus (6.20am from Concord) does not turn up. The bus company concerned told me they had no driver - this is not on. I have asked if this could be put on the website ("no bus service") for proof to explain to my employer when late.	Accept. Bus outages are shown on the Orbus website.
Marita Johnson	Ticketing system	Suggest having the Bee Card for travel on trains, ferry, bus - to know that you can use your Card for all these modes of travel.	Accept. Council is working to implement Bee card on Queenstown ferry.
Marita Johnson	Timetables	For me, in the next 10 years there is no difference from now. Take x2 buses to get to where I work - from Concord, to the bus hub, then from the bus hub to Normanby. This has been very good if I work during the week days, but if I work on the weekend, I have no other option but to take a taxi.	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in weekend or more evening services in the future.
Mark Cricton	New Services	More public transport, more green space and less commercial development.	Accept in part. Council will provide more public transport in Dunedin the short term
Mark Hughes	Fare concessions	Senior citizens to be entitled to free rides any time of the day or night.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Mark Hughes	Infrastructure	Concerned with many of the bus stops in Dunedin suburbs, that there are not marked with no parking either side of the bus stops so difficult for buses to enter the bus stops.	Accept in part. Council will raise the submission with its road controlling authority partners.
Mark Hughes	Infrastructure	Additional bus shelters for the revised bus routes. An example is MacAndrew Road there is a very regular bus service but few shelters. Elsewhere lack of shelters.	Accept in part. Submitter's concerns are noted.

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Mark Hughes	Rail	Investigate reuse the Dunedin Railways carriages and engines to re-establish regular commuter trains once again. Suggest a regular railcar commuter service from Palmerston to Dunedin and return.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Mark Hughes	Zero emission vehicles	Encourages the future implementation of electric buses to replace the current diesel fleet	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Mark McDonald	Fare concessions	Have free bus fares for all children and school/uni/polytech students. Have free buses for families at weekends.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Mark McDonald	Frequencies	Increase the frequency of evening buses on all routes in Dunedin	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in weekend or more evening services in the future.
Mark McDonald	General	Make sure bus drivers are paid a living wage	Accept. The submitter supports the Plan.
Mark McDonald	Network Form and Function	Ensure the bus service that runs through the hub includes stops at university and polytech. The idea of getting one bus from uni to hub to catch another bus to destination doesn't work.	Accept in part. Draft plan does not preclude future changes to the network to enable more connections. Connections can be made to the Tertiary Precinct via free transfer. Council's investment priorities in Dunedin over the next three years is increasing frequencies on existing services, which will increase routes for transfers
Mark McDonald	Zero emission vehicles	Shift the bus fleet from diesel to electric	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Mary-Jane Mirfin	New Services	It is time for regular bus services to the Warrington area, like Port Chalmers and the Peninsula. Warrington is growing in population, primary schools are getting bigger, new houses are being built but the public transport is poor. No public transport at weekends or in the evenings. Waitati and Arc Brewery are popular but there is no public transport for people to come out and support businesses.	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in weekend or more evening services in the future.
Meg Em	General	Structure your submission process so it supports busy people with limited capacity to engage. Don't have time to read and consider a 60-page document then formulate a written submission. If ORC had asked me a bunch of questions about things in the plan and whether I did/did not support (or how I supported thing on a sliding scale), I could easily have made a submission.	Accept in part. Note comment.
Michelle Mears	Fares	Support the \$2 fare and wish to extend this service to cover weekends.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Michelle Mears	General	Praises the service to Palmerston	Accept. The submitter supports the Plan.
Mike Cowell	New Services	Suggest that the route is tweaked so that it passes a bit closer to the town centre. This would be beneficial for many to take just one bus to town centre rather than rely on two buses to get to an appointment. Previously the bus went via Albany Street, would like that considered or something similar - a permanent change to the Ridge Runner route.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Ministry of Education	Collaborative Partnerships	There are opportunities for greater alignment or cooperation between the Ministry and ORC on a number of strategic priorities outlined throughout the draft RPTP. Would welcome the opportunity to discuss these priorities further and explore possibilities for ongoing cooperation in areas including contributing to carbon reduction and sustainable fleet management, enabling mode shift and ensuring an integrated approach to service planning and delivery across the region.	Accept.

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Ministry of Education	General	Believe that there may be further opportunities for the Ministry and ORC to work collaboratively to develop, clarify and refine operational policies governing the provision of school bus services. A strategic and collaborative approach would allow both agencies to ensure that services are aligned for optimal public value and remain responsive to the changing needs of communities and the wider region, especially as ORC continues its progressive withdrawal of school bus services within a wider context of population growth and continued urban development.	Accept in part. Ministry and Council do need to work collaboratively.
Monika Fry	General	The trees obstructing the view of the road from the Glenda Drive bus stop need to be removed. A person has to stand on the edge of the pavement to watch for the bus. This is fine in summer but in wind and rain and winter it is not	Accept in part. Refer to appropriate local authority for maintenance.
Monika Fry	Infrastructure	Add seats to the bus shelters on Frankton Road	Accept in part. Council will work with local authority to investigate opportunity to address request of submitter
Monika Fry	Revise service	Re-route the Arrowtown/Queenstown route as a round trip to Frankton and return via Arthurs Point. Having the service call into Quail Rise is a right pain.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has costed such a connection and it is likely to cost several hundred thousand to provide.
Mui Kiang, Janet, JIN	Infrastructure	Request an additional bus stop between Bus Hub and Otago Girls High. Suggest just outside the Urgent Pharmacy.	Accept in part. Submitter's concerns are noted.
Murray Fish	Fares	Strongly supports the flat \$2 fare and that over 65s and children should be free.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Nancy Earth	Bus hub	Excellent services at the new bus hub.	Note comment in support.
Nancy Earth	Fares	Appreciative of free travel, disappointed when it ended.	Accept. Submitter's comment is noted.
Nancy Earth	General	Cable car system would be a tourism magnet.	Accept in part. Submission is lacking evidence.
Nancy Earth	Infrastructure	Bus stops lacking shelters	Accept in part. Submitter's concerns are noted.
Nancy Earth	Park and Ride	Park and ride facilities built at rail/light rail stations would be beneficial.	Accept. A park and ride at Mosgiel is one activity specified in the Shaping Future Dunedin Transport business case that Dunedin City Council is responsible to action.
Nancy Earth	Rail	Disappointed no plans for rail. support suggestion of electric light-rail system from South Dunedin to North Dunedin	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Nancy Earth	Zero emission vehicles	Instead of changing fleet of buses that do not need to replace, convert bus engines from fossil-fuelled to electric.	Reject. A similar initiative as suggested by the submitter has been attempted elsewhere in the country and not successful.
Natalie Harfoot	Bus hub	Aware of recent discussion about personal safety issues at the bus hub. Is aware that some passengers now avoid catching the bus from the Gt King St hub because of threatening and unpleasant behaviour of others. Would like for children to use the buses for school when they are older, but would not want them using the services if the hub continues to be unsafe/unmonitored.	Accept in part. CCTV cameras operational and Police centrally located at hub. Council will monitor issue and consider additional security options.
Natalie Harfoot	General	Improved timetables, \$2 fares and live updates on bus locations are improvements that have increased Dunedin bus usage significantly.	Accept. The submitter supports the Plan.
Natalie Reeves	General	Reduce barriers to increase bus usage include timing and frequency, cost bike carrier capability and route selection.	Accept. The submitter supports the Plan.
Natalie Reeves	General	Support campaigns to de-stigmatise public transport amongst our community and promote greater uptake of public transport.	Accept. The submitter supports the Plan.
Natalie Reeves	New Services	Would like bus service between Arthurs Point and Arrowtown. Would take the bus if there was one.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has costed such a connection and it is likely to cost several hundred thousand to provide.

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Natalie Reeves	New Services	Need frequent buses between Wanaka and Queenstown. Suggest three services a day, particularly weekends and affordable.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Nicholas Tulloch	Technology and Innovation	Tag on and off by a smartphone	Accept in part. Ticketing system that succeeds current Bee Card system will enable a range of tag on tag off technology.
Nick Stoneman	Frequencies	Day off peak frequency should be every 30m instead of every 40m, giving Andersons Bay area almost a 15m service. At the weekends frequency should be every 30m during the day, not hourly.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Nick Stoneman	Frequencies	Introduce 30m frequency at weekends.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Nick Stoneman	Frequencies	Introduce 15m frequency all day weekdays and 30m frequency at weekends.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Nick Stoneman	Frequencies	Trial removal of the 35m sit over at evenings and weekends and make the frequency every 30 mins until 9pm.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Nick Stoneman	New Services	Need airport bus service which is standalone and not connected to the Mosgiel Service at all	Reject. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Nikita Woodhead	New Services	I would love to see a Mosgiel express service for before and after work/school. It would make it faster and more attractive to people in Mosgiel to get into town to work. Having it as well as the current route through Fairfield & Green Island would mean no one is disadvantaged.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express moggie service is including in year 2021/22
Orokonui Ecosanctuary	Rail	Would like passenger trains to connect the coastal suburbs from city via Port Chalmers, Purakaunui, Osborne, Drs Point, Waitati, Warrington, Seacliff, Karitane, Waikouaiti and include Moeraki and Palmerston.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Otago Pen Comm Board	Bikes	Expect the possibility of using the bus to take a bike one way and then ride home, will become a popular trend. The Board submits that buses need to be able to accommodate cycles inside as they do in other countries.	Accept in part. Future tenders will require larger bike racks. Investigate opportunities to accommodate bikes inside buses
Otago Pen Comm Board	Branding and Marketing	Consult and implement bilingual place names and signage on the Otago Peninsula, including bus signage	Accept in part. Council will take in to account the submitter's request when next it reviews its Orbus branding (review not currently scheduled).
Otago Pen Comm Board	Fares	Consider making the \$2 rate a permanent feature of public transport.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Otago Pen Comm Board	General	Public Transport is essential for many people within our community. The efficiency and regularity of the service must be continued to ensure our community thrives. ORC have made improvements to the route of the service and recently staff have altered the afternoon timetable in consultation with the Board and the community. This has been a significant improvement for our community.	Accept. The submitter supports the Plan.

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Otago Polytechnic	Fares	Staff and students are sensitive to fares. The Tertiary Precinct Development Plan (2008) to which the ORC are partners, includes free public transport within the Tertiary Precinct.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Otago Polytechnic	Frequencies	ORC should explore opportunities to add more targeted rapid and frequent services.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects, the outcomes of which are conditional on future business case work and funding approvals.
Otago Polytechnic	General	In 2019 contribution to Dunedin's GDP was 18% of the total (\$1.125B) from Otago Polytech and University of Otago. Polytech students have different travel needs compared to Uni students, as 42% are 25 yrs or older, more than 44% are part time. These groups are more likely to have work and family commitments.	Accept. Note comment.
Otago Polytechnic	General	Polytech agrees with desire to create an integrated public transport network with good connections to other modes.	Accept. The submitter supports the Plan.
Otago Polytechnic	General	Supports any initiative that increases patronage. Surveys show the main mode of transport for staff is cars (44%) and students (43%). Only 5% of staff and 19% of students use the bus. Feedback is that the buses are too slow and unreliable. In the Tertiary area they bring added safety risk and health risk from diesel emissions.	Accept. The submitter supports the Plan.
Otago Polytechnic	New Services	Few bus stops near campus, not well connected to city. Frequent loop service could connect hub to stadium, campus and Logan Park. Polytech fully supports public transport, but there need to be better downtown connections, including to the hospital, Tertiary Precinct, stadium and Logan Park. This should be a priority to drive mode shift.	Accept in part. Existing services operate close to these locations.
Otago Polytechnic	New Services	Electric shuttle services between Union Street and the stadium, passing the College of Education and Polytechnic to Union Street/Uni would connect park and ride facilities to the campus.	Accept in part. Existing services operate close to these locations
Otago Polytechnic	Park and Ride	Park and ride facilities are key to enabling multi-modal access to the bus network. The Polytechnic and university have identified areas that would be used for Park and Ride e.g. ex-Mobil site on Fryatt Street and back of Logan Park.	Accept. The submitter's suggestions are noted.
Otago Polytechnic	Technology and Innovation	Autonomous vehicle could be trialled in Tertiary Precinct to provide continuous shuttle service up and down Union Street, like a cable car. All other motorised vehicles could be excluded. It would link main bus routes and parking areas. If successful, could be extended to Harbour Terrace, Forth and Clyde Streets, and eventually George and Princes Streets. Provide small slow moving de-carbonised public transport in the Tertiary Precinct which complements pedestrianisation.	Reject. The Plan does not preclude the Tertiary sector from working with the local authority/road controlling authority to commence an autonomous or low emissions vehicle service within the tertiary precinct.
OUSA	Collaborative Partnerships	More than willing to collaborate with the ORC on the needs and perspectives of students, and have presented ways in which the ORC can do this. It is frustrating to see that despite collaboration being a policy, our needs as established in stakeholder meetings have not been meet by this plan.	Accept in part.
OUSA	Customer Service	Encourage the ORC to actively seek feedback through customers through short and quick to respond online method. Concise, online surveys are the preferred method for students. Another way information could be gathered or promoted is through social media features.	Accept in part. Council will investigate the opportunity with its bus contractors to implement the action suggested by the submitter. Council is aware of one simple tool to achieve the outcome requested by the submitter, but unfortunately it requires QR codes which would be lost amongst on-bus Covid QR codes.
OUSA	Events	Strongly support the ORC working with organisations running events and providing easily accessible transport for any and all major events held in Dunedin. Note that many people who come into Dunedin for events do not live here so need access to busses without having to buy a Bee card. It is important cash should not be removed as a payment option unless EFTPOS/credit/debit card payment is an option for every passenger.	Accept. Council will work with its City and District Council partners in Dunedin and Queenstown to better integrate planning for events (including payment methods).

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OUSA	Fare concessions	Recommends that any person holding a community services card should also be entitled to access a concession fare.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
OUSA	Fare concessions	Strongly urges the ORC to implement a student concession rate. When OUSA surveyed students to see if they'd be more likely to use buses in Dunedin if there were student concession rates, only 86 students said no, compared to 587 who said yes.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
OUSA	Fare concessions	Although the \$2 flat fare is beneficial for some students who commute on the bus, for the majority of students this is quite expensive. As many of the student population live, work and study in North Dunedin/the City Centre, students tend to use buses for short distances. The \$2 flat fare is substantially more expensive than how much short trips used to cost with a GoCard and a student concession.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
OUSA	Frequencies	Strongly in favour of implementing late night buses between the Octagon on Thursday, Friday and Saturday nights. Dunedin is sorely lacking in safe alternatives for students to get home from the centre of town. The benefits of running buses between town and the student quarter include: hospitality staff who work late having options to get home safely; lower risk of students being harassed or assaulted; students having a warm alternative to walking home; people who end up consuming too much alcohol can get home without driving; higher patronage rates of students; and more students would be likely to engage with local bars and eateries if they had a safer route home, engaging with and boosting the local economy.	Accept in part. Plan focuses immediate investment in increasing week/day frequencies as the best way to build patronage and support for public transport. Plan provides for regular monitoring and review and does not preclude investment in weekend or more evening services in the future.
OUSA	Frequencies	Recommends popular routes increase in frequency.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
OUSA	General	Generally supports the ORC's vision of public transport as inclusive, accessible, and innovative. Supports the belief that public transport connects Otago and contributes positively to our community, environment and economy.	Accept. The submitter supports the Plan.
OUSA	General	Sustainable approaches to physical infrastructure must be undertaken. Planning and designing of physical infrastructure must be future-proofed with sustainable best practice.	Accept. Comment noted in support.
OUSA	Infrastructure	Supports more shelter and secure bike-parking at bus stops. Supports ensuring an active mode shift and access to mode choice.	Accept in part. The provision of active mode infrastructure to integrate with public transport is a District and City Council role.
OUSA	Network Form and Function	It is vital for the ORC to include the University/tertiary precinct as a key destination. The tertiary precinct should be considered as important a destination as the Dunedin Hospital or the main shopping area along George Street. Would like to see the public transport network planned with this as a priority both in route planning and timetabling, with student scheduling needs in mind: in general students are expected to arrive to classes within the 10-minute period before the hour. Buses arriving at campus to be scheduled with this in mind.	Accept in part. The University is well served by the current service, albeit for most trips it does require a transfer (which is free) to connecting services.
OUSA	Network Form and Function	Supports further expansion of public transport throughout the Otago region. Students would benefit from public transport to towns and cities throughout Otago, enabling them to explore the incredible nature and tourism opportunities Otago has to offer. Particularly support the provision of services to link Clutha District with Dunedin, from townships such as Balclutha and Milton.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
OUSA	New Services	Supports development of trial services to various rural centres, for example, Glenorchy, Makarora, Luggate, and Kingston. Supports trialling on-demand services.	Accept. The submitter's support is noted.

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OUSA	New Services	Strongly recommend the introduction of a free loop shuttle or bus that runs in a continuous loop around the Dunedin city centre.	Accept in part. Investigation shows a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver
OUSA	Park and Ride	Supports the development of park and ride facilities but this must be accompanied by ensuring existing public transport within the city centre is adequate to ensure people can move around in the inner city without cars. Important that park-and-ride buses are direct, with a drop-off point on or very close to campus.	Accept. The submitter's support for appropriate park and ride is noted.
OUSA	Rail	Note continuing support for a commuter train service between Mosgiel and Dunedin. Recommends rail must be a further priority for the future of public transport in Dunedin and the wider Otago region. The possibilities for extending freight, movement between towns and cities, commuter movement and tourism are exponential, would increase transport affordability and access, and would have significant environmental and road safety benefits.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
OUSA	Ticketing system	Oppose removal of cash as a ticketing method, primarily due to equity of access for those who may not have access to technology. OUSA would only support this if the system moved to using payWave/EFTPOS on all buses and other transport before going cashless. Visitors should not have to purchase a Bee card to make use of our public transport if they are only staying for a few days.	Accept in part. Note that the proposed national ticketing system to be implemented in the next few years to enable a variety of electronic payment methods eg phone, eftpos card.
OUSA	Total Mobility	Strongly support the Total Mobility Scheme. Glad to see strong ORC policy supporting the needs of people with accessibility needs and mobility impairments.	Accept.
OUSA	Vehicles	Supports the ORC's proposed policy regarding high vehicle quality standards.	Accept.
OUSA	Vision and objectives	Agree with the importance of the first objective of reducing carbon emissions and improving air quality through increased public transport mode share and sustainable fleet options. Believes this should be a primary focus, as it is such a substantial issue relating to emissions and climate change in Dunedin and Otago.	Accept in part. Objectives are not ranked.
OUSA	Zero emission vehicles	Strongly support a transformative change from petrol powered vehicles to electric or alternative fuelled vehicles as fast as is reasonably possible. See this as both important and necessary for reducing emissions and Otago's environmental impact.	Accept. The submitter supports the Plan.
Parents of Impaired Vision NZ	Branding and Marketing	Bus livery needs to use colours that are easy for low vision people to see.	Accept in part. Council will take in to account the submitter's request when next it reviews its Orbus branding (review not currently scheduled).
Parents of Impaired Vision NZ	General	Support focus on increasing public transport and improving pedestrian routes.	Accept. Plan promotes buses as part of an integrated transport network.
Parents of Impaired Vision NZ	General	Access currently focuses on ease of use/convenience for an abled person and how affordable these transport choices are. These are issues, however, for disabled people, including people who are blind, deafblind, or have low vision, accessibility requires more than what is in the draft RPTP. Little consideration is given to the access issues faced by disabled people.	Accept. Amend Plan to add need to investigate future initiatives such as next stop announcements.
Parents of Impaired Vision NZ	Timetables	Need to have timetables that blind, deafblind and low vision people can easily access on the app.	Accept. Council will work with the sector to action the submitter's request.
Parents of Impaired Vision NZ	Vehicles	Buses need to have space for more than one wheelchair at a time.	Accept in part. Submitter's concerns are noted.
Patricia Abbott	General	Compliments on the bus service provided to Mosgiel - excellent service, drivers are helpful and considerate to patrons.	Accept. The submitter supports the Plan.

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Patricia Abbott	New Services	When is the proposed loop bus for George St, Museums and Toitu going to be available. It would make access to these areas from the Hub so much easier for all and especially those who find walking and or accessing bus for another route so much easier.	Accept in part. Investigation shows a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver
Peter Matheson	Infrastructure	No bus stop on Pitt Street, suggest one opposite Knox Church, desirable for shoppers.	Accept in part. Submitter's concerns are noted.
Peter Matheson	Vehicles	Considers smaller buses at times more appropriate and keep the larger ones for really busy times and routes.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Peter Matheson	Zero emission vehicles	Cordially support the move to electric vehicles. Good to have variety.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Phillip Hunt	New Services	Upper Clutha especially has a need to connect Lake Hawea to Hawea Flat and to Wanaka via Albertown.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted the Wanaka Masterplan indicates the need for public transport in the long term.
Phillip Hunt	New Services	Luggate also needs a regular service to Wanaka.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted the Wanaka Masterplan indicates the need for public transport in the long term.
Phillip Hunt	Vision and objectives	Agree with the vision and five objectives but cannot see how this can be achieved with no reference to any public transport outside of Dunedin and Queenstown in the 10 year plan.	Accept in part, noting it is a regional plan. Draft includes reference to trial units for the wider region.
Protect our Winters NZ	Fares	Needs to be cheaper than driving. People prepared to pay \$10-\$15 to travel between Queenstown and Wanaka but cost is double that currently.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Protect our Winters NZ	Frequencies	PT needs to be more frequent.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Protect our Winters NZ	General	Buses need to be able to take sports equipment e.g. skis, bikes and snowboards.	Accept in part. Council to consider through Wakatipu business case investigation.
Protect our Winters NZ	New Services	Need connection between Queenstown, Wanaka, Alexandra and Cromwell.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Protect our Winters NZ	New Services	Increase demand for services on Friday, Saturday and Sunday. Need early and late services for flight connections.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Protect our Winters NZ	Zero emission vehicles	There is demand for electric buses.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.

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Submitter	Topic	Submission Point	Decision
Pru Casey	New Services	Supports Route 1 bus services to Warrington	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Queenstown Lakes District Council	Accessibility	QLDC's 2020 Quality of Life survey highlighted that less than half of respondents felt that public transport was accessible for their needs. Planning for further investment needed.	Accept in part. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the Basin for the next three years.
Queenstown Lakes District Council	Collaborative Partnerships	QLDC keen to work closely with ORC to help shape and develop the provision of public transport in the district at pace.	Accept. ORC works with QLDC through the Way to Go partnership and will continue to do so.
Queenstown Lakes District Council	Collaborative Partnerships	Advise ORC to take collaborative approach to the development of new routes and services in the district, working with communities.	Accept. Current Council practise.
Queenstown Lakes District Council	Ferry	Supports development of ferry services as a future public transport option	Accept.
Queenstown Lakes District Council	Funding Opportunities	Considers that there is a lack of investment in Queenstown Lakes District. Lack of investment in the district results in increased stress, time poverty, less active living and threatens community connections.	Accept. Submitters comments are noted.
Queenstown Lakes District Council	General	Encourages ORC to continue seek funding for investment in the district, with emphasis on increasing and improving the provision for the district	Accept.
Queenstown Lakes District Council	General	The Spatial Plan is not limited to the Wakatipu, it addresses the whole district. The Spatial Plan addresses the next 30 years, not the next 40 years. Population anticipated to grow to 78,000 by 2048, not 66,000. References to visitors should also address those arriving into the district by road, as this represents the majority.	Accept. Amend plan to address submitter comment
Queenstown Lakes District Council	General	Objective three - delete "able to effectively respond to change"	Accept. Amend plan.
Queenstown Lakes District Council	General	Objective two - consider splitting into two objectives, as it addresses a broad selection of outcomes	Reject. While the submitter is correct that objective addressed a broad range of outcomes, Council does not consider anything would be gained by splitting into two objectives.
Queenstown Lakes District Council	General	Objective one "Contribute to carbon emissions reduction.."	Accept. Amend plan.
Queenstown Lakes District Council	General	Correct the now superseded National Policy Statement on Urban Development Capacity and be replaced with right reference	Accept. Amend plan.
Queenstown Lakes District Council	General	Throughout the document ORC reference's QLDC's demand projections and Statistics New Zealand numbers in different formats, recommend consistent approach.	Accept. Amend plan to be consistent.
Queenstown Lakes District Council	General	Note that the contributing factor to the local increase in bus patronage was due to the contemporaneous changes to QLDC's parking restrictions and pricing.	Accept. Amend plan to make clearer.
Queenstown Lakes District Council	General	QLDC recommends the ORC ensures that sufficient resources and budget are available to support effective input into the development of the next spatial plan and its associated data sources.	Accept in part. Council will continue to work with QLDC. Submitter request is outside the scope of the RPTP.
Queenstown Lakes District Council	Infrastructure	Greater clarification required as to the best mechanism for the provision of park and ride facilities, dedicated bus lanes and frequency of bus stops.	Accept in part. Plan provides for regular monitoring and review which will enable future clarification of need for this infrastructure.

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Submitter	Topic	Submission Point	Decision
Queenstown Lakes District Council	Network Form and Function	Notes that ORC is planning a \$1.5m Detailed Business Case for public transport services across the Wakatipu. Recommends that this work is expanded to address the needs of the whole District and its key regional connections concurrently.	Reject. Detailed business case was specifically required as a result of Queenstown Transport Business Case. In terms of other parts of the district, that is being dealt with through other submission responses. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted Wanaka does not pay a public transport rate currently and the Wanaka Masterplan indicates the need for public transport in the long term.
Queenstown Lakes District Council	New Services	Recommends a far stronger emphasis on the need for inter-regional public transport connectivity. This is important as travel to Invercargill and Dunedin for hospital services is typical.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Queenstown Lakes District Council	New Services	Key connections required, Upper Clutha, Cromwell and Wakatipu. Needs urgent consideration in advance of the potential development of the Tarras airport.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Queenstown Lakes District Council	New Services	Supports trial initiatives for the district, Upper Clutha, Cromwell and Wakatipu commuter route and trial of services to rural centres e.g. Glenorchy, Luggate, Makarora and Kingston.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Queenstown Lakes District Council	New services	Request for reinstatement of connection between Arrowtown and Arthurs Point.	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has costed such a connection and it is likely to cost several hundred thousand to provide.
Queenstown Lakes District Council	Strategic Direction	QLDC broadly supports the strategic intent of the RPTP.	Accept
Queenstown Lakes District Council	Strategic Direction	Queenstown is a major international visitor destination and considers ORC have not addressed how visitors move around the district in the RPTP. Recommend amendments made to acknowledge this important economic aspect.	Accept in part. Amend context of plan to highlight how visitors move around the region.
Queenstown Lakes District Council	Strategic Direction	Notes ORC input to the Destination Management Plan being preparing with the Regional Tourism Organisations will be essential. Officers will provide further advice in relation to this timelines in due course. QLDC notes partnership with RTO	Accept
Queenstown Lakes District Council	Strategic Direction	Supports RPTP vision. QLDC would like to change wording to "Inclusive, accessible, and innovative public transport that connects Otago, emits zero-emissions and contributes positively to community wellbeing, visitor experience and resilience. " with emphasis on the words in bold.	Reject. Proposed additions are generally covered by existing intent of the vision
Queenstown Lakes District Council	Strategic Direction	Seeks clarification as to how the sound aspirations of the plan will be achieved. Little detail on how the approach will be funded, co-ordinated or delivered at local level.	Accept in part. Plan provides for collaboration and integration, but is not a funding plan
Queenstown Lakes District Council	Zero emission vehicles	Transport is highest source of greenhouse gas emissions in the district, with 37% coming from road transport. Without excellent public transport, the district will not be able to achieve the levels of mode shift and behavioural change required to reduce these emissions.	Accept in part. Tackling green house emissions will require a multi-modal and multi-agency approach

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Queenstown Lakes District Council	Zero emission vehicles	QLDC notes that language relating to emission reduction in RPTP is cautious and understands cost implications may be significant. QLDC strongly encourages the adoption of a bold and definitive stance on the transition to zero-emission public transport services in the district.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Queenstown Lakes District Council	Zero emission vehicles	Recommends more clarity in the RPTP given the commitment made by Government on purchasing all zero-emission buses by 2035 and decarbonise public transport by 2035 and to support regional councils through a \$50m fund.	Accept. Amend plan to provide more clarity.
Queenstown Lakes District Council	Zero emission vehicles	Recommends ORC build zero emissions public transport that is ahead of demand for the provision of a service in the Upper Clutha.	Accept in part. Vehicle type will be part of any future planning for Upper Clutha.
Queenstown Lakes District Council	Zero emission vehicles	Fundamental change in the provision of public transport will be essential for Otago to meet the requirements of the Climate Change Response (Zero Carbon) Amendment Act 2019. Encourages ORC to trial new approaches and take fast steps to inspire mode shift through well-designed behavioural change programmes and traffic management schemes in the Queenstown Lakes District. Considers RPTP needs far more emphasis on the need for effective behaviour change.	Accept in part. The plan anticipates public transport will be part of an integrated transport system which requires a multimodal and multiagency response to behaviour change.
Queenstown Lakes District Council	Zero emission vehicles	QLDC currently faces a significant energy challenge in the district in relation to capacity and resilience. ORC needs to be fully aware of this in transitioning to zero-emission public transport. The line servicing Queenstown is nearing current capacity. Current network lacks resilience, with a single spur line servicing Queenstown. QLDC welcomes opportunity to work with ORC.	Accept. Submitters comments are noted.
Queenstown Lakes District Council	Zero emission vehicles	QLDC declared a climate and ecological emergency in 2019 and invites the ORC to lean into the challenge of emissions reduction through the provision of zero-emission public transport and behavioural change programmes. Considerations should be given to share schemes for e-bikes and other micro-transport options.	Reject. Consideration of e-bike schemes and micro transport options is outside the scope of the plan
Queenstown Lakes District Council	Zero emission vehicles	Considers RPTP too cautious and hesitant in relation to the need for effective, zero-emissions public transport across Queenstown Lakes District. Notes that ORC needs greater innovation and investment to achieve the aspirations of the district.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Queenstown Lakes District Council	Zero emission vehicles	District has a high appetite for provision of active transport options that complement and complete many public transport journeys. Should be considered as part of the zero-emissions public transport picture.	Accept. Plan promotes buses as part of an integrated transport network.
Rachael Brinsdon	Frequencies	Mosgiel - Dunedin service is lacking in continuity during evenings and weekends, compared to Dunedin - Port Chalmers service. Extend service to 30m frequency, or every 60m during evenings and weekends	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Rachael Brinsdon	Infrastructure	Mosgiel West Loop service has no stops near south end of Mosgiel (near railway line/Gladstone Rd). Can this block go one block further, up Burns Street, turn left on stop on Gordon Road, near Nellies?	Accept in part. Submitter's concerns are noted.
Rachael Brinsdon	New Services	No easy way to get from Mosgiel to University, hospital or Logan Park School. Could there be a regular shuttle from bus hub to hospital, University and Logan Park School.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years.
Rachel Gurney	Ticketing System	Concerned about phasing out the use of cash. Bee card is great and working well, but not an option for one-off users, visitors and international tourists. These people are more likely to have cash. Concerned what option would they use.	Accept in part. Note that the proposed national ticketing system to be implemented in the next few years to enable a variety of electronic payment methods eg phone, eftpos card.
Rachel Gurney	Vision and objectives	Challenges the ranking of the 5 objectives. Priority should be a safe, accessible system, then infrastructure, adaptability, fare structure and lastly carbon reduction. A diesel bus is already better than 20 cars. If the public are encouraged to use buses by good management, then good 'green' outcomes will follow.	Accept in part. Objectives are not ranked.
Raewyn Glynn	Frequencies	Request weekend service between City and Palmerston	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Raewyn Glynn	General	Happy with Route 8.	Accept. The submitter supports the Plan.

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Raewyn Glynn	New Services	New buses to airport and specific areas of interest such as Aramoana or Seacliff.	Accept in part. Council recognises the desire for greater level of services but there are funding constraints to what can be provided. Council continuously reviews routes to understand need. Investment will target frequency increases over the next three years. The draft plan recognises that there may be a need for additional services and trials units are included. However, investigations with Dunedin Airport have indicated an airport bus service is likely to not be cost effective. For example, first flights out of Dunedin depart earlier than public transport services commence to enable connection. The airport is currently services by a number of on-demand commercial services available to the public.
Raewyn Glynn	Ticketing System	Suggest integration between Bee Card and InterCity cards.	Reject. While that may offer a more seamless experience, the challenges in integrating commercial and contracted services and technologies mean that such an outcome could not be achieved without significant resource (time and capital). The development of a national ticketing scheme in the next few years may go some way to delivering the outcome sought by the submitter.
Ralph-Oeter Hendriks	Customer service	Temperature in buses either too hot or too cold. Drivers are often driving erratically.	Accept. Council will work with its bus contractors to address the shortcomings suggested by the submitter.
Ralph-Oeter Hendriks	Network Form and Function	Routes should be as direct as possible, however, now that the buses travels on the one-way system and to the tertiary institutions additional time is added.	Accept in part. Submitter's comment is noted.
Ralph-Oeter Hendriks	Reliability	Submitter raises timeliness issue of buses in Dunedin as they are often late.	Accept in part. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Rhonda McCarthy	Fares	Like the \$2 fares. It is important to keep it at that price as it enables more people to catch the bus, more frequently and to save the carbon footprint we are using.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Rhonda McCarthy	Reliability	Bus is not always on time and does not always get anywhere near early on time into the Dunedin bus hub so many of us are late for work and have stopped using it. I don't understand why he stops at places and just waits as he often is not on time in the first place. so that is disappointing to at least 5 of us that work.	Accept. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Rhonda McCarthy	Timetables	Timetable time span does not suit me, but I am aware living on the outskirts I have less times to travel and more waiting.	Accept. Submitter's comments are noted.
Richard Roberts	Vehicles	Is there a way to provide capacity based on demand throughout the day / week on all routes. Suggests a model working on a consistent kgCO2e per passenger on all routes. Consider different capacity vehicles in the fleet - smaller capacity / more frequency, or smaller capacity on thinner routes.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Ritchies Transport Holdings	New Services	Introduce a direct, express service between Arrowtown and Queenstown via Malaghans Road that would connect to routes 1 and 5 and diverted into Speargrass Flat Road to service school requirements (map provided)	Accept in part. Council acknowledges desire for a direct connection between Arrowtown and Arthurs Point, but given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years. Council has estimated the cost of such a connection to be between \$280,000 - \$640,000 per annum, dependent upon frequency.
Ritchies Transport Holdings	New Services	Introduce new service between Cromwell and Queenstown for workers, students and tourists. This will reduce traffic congestion.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Ritchies Transport Holdings	New Services	Five Mile, Frankton Flats and Remarkables Park developments provide demand for more frequent services. The route would also service the Events Centre and proposed new hospital. The route could operate with one bus and 30m frequency.(see map)	Accept in part. The Queenstown transport business case flagged a loop service. Over the next two years, Council, working with Way to Go partners, will prepare a detailed business case which will look at services in the Wakatipu Basin, including timing. It is anticipated this will address the submitters concern.

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Submitter	Topic	Submission Point	Decision
Ritchies Transport Holdings	New Services	Two routes for Wanaka, with a hub close to Puzzling World. Schools would be considered, as well as Wanaka Retirement Village, Medical Centre, supermarkets and developments around Sir Tim Wallis Drive, Hawea. (see map)	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community. It should be noted the Wanaka Masterplan indicates the need for public transport in the long term.
Sam	New Services	A direct express route from Mosgiel to Dunedin central is needed during peak times eg. 0600-0930 and 1600-1900. Mosgiel has significantly increased in population with a large number of people commuting into Dunedin. Currently it takes 40+ minutes going into town via green island etc. In a car it takes 20 minutes. This extra time wasted on the bus puts me off using the bus as a commuting option.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. An express moggie service is including in year 2021/22
Seniors' Climate Action Network	Collaborative Partnerships	By 2022 - investigate DCC controlling and operating public transport - one body, for simplicity and integration.	Reject. Transfer of function is outside the scope of the Plan review. It is noted that there currently is one body controlling and operating public transport - ORC.
Seniors' Climate Action Network	Frequencies	By 2022 - 10m frequency at peak times to increase patronage	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Seniors' Climate Action Network	General	By 2022 - end private service contracts in favour of directly operated services. Money currently taken as profit is instead reinvested in the service.	Reject. Legislation requires all public transport services to be contracted. In general, services are procured in the open market as a way of ensuring value for money. Council would be required to establish its own company to operate services and still meet value for money requirements.
Seniors' Climate Action Network	General	By 2022 - ensure punctual services	Accept in part. Plan addresses service punctuality (s 5.4.2)
Seniors' Climate Action Network	Goals	By 2022 - measure region, city, household transport emissions and set targets with milestones.	Reject. The action sought by the submitter is outside the scope of the Plan.
Seniors' Climate Action Network	Infrastructure	By 2022 - shelters and seats at all hubs and stops.	Reject. While the submitter's concern is noted, for many shelters serviced by frequent routes, the wait at the stop will not be long and therefore not require seating.
Seniors' Climate Action Network	Infrastructure	By 2022 - Real time information signage at all stops.	Reject. With about 900 stops servicing the Dunedin bus network, cost precludes the installation of real time at them all. That said, real time information is available free on mobile devices (and online).
Seniors' Climate Action Network	Infrastructure	By 2022 - bus only lanes on all major routes to facilitate speed, with cycleways on quieter streets to make space for bus lanes on arterials	Accept in part. Council will continue to work with Way to Go and Connecting Dunedin partners on Queenstown Transport and Shaping Future Dunedin Transport Business Cases projects, the outcomes of which are conditional on future business case work and funding approvals.
Seniors' Climate Action Network	Infrastructure	By 2022 - Bus priority in all traffic (sign on back - let bus go first)	Accept. Council will work with bus contractors to install bus courtesy signage.
Seniors' Climate Action Network	New Services	By 2022 - Express services at peak times from key suburb hubs, with park and ride, interspersed with slower stopping services.	Accept in part. Council will continue to work with Connecting Dunedin partners on Shaping Future Dunedin projects. This includes express services, park and ride and suburban hubs, conditional on the outcomes of the business case work
Seniors' Climate Action Network	New Services	By 2022 - plan for free hop on/hop off central city emission free bus loop with wheelchair access and own lane in pedestrian friendly inner precinct.	Accept in part. Investigation shows a dedicated loop service would connect some destinations not currently serviced by the existing public transport system. It would be an additional cost to provide a dedicated loop service that is unlikely to attract Waka Kotahi co-investment. However, there may be opportunities using the current network and fare pricing mechanisms to provide similar/same outcomes that it is proposed a separate bus loop service would deliver
Seniors' Climate Action Network	Vision and objectives	Draft RPTP steps in right direction, but it is not ambitious enough - the IPCC has called for unprecedented change in the next 10 years, where business as usual is not an option. Public transport needs to be actively incentivised, promoted and rolled out now across the whole region.	Accept in part. Note comment in support.
Seniors' Climate Action Network	Vision and objectives	By 2022 - run education drives and events, and provide incentives (provided list of ideas)	Accept in part. Council runs education drives and events and provides incentives for current and future potential customers
Seniors' Climate Action Network	Vision and objectives	By 2025 - 50% of public transport is emission free and 50% of people use sustainable modes reducing transport emissions by 50%; By 2028 - 75% of public transport is emission free; By 2031 100% of public transport is emission free.	Accept in part. Plan aims to achieve a reduction in emissions from public transport.
Seniors' Climate Action Network	Zero emission vehicles	by 2022 - electric buses on all routes	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.

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Submitter	Topic	Submission Point	Decision
Shaping Our Future	General	Supports the vision, integrated land use and transport planning, maximise ability of public transport to compete with private car with improved reliability, short term actions, alternative ways to source funding of public transport in QLD.	Accept. The submitter supports the Plan.
Shaping Our Future	General	We note travel behaviour change/travel demand management is not included in the RPTP but is key to enhancing public transport use.	Accept in part. Plan supports integrated transport solutions and working with local authorities to achieve behaviour change.
Simon Easton	Fares	Flat fare welcomed.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Simon Easton	New services	Bus is popular often no seats. Request more buses or double up during busy periods.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Simon Easton	New Services	Include weekend service	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Simon Easton	New services	Northern bus from Dunedin important for the children to get to school.	Accept. The submitter's comment is noted.
Simonne Wood	Branding and Marketing	Provide messages to public to increase patronage eg more relaxing journey to work than driving, no need to find parking space, very good value especially compared with parking charges, encourages exercise, more connection with people, city and environment, environmental and efficiency benefits, use of bike racks, buses comfortable, clean and safe, increasingly more reliable, Transit app.	Accept in part. Council uses messaging and information to promote public transport to new and future potential customers
Simonne Wood	General	Suggest shared car schemes.	Reject. The suggestion from the submitter is outside the scope of the Plan.
Simonne Wood	General	ORC should commit to making payment of living wage and good working conditions a condition of awarding public transport contracts.	Accept. The submitter supports the Plan.
Simonne Wood	Vision and objectives	Supportive for the overall vision and objectives.	Accept
Simonne Wood	Zero emission vehicles	Support low carbon public transport system	Accept. The submitter supports the Plan.
Sophie Lascarides	Fares	Reduced flat fares presents the bus as a financially equivalent alternative to driving. However, needs to be reduced further to factor in the inconvenience.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Sophie Lascarides	Ferry	Investigate how to support the introduction of commuter ferry services from Port Chalmers, Portobello and Broad Bay into Dunedin City. The initial financial underwriting of this needs to be weighed up against the climate change mitigation benefits of reducing single vehicle trips, as well as the resilience benefits for providing alternative non-road options to access the city.	Reject. On a per passenger basis, ferries are more expensive to fund than bus services (that is, not as cost-effective).
Sophie Lascarides	Frequencies	Route 18 (Portobello-Dunedin) is infrequent and unreliable so not seen as a viable commuting option by most city workers.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Sophie Lascarides	General	Supports the high-level key priorities as outline in the draft RPTP.	Accept. The submitter supports the Plan.
Sophie Lascarides	General	Due to the lack of school bus options, the reduced fares in Dunedin have had the effect of increasing school children patronage of city buses. Dedicated school-friendly times/routes should be incorporated into the public system	Accept in part. The plan does not preclude planning routes to education as a destination.
Sophie Lascarides	Technology and Innovation	New app does not provide information about where buses are that have never started their route.	Accept. Note comment.

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Southern District Health Board (Public Health South, PHS)	Collaborative Partnerships	In the future, PHS would like to be consulted in the preparation of drafts. Working in collaboration would be mutually beneficial. Also consider partnerships with workplaces and tertiary education on public transport.	Accept.
Southern District Health Board (Public Health South, PHS)	Customer Service	Supports more real-time information on bus schedules (p.28). Ensure that bus schedules are updated on trip planning services such as Google Maps.	Accept in part. Council is currently investigating implementation of the action requested by the submitter.
Southern District Health Board (Public Health South, PHS)	Customer service	Bus drivers must stop to pick up whenever there are people waiting at the bus stop.	Accept. Council will work with its bus contractors to address the shortcoming suggested by the submitter.
Southern District Health Board (Public Health South, PHS)	Customer Service	Masks are now legally required on public transport, but uptake is currently low, even among bus drivers. We encourage to look at ways on encouraging compliance in this area.	Accept in part. Face coverings are legally required on public transport and Council will continue to remind its bus contractors of that. However, with respect to the public, they must take personal responsibility for their own actions.
Southern District Health Board (Public Health South, PHS)	Fare concessions	Consider introducing fare subsidies for Community Service Card holders, who are least likely to be able to afford public transport, especially with the new flat fare system.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Southern District Health Board (Public Health South, PHS)	Fares	"Commercial viability" should not be considered a goal of public transport. The main goal of public transport should be public service.	Reject. Page 34 refers to financial viability not commercial viability.
Southern District Health Board (Public Health South, PHS)	Fares	Become more welcoming to visitors in Queenstown by providing a temporary Bee card alternative, rather than obligating them to have cash and pay 5x the Bee card rate from the airport.	Accept in part. The submitter's suggestion is noted.
Southern District Health Board (Public Health South, PHS)	Frequencies	In urban areas, especially at peak times, buses should run more frequently to be convenient for all and encourage more riders (e.g., every 10 minutes).	Accept in part. The submitter's comment is noted, but the provision of service is a balance between what ratepayers, central government and users pay.
Southern District Health Board (Public Health South, PHS)	General	Supports public transport, as every public transport trip starts and ends with a walk, promoting physical activity, and public transport is a low-emission alternative to driving, promoting a healthy environment.	Accept. The submitter supports the Plan.
Southern District Health Board (Public Health South, PHS)	General	Encourage the use of the term "riders" rather than "customers." -	Accept in part. Comments noted
Southern District Health Board (Public Health South, PHS)	General	Introduce a smoke free/vape free policy at bus stops through increased signage and comms. This shows commitment to Smoke free Aotearoa 2025.	Accept. The matter raised by the submitter has recently been addressed with signage at the Hub.
Southern District Health Board (Public Health South, PHS)	Infrastructure	We support the creation of protected bus lanes such as on SH6 in Queenstown and in Dunedin city centre, creating a system that is safer and more efficient.	Accept. Submitter's support is noted.

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Submitter	Topic	Submission Point	Decision
Southern District Health Board (Public Health South, PHS)	Network Form and Function	Public transport systems must be developed in more Otago towns where populations are projected to grow, such as Wānaka and Cromwell.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Southern District Health Board (Public Health South, PHS)	New Services	While demand-responsive services can be useful, we recommend taking into consideration when planning that public transport supply can also create demand.	Accept
Southern District Health Board (Public Health South, PHS)	New Services	Supports the intra-regional public transport connections proposed.	Accept. Submitter's support is noted.
Southern District Health Board (Public Health South, PHS)	Park and Ride	Supports park-and-ride/walk schemes both in Dunedin and in Queenstown.	Accept. The submitter's support for park and ride is noted.
Southern District Health Board (Public Health South, PHS)	Performance Monitoring	Reports of satisfaction with the transport system (p. 23) are significantly different to what was found in Queenstown Lakes District Council Quality of Life Report in December 2020. As well as collecting feedback from customers, it is important that whole population data be gathered to ensure that performance measures (p.43) are met.	Accept in part. The submitter flags the need for Council to undertake non-bus user surveys.
Southern District Health Board (Public Health South, PHS)	Performance Monitoring	Public transport must meet the needs of under-served populations. A key performance indicator (p.43) would be the diversity of ridership. Diversity of ridership should be measured not just in terms of disadvantaged groups (p.51), but also with the goal of attracting riders who are advantaged, showing that public transport is something people choose; a measure of success.	Accept in part. Future bus satisfaction surveys will gather demographic data.
Southern District Health Board (Public Health South, PHS)	Rail	Passenger rail should be seriously pursued both as a commuter option (ie. South Dunedin to city centre) and to connect the region (ie. Dunedin to Central Otago).	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Southern District Health Board (Public Health South, PHS)	Reliability	Ensure reliability and punctuality of bus service. It is not appropriate for a bus to leave 1 minute (or more) earlier than schedule, nor 5-10 minutes late.	Reject. Complies with Waka Kotahi NZ Transport Agency Procurement Manual requirements.
Southern District Health Board (Public Health South, PHS)	Ticketing System	Bee cards should be reloadable instantly, eliminating the 24-hour wait to load funds.	Reject. Current technology does not enable an instant loading of credit online. Bee card in line with overnight banking system.
Southern District Health Board (Public Health South, PHS)	Zero emission vehicles	Supports the move towards a low emission vehicle (LEV) public transport fleet, reducing emissions as well as noise pollution in our communities.	Accept. The submitter supports the Plan.
Stephaney Allerston	Frequencies	Supportive of Dunedin/Palmerstone route would like a weekend service.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Stephaney Allerston	Reliability	Ask that buses to stick to scheduled times as often bus leaves before designated time.	Accept. Buses are required to comply with standards (up to 1 minute earlier than schedule and 5 late).
Stephen Counsell	Ferry	Really like the Queenstown ferry service uses it regularly. Thinks it should be subsidised as part of public transport network in Wakatipu.	Accept. Council is currently trialling (and subsidising) the ferry service on Lake Wakatipu.

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Stephen Counsell	New Services	Suggest several buses on a continuous loop from Remarkables Park, Glenda Drive, Mitre 10 and Pak n Save, Queenstown Central and Five Mile shopping, events centre, Frankton bus hub to airport and back to the start of the loop. No timetable - say a bus every 10 minutes or so. Other routes would not divert into the places mentioned in the route, they would go directly to their main destination via the exchange. Thinks this will make bus travel far more appealing to those wanting to visit both Queenstown and Frankton shops.	Accept in part. The Queenstown transport business case flagged a loop service. Over the next two years, Council, working with Way to Go partners, will prepare a detailed business case which will look at services in the Wakatipu Basin, including timing. It is anticipated this will address the submitters concern.
Stuart	Fare concessions	Would like low income earners eg people on benefits, to have cheaper rides	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Stuart	Fares	Have a longer time for transfers - 30 min isn't much time. Other cities have 1 or 2 hours	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Stuart Victor	General	Request ORC step in and oppose rezoning Ladies Mile to high/medium/low density residential from rural lifestyle/large lot residential. The development of Queenstown's Ladies Mile will prevent buses and private vehicles from accessing Frankton or Queenstown because of the increase in traffic. Buses will have to queue to use the proposed new bus lane from the Howards Drive exit to the Shotover Bridge. When the bus reaches Shotover Bridge, merging of the bus lane will only create more traffic jams and not solve traffic issues. IF development gets approved request ORC work with NZTA prior to housing is permitted to add a new 4 lane Shotover Bridge.	Reject. Council works with QLDC and Waka Kotahi to ensure integrated transport planning and provision of infrastructure eg public priority lanes from Ladies Mile to Queenstown town centre and the Kawarau bridge.
Stuart Victor	Park and ride	Suggest park n ride at Arrow Junction near bottom of Crown Range Road.	Accept in part. Queenstown Lakes District Council recently completed a park and ride business case that identified in the longer term a park and ride further east of Lake Hayes may be beneficial.
Sue Lloyd	Bus hub	Stops for the Pine Hill bus coming & going are at opposite ends of the bus hub, which increases walking distance.	Accept in part. Comment is noted.
Sue Lloyd	Infrastructure	There is still no shelter at many of the bus hub stops.	Reject. With about 900 stops servicing the Dunedin bus network, cost precludes the installation of shelters at them all.
Sue Lloyd	Network Form and Function	Since arrival of the bus hub, buses no longer go where I want to go eg the library, DCC offices, Metro cinema, Art gallery, Rialto cinema, Regent theatre, Community gallery. Suffer from some disability & cannot walk far.	Accept in part. Existing services operate close to these locations.
Sunny Parsons	Fares	Free buses would be super cool	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Susan Bulk	Fares	\$2 fares should definitely be retained. The best way to encourage the use of public transport is to make as affordable as possible. If fares are increased, would have to look at alternatives and use vehicle more often. Elderly folk and young people, presumably on fixed incomes rely heavily on PT service and would be penalised if fares were to rise	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

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Submitter	Topic	Submission Point	Decision
Sustainable Glenorchy	Events	The annual Glenorchy Races in January is a very popular event that would warrant a transport service being provided on the day of the event and even perhaps the day after as some people like to stay overnight. Generally, about 2,500 people attend the races from Queenstown and across the region.	Accept in part. Council will work with its District Council partner in Queenstown to better integrate planning for events.
Sustainable Glenorchy	Fares	Any public transport service must be affordable otherwise people will continue to drive their cars. Affordability is a key issue as to whether public transport options will be utilised by locals and visitors.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Sustainable Glenorchy	Ferry	A Queenstown-Glenorchy ferry could complement scheduled transport services. A ferry could also carry freight.	Reject. There is no evidence that such a service would offer cost-effective public transport.
Sustainable Glenorchy	New Services	Would be keen to meet with ORC staff and councillors to discuss developing a trial of public transport to Glenorchy. Believe creative solutions could help build a sustainable public transport service from Glenorchy to Queenstown and vice versa including stops at Closeburn and Bob's Cove. Decisions that affect the people and the environment of Glenorchy should be made with meaningful public involvement and discussion. .	Accept in part. Council works with stakeholders to understand need and develop services.
Sustainable Glenorchy	New Services	In winter, connecting to bus services to Coronet and the Remarkable ski fields would encourage more people to utilise public transport. Buses to the ski fields would need to be priced at a similar rate to other bus services in the district to encourage higher usage.	Reject. Given patronage levels pre-COVID and recovery forecasts, Council is not going to invest in new bus services within the basin for the next three years.
Sustainable Glenorchy	Park and Ride	Any Glenorchy service developed would need to connect to a 'Park and Ride' area that connects to Queenstown cycle trails and bus network e.g. the 1 Mile carpark could be converted to a 'Park and Ride'. A 'Park and Ride' area ideally should have a covered area for passengers to wait in including a storage area for bikes/packages purchased during a trip. Even if people did not utilise public transport from Glenorchy, at least if there was a 'Park and Ride' area on the edge of Queenstown/Frankton they may then utilise Queenstown transport services.	Accept. The submitter's suggestions are noted.
Sustainable Glenorchy	Vehicles	E-bikes/bikes/skis/snowboards would need to be able to transported on any vehicle transporting passengers to Queenstown, so they could continue on with their journey once delivered to Queenstown.	Accept in part. Council to consider through Wakatipu business case investigation.
Tegan Howard	General	More bus	Note
Thelma Greer	Branding and Marketing	The existing model of ORC's public transport assumes that the User already has considerable knowledge of the bus system. This ignores visitors to the city including tourists and others who only use buses occasionally. This principle that the User has no prior knowledge of the system is present in all successful transport models.	Accept. The submitter's comments are noted.
Thelma Greer	Branding and Marketing	Buses have no route map inside so unless you have prior knowledge, you don't know where you are in respect of your journey. All buses need as standard, digital screens that show bus route and announce approaching stops.	Accept in part. The submitter's comments are noted. Council does not have any plans currently to introduce an on-bus announcement system and digital screens.
Thelma Greer	Collaborative Partnerships	Suggests a user group needs to be established and this group should have regular and official access to the ORC. Notes their past frustration with finding someone to raise issues with the bus system too.	Accept in part. Council will investigate the need to establish additional user groups for the networks it contracts, noting it currently works with a significant number of stakeholder groups.
Thelma Greer	Customer Service	Are in general solemn and not engaged nor exhibit ownership of the public transport they are providing.	Accept. Council will work with its bus contractors to address the shortcoming suggested by the submitter.
Thelma Greer	Customer Service	Concerned that drivers are not supported to challenge people from travelling unmasked and urges some coordination with the police department to support Covid safety compliance with random checks on buses. Has seen bus drivers with closed doors sitting at the bus hub, opening the door enabling unmasked school kids to get on.	Reject. While face coverings are legally required on public transport, drivers are not required to enforce this requirement.

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Thelma Greer	Customer Service	Each bus stop is identified by an alphabetical number BUT you cannot see these until you are at the bus stop. These letters need to be VISIBLE from a distance so placed at height over hanging the platforms. The only way of identifying the stop is to look at one of two digital screens at either end of the platform. It is a slow screen with multiple functions. Each stop should show a printed list of the times buses are expected ONLY at that stop and a graphic of the route for each bus that stops at this stop and where this stop is on the graphic.	Accept. Council is currently reviewing it's wayfinding and stop identification information at the Hub and that will go some way to addressing the submitter's concerns.
Thelma Greer	Customer service	Bus stops should all have digital displays of next expected buses and the route identified for each service in use at each stop.	Reject. As there are around 900 stops in Dunedin, cost to achieve the outcome sought by the submitter would preclude this.
Thelma Greer	Customer Service	All buses need their route numbers on the back as well as front. If one is rushing to get a bus from behind it, unless its marked, there's no way of knowing which is your bus.	Accept in part. Council will raise with its operators.
Thelma Greer	Customer Service	Currently there is no convenient pocket size route map. The London underground map is the gold standard. Having a street map imposed on a fold up map, is unnecessary and confuses the routes. Coloured lines depicting direction of route, numbers or place names should be used to identify stops and a band to indicate where another route transacts, is simple and coherent. Such a map uses a table on the side to identify the name of the route against its colour. A legend on the card enables one to identify a stop.	Accept. Council is currently reviewing it's wayfinding and stop information and that will go some way to addressing the submitter's concerns.
Thelma Greer	Fare concessions	Extend free travel for superannuants to all times of day. The elderly need to be encouraged out of their homes to attend centres and other activities. When 24/7 free transport was implemented in London it had no appreciative impact on peak travel numbers. At the moment older people will avoid peak times because they want to be guaranteed a seat.	Accept in part. Due to the financial implications arising from this topic and as for the submissions on fares, Council needs to subsequently (post Plan adoption) address the expansion or otherwise of groups eligible for concessions and the rate of those concessions. The cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Thelma Greer	Frequencies	Increase frequencies on Saturdays to 15 minutes during the day. Current hourly frequencies are a disincentive. Saturday is a busy shopping, social and recreational day. Many kids are driven, and shoppers come into the city by car.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Thelma Greer	Frequencies	Increase frequency on all city routes to 15 mins Mon-Fri between peak times for access to entertainment and concerts, and again from 10pm to midnight from the central hubs. At other times suggest increasing to 30 minute intervals. We must increase frequencies to encourage people out of cars.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Thelma Greer	Frequencies	Change to 30min or 15min frequencies. There are four buses that run along George Street. Currently these buses are clustered with departure times within 2-10 minutes of each other. Consequently, it is common for 2 or 3 buses to come within a minute or two of each other then a long wait for the next bus. All but bus 5 go at 15- or 30-min intervals. Bus 5 runs at 20-minute intervals. Shifting that to a 30 minute or 15-minute cycle would lead to greater frequency along our main commercial and business part of the city, increasing usage.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Thelma Greer	General	Drivers are in an unsupported work environment which fails to communicate appreciation to its drivers. Extraordinary that a pay increase that should have been awarded, almost two years ago, has not been paid.	Accept in part. Working conditions is a matter between the bus drivers and their employers
Thelma Greer	Infrastructure	The shelters need more wind protection. I have been told this is limited by space requirement for wheelchair users. I have measured the space and there is enough space for wheelchair users and extended shelter space. Wellington provides proper bus shelters in places with far less land/pavement space.	Accept in part. Submitter's concerns are noted.
Thelma Greer	Infrastructure	The intercity bus stop is an embarrassment. A more suitable facility with comfortable, sheltered seating and waiting areas, serviced by dedicated toilets and food outlets, needs to be established. The current arrangement suggests a contempt for Tourists and does nothing to tempt locals to give up their cars and travel by bus.	Reject. While the submitter's comments are noted, it is not Council's role to provide infrastructure to service a commercial public transport service.
Thelma Greer	Infrastructure	All Stops should have bus shelters that offer proper seating.	Accept in part. The submitter's suggestion is noted.
Thelma Greer	Network Form and Function	There are areas of the city that have long walking distance between stops and others that have a stop in every block. This should be rationalised with the needs of the elderly, disabled and shoppers in mind. For example, is unreasonable to expect the general elderly person to walk from the Princes street/Moray Place junction to the bus hub or to stand for 30 mins waiting for a bus to take them.	Accept. Council needs to programme work to address the submitter's concern.

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Thelma Greer	Park and Ride	Construct parking facilities in north, south, east and west to encourage park and ride. Increasing numbers of drivers are doing this but the available parking is limiting its growth. Smaller hubs with toilets and coffee, proper sheltered waiting areas need to be established in these areas. Smaller buses at 15 minute intervals need to move people from these locations into the central bus hub.	Accept in part. There is nothing currently preventing customers parking for free on the periphery of Dunedin and catching public transport to their destination.
Thelma Greer	Park and Ride	Need to find a creative means to ensure park and ride facilities are only used by public transport users.	Accept. The submitter's comment is noted.
Thelma Greer	Rail	Urges ORC to support and lobby for a return to train travel both for passenger travel and industrial haulage where lines exist.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Thelma Greer	Technology and Innovation	Buses need technology to allow use of mobile phone app to pay. A single fare structure can be modified to enable only one tap when you board. This encourages uptake of the services and speeds up travel.	Accept in part. Ticketing system that succeeds current Bee Card system will enable a range of tag on tag off technology.
Thelma Greer	Ticketing System	In order to speed up journeys there should be no cash top up or payment on buses.	Accept in part. Equity for all users requires Council to take a staged approach.
Thelma Greer	Vehicles	Existing buses are not fit for purpose. Buses need to serve the needs of the Users if they are to use them. The current fleet serves the interest of the companies operating them.	Accept in part. Note comment. Buses meet national standards for urban buses.
Thelma Greer	Vehicles	Too Big. They are often empty or near empty. Their size limits manoeuvrability.	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Thelma Greer	Vehicles	The seating is too low, this makes it difficult for women and disabled people to see out the windows and if new to the city, where they are.	Accept in part. Note comment. Buses meet national standards for urban buses.
Thelma Greer	Vehicles	The buses should provide drivers with perplex screening to protect them from viruses and unpleasant customers.	Accept in part. Note comment. This may be a health and safety issue that should, in the first instance, should be worked out between drivers and employers.
Thelma Greer	Vehicles	Buses need to be user friendly area for shopping bags and trolleys.	Accept in part. Note comment for consideration in future tendering
Thelma Greer	Zero emission vehicles	We need a programme to replace most of the stock with smaller, electric vehicles. Between 3:30pm and 5:30pm there is increased occupancy and larger buses are appropriate but I have never once been on a bus where there hasn't been spare capacity even at these times.	Reject. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Therron Tapp	Rail	Suggest commuter train from Mosgiel to Dunedin to Port Chalmers and back	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Thomas Campbell	General	One thing that could be brought in immediately with help from Central Government would be to enforce anybody born after 01 / 01 / 2000 cannot own or drive a combustion engine car, truck or bike. After 2023 - by this time local councils would have had time to upgrade busses and train services to electric. The pathway to zero carbon emissions by 2050, would come quicker if the same group of people born after 01 / 01 / 2000 can only travel in carbon neutral regional busses and trains.	Reject. Action proposed by submitter is in breach of human rights.
Thomas Campbell	Vehicles	Surely we are wasting a lot of public money running these huge mainly empty buses in Abbotsford week in week out from dawn to dusk. It is not happening all over Dunedin's transport area's	Accept in part. Plan does not preclude smaller vehicles but the submitter should note current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind (likely to be unacceptable). A significant cost in operating the service is labour cost, which does not change with the size of the bus.
Thomas Campbell	Zero emission vehicles	Electric vehicles are not the answer yet. There is no standard way to recycle EV batteries. Recycling them even more complicated and expensive. Lithium-ion batteries are bulky and heavy, take forever to charge, lose capacity every time you charge them, prone to randomly exploding, incredibly expensive, a danger to the medics and fire services at car accidents.	Accept in part. Council has indicated its preference to introduce non CO2 powered vehicles. That does not automatically mean electric (could be hydrogen).

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University of Otago	Fares	Several staff and students have commented about starting to use the bus when the fares were free. They have remained loyal bus users even when the fares went to \$2.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
University of Otago	Frequencies	Supports having services that support high levels of patronage run more often.	Accept. Submission of support.
University of Otago	Frequencies	Supports the classifications of frequencies [Table 9]	Accept. Submission of support.
University of Otago	Frequencies	Supports that when undertaking reviews of services, provision of new services, or amending existing services they will explore opportunities to exceed these minimum standards. As growth and additional demand occurs, the ORC should explore opportunities to add more targeted rapid and frequent services.	Accept. Submission of support.
University of Otago	General	Supports any initiative that has the net effect of improving uptake and patronage of public transport within Dunedin City in particular.	Accept. The submitter supports the Plan.
University of Otago	Network Form and Function	Agrees with the desire to create an integrated public transport network with good connections to other modes, particularly walking and cycling. Planning for these modes as part of the network approach is critical to achieving a viable alternative to driving a car. The image on page 50 of the consultation document showing a bus shelter with associated cycle storage, is something the University would support being rolled out across Dunedin.	Accept. Note submitters comment.
University of Otago	Network Form and Function	There is no central city service to move people rapidly around downtown (i.e. between the Octagon and the Stadium). This is a priority opportunity to help drive mode shift. There are only three bus routes to move those people from the Central City Bus Hub towards the University, Polytechnic, or the hospital. And two of those routes run only on the half hour.	Accept in part. Existing services operate close to these locations.
University of Otago	Network Form and Function	Staff and students want convenient door to door options, particularly at key peak commuting times (morning, evening).	Accept in part. Note comment.
University of Otago	Park and Ride	Supports providing a park-and-ride facility for residents in Green Island, Mosgiel, Brighton and the Taieri. One location is a good start, but more are needed.	Accept in part. Park and rides are activities specified in the Shaping Future Dunedin Transport business case that Dunedin City Council is responsible to action.
Unknown (Donna)	Frequencies	Fund to enable bus frequencies in Dunedin and Queenstown to increase dramatically, to every 15-20 minutes on all routes between 6am and 7pm, and more frequent service in all other communities.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Unknown (Donna)	General	Very concerned about the funding proposal for the transportation (bus service) budgets. Budgets for mass transit in this plan are far, far too low. Reliable, frequent, comfortable public transport is the only way to get people to take fewer car trips and rely less on private autos. Enabling drivers to switch to public transit is a vital part of meeting the region's need to reduce climate change-causing emissions.	Accept in part. Comments noted but LTP budgets do not provide for mass transit in Otago.
Unknown (Donna)	Network Form and Function	Expand bus services to many new, currently underserved or underserved areas. This needs to include regular inter-city Orbus service between Queenstown and Wanaka, between Dunedin and Waitati, Brighton, Milton, Waikouaiti, etc	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.
Unknown (Donna)	Zero emission vehicles	Fund to switch all buses in the region to electric buses by 2030. No new diesel buses should be purchased in Otago. Rates (or fees on auto license renewals) must be raised sufficiently in order to allow these critically needed improvements in the proposed 10-year budget period.	Accept in part. There is currently a significant investment in fleets in Otago that needs to be balanced against the desire to introduce non-CO2 emitting vehicles.
Urban Access Dunedin	Frequencies	Provides results of bus use survey (1119 participants). Buses most provide frequent services to grow patronage.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.

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Urban Access Dunedin	Frequencies	Timetabling must start earlier for shift workers.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Urban Access Dunedin	General	Attempts to force car users unwillingly into buses by restricting road access - e.g. by providing bus lanes south of the Octagon - will drive people out of the city centre and make people more resistant to using public transport.	Reject. Provision of public transport and active modes provides the community with travel choice.
Urban Access Dunedin	General	There must be a wider network of routes to grow patronage.	Reject. Current planned network provides sufficient coverage of Dunedin city. Planned frequency increases will increase patronage.
Waikouaiti Coast Community Board	Collaborative Partnerships	States most of the new housing is on the Taieri Plain. Are you keeping abreast of development that is happening on the North Coast. It is highly likely there will be a significant population increase in the wider area around Waikouaiti in the coming years. The North Coast area is a 'forgotten land' and does not appear to have been considered in any depth. We would like to meet with your Transport team to discuss. We would promote any new bus services with you.	Accept in part. Council will continue to work with stakeholders such as the Waikouaiti Coast Community Board
Waikouaiti Coast Community Board	Fares	We commend ORC on introduction of \$2 flat fare. We request this continues.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs
Waikouaiti Coast Community Board	Frequencies	North Coast area has a population of 4,000. There is no bus service at weekends or evenings. The only 'travel choice' at these times is the car or stay at home. This is not consistent with the RPTPs aspirations. This is unsatisfactory and should change in year 1 of the plan. We have already suggested a preferred timetable and this is attached.	Accept in part. Council is proposing to introduce extra week day and weekend services on Route 1 in 2021-22 year, but not the timetable sought by the submitter as it is less cost effective than what is intended. Work to introduce those services will enable investigation of community connection along the north coast.
Waikouaiti Coast Community Board	Frequencies	Waitati is a similar distance from the CBD as Portobello, but Portobello has better frequencies than Waitati.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Waikouaiti Coast Community Board	General	Replace 'Waikouaiti Community Board' with 'Waikouaiti Coast Community Board'	Accept. The submitter supports the Plan.
Waikouaiti Coast Community Board	General	Why do we need 3 large public entities performing the bus services - ORC, DCC and MoE? It is not efficient or economical. Simplify.	Reject. Separate functions are mandated in legislation. Transfer of functions is outside the scope of this plan.
Waikouaiti Coast Community Board	Infrastructure	We require more bus shelters on the Palmerston route, and these should be sourced from a local provider.	Accept in part. The submitter's suggestion is noted.
Waikouaiti Coast Community Board	New Services	Warrington, a growing community, has no service. The existing bus could turn off at Evansdale and travel into Warrington and then return to the highway, this would add around 7 minutes. Or, the bus could continue along Coast Road between Karitane and Warrington. This would also serve Seacliff and Truby King Reserve. This may require a smaller bus.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Waikouaiti Coast Community Board	Park and Ride	We request thought be given to Park and Ride from northern townships, to connect to the buses, or to the free bus loop in the city.	Accept in part. While the submission is noted, there is little point in considering a park and ride outside for Northern Townships when there is no plan to significantly improve bus services to cater for such.
Waikouaiti Coast Community Board	Rail	Serious thought has to be given to increasing the attractiveness of rail travel and we would like to be part of that conversation as it pertains to the North Coast area.	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Waitaki District Council	General	Rewrite page 17 to say Palmerston is Waitaki Territorial Authority and not Dunedin as written.	Accept. Amend plan.
Waitaki District Council	New Services	Community seeks PT service in Oamaru.	Accept in part. The draft plan recognises that there may be a need for additional services and trials units are included. Given community desire expressed, Council needs to establish a work programme that engages the communities and looks to build the evidence base for new services. If evidence exists, co-funding can be sought from Waka Kotahi in 2024-27 period and Council can have funding conversations with the community.

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago Draft Regional Public Transport Plan 2021-2031
Decisions on the Submissions (14/06/21)

Submitter	Topic	Submission Point	Decision
Waitaki District Council	New Services	Wish to note the positive engagement between ORC and Waitaki DC during the RPTP preparation. Applaud commitment of ORC and this RPTP to ensure no artificial barriers are created to developing PT in Waitaki	Accept
Waitaki District Council	Vision and objectives	Supports the RPTP Vision for public transport throughout the Otago Region.	Accept
Waka Kotahi	Collaborative Partnerships	Consider working with major employers to make travel free for staff who choose to take up public transport by negotiating annual fare contribution lump sum. Or consider providing incentive schemes for regular users (not just fare caps).	Accept in part. This is an integration matter addressed by the Plan (i.e. working with others).
Waka Kotahi	Ferry	Note that Waka Kotahi is also funding the ferry trial.	Accept. Amend section 3.6.2 of the Plan to address the submission.
Waka Kotahi	General	Include updated figures on bus use for period Dec 2020 – April 2021 to show how usage is tracking.	Accept. Amend the Plan to show the latest patronage.
Waka Kotahi	General	This section should be updated noting the following: <ul style="list-style-type: none"> • The national farebox recovery target was an aggregated national target at the time the policy was introduced, and it did not mean that every Council's public transport network had to meet 50 percent farebox recovery. The larger metros covered the bulk of the costs and revenue to the point where small networks were inconsequential to achieving the target. • Waka Kotahi is very mindful of funding constraints and the importance of fare revenue to contribute to operating costs in the current operating environment, however 50% farebox recovery is no longer a formal target or key strategic driver in itself. This is particularly so for services where access to social opportunities is a key part of the service provision. • Waka Kotahi RPTP guidelines on fare policy development. Currently states "To date, public transport funding from the National Land Transport Fund has been guided by policy that has required public transport services to achieve a 50% fare box recovery. This means that half of the costs of running and providing the service are recovered from customer fares. The reality of trying to attain this level of farebox recovery has proven challenging for the ORC"	Accept. Amend section 2.4 of the Plan to address the submitter's concerns.
Waka Kotahi	General	Other key challenges that could be included: <ul style="list-style-type: none"> • Drivers required to deliver increased services • ORC staff, expertise, resourcing, technology, tools • Step change required in Queenstown to enable a functioning transport network - big step change, not a modest one • Achieving an integrated approach to public transport, travel demand management and parking • Keeping fares low in a constrained funding environment and with reduced fare revenue in Queenstown as a result of COVID-19 • Trade-off of patronage focussed routes versus coverage/access focussed routes. 	Accept in part. Amend section 2.5 of the Plan to address the matters raised by the submitter.
Waka Kotahi	General	Replace "without aspirations to expand" with "with aspirations to expand".	Accept. Amend section 2.5.5 of the Plan to correct this unintentional error.
Waka Kotahi	General	The map and legend are fuzzy and unreadable. Is this showing all day frequency or just peak times?	Accept. Amend Figure 9 to address the submitter's concern.
Waka Kotahi	General	Note that new potential developments like Tarras Airport could also be a catalyst to look at worker and regional connectivity opportunities. Clarification is needed of some text: What does "future proofed" refer to (p27, paragraph 1)? What does "use integrated approaches to achieve efficiencies and lower operational costs" mean (p27, 4th bullet point)? Replace "Key opportunities in Otago include:" with "Key opportunities in Otago include the investigation of."	Accept in part. Amend section 2.6.1.2 to give effect to address the matters raised in the submission.
Waka Kotahi	General	The "strategic response" information is missing in the first row, it's the same as the "gap". Third row, strategic response – clarify what an "Alternative" approach is.	Accept. Amend Table 4 of the Plan to correct this unintentional error.

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago Draft Regional Public Transport Plan 2021-2031 Decisions on the Submissions (14/06/21)

Submitter	Topic	Submission Point	Decision
Waka Kotahi	General	Consider including information on current progress and indicative timeframes for activities. Consider swept paths, and also parts of the network that slow buses down other than Princes Street.	Accept in part. The submitter's comments are noted.
Waka Kotahi	General	Consider mentioning the PT Detailed Business Case.	Accept. Amend the Plan as suggested by the submitter.
Waka Kotahi	General	Add mention of the real time app in Dunedin.	Accept. Amend section 3.2 of the Plan to address the submission.
Waka Kotahi	General	Second paragraph – last sentence on p 36 is incomplete.	Accept. Amend section 3.3 of the Plan to correct this unintentional error.
Waka Kotahi	General	Consider application of the WK benefits framework – this would assist in monitoring for the system and also for upcoming business cases. For example access to key economic and social destinations and spatial coverage.	Accept in part. Table 8 replicates the Council's Long Term Plan KPIs. Consideration will be given to also applying the Agency benefits framework in the future.
Waka Kotahi	General	Consider including percentage increase for annual boarding.	Reject. Table 8 is consistent with the Council's Long Term Plan.
Waka Kotahi	General	Consider including a measure to show the transition to a Zero Emissions Vehicle fleet.	Reject. Table 8 replicates the Council's Long Term Plan KPIs and the path to zero emission vehicles is outlined elsewhere in the Plan.
Waka Kotahi	General	Consider including "Who" will undertake the Action.	Accept in part. Council has considered what the submitter requested and decided not to amend the Plan.
Waka Kotahi	General	Are the "Dunedin Transitional Services" (routes 5, 6, 10, 11) part of Unit 3?	Accept. Yes.
Waka Kotahi	General	In general the draft plan would benefit generally from data and analysis on the public transport systems in Queenstown and Dunedin, also more description of the wider context of those areas and the interaction and effects on the public transport system and needs. A lot of information is duplicated within the document which could be reduced to increase readability.	Reject. The Plan contains sufficient contextual/background information.
Waka Kotahi	New Services	Section 2.6.1.2 Intra-regional Travel lists a number of key opportunities in Otago. Are these programmed/are there timeframes?	Accept in part. The services have been included based on feedback.
Waka Kotahi	New Services	Asks how will the trial services be evaluated.	Accept in part. Amend the Plan to indicate that success criteria will need to be developed as part of the process leading to the trialling of services.
Waka Kotahi	Park and Ride	Consider rewording this section, to clarify the circumstances in which Park-and-Ride is likely to be useful – e.g. where it is not easy to provide walk up services or a convenient feeder bus service.	Reject. The need for park and rides will be established through business case work..
Waka Kotahi	Policies	Consider mentioning that changes to enable Zero Emissions Vehicles can also be done by variation to existing contracts. Consider including timeframes and/or rewording policies to recognise the Central Government requirements on Zero Emissions Vehicles.	Accept. Amend the Plan as suggested by the submitter.
Waka Kotahi	Policies	Consider including working with Councils on parking policy and parking implementation plans, and travel demand management activities.	Accept. Amend the Plan as suggested by the submitter.
Waka Kotahi	Policies	Frequent services – does the 20 or 40 minute services create any issues for timing services at the Dunedin Bus Hub?	Accept in part. The issue of frequencies has been addressed through other submissions and proposed responses to those.
Waka Kotahi	Policies	Note that waiting for development to be substantially implemented before introducing services may be too late to capture patronage from people who have moved to that area and started using their vehicles.	Accept. Amend section 5.2.4 of the Plan to clarify that it does not preclude the introduction of lead services.
Waka Kotahi	Policies	Consider provision of a safe and secure services eg CCTV	Accept in part. That can be considered as part of scoping the Queenstown Detailed Public Transport Business Case.
Waka Kotahi	Policies	Consider including ski/luggage provision on buses particularly in Queenstown	Accept in part. Amend section 5.5.5 of the Plan to as sought by the submitter.
Waka Kotahi	Policies	Consider specifically mentioning parking revenue and revenue from major employers.	Accept in part. Amend section 5.5.5 of the Plan to as sought by the submitter.
Waka Kotahi	Ticketing System	Section 5.4.9 Ticketing System contains an action to "Implement a 3-year transition period starting in July 2021, after which cash will not be accepted on buses". Detail of how cash will be phased out should be included in the plan.	Accept. Amend the Plan to address the submission.
Waka Kotahi	Ticketing System	What is the plan for ticketing for ferries if the Queenstown trial proves successful?	Accept. Council is working to implement Bee card on Queenstown ferry.
Wenlong An	Frequencies	Change onto 15-minute peak bracket.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Wenlong An	Frequencies	Provide more services towards Palmerston, and return in the mornings and evenings, as well as weekend services.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.

Council Meeting Agenda - 23 June 2021 - MATTERS FOR COUNCIL CONSIDERATION

Otago Draft Regional Public Transport Plan 2021-2031
Decisions on the Submissions (14/06/21)

Submitter	Topic	Submission Point	Decision
Wenlong An	Rail	Would like to see more utilisation of rail assets, for example to replace the 1, 14, and 77 routes	Accept in part. There is little current evidence that a Dunedin rail service would be more cost effective than a bus based public transport service. Council is open to working with partners/stakeholders as they bring evidence forward.
Wenlong An	Revise service	Extend No.70 into the city, removing the need to transfer at Green Island	Reject. While the submitter's request is acknowledged, Council has no plans to make the change requested.
Woodley	Fares	Support the \$2 fare	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.
Woodley	Frequencies	Seek to retain the Palmerston to Dunedin run and add weekend runs too.	Accept. Council is proposing to introduce extra week day and weekend day services on Route 1 in 2021-22 year. Work to introduce those services will enable investigation of community connection along the north coast.
Yasmin Nowak	Frequencies	Improve frequency and other ways to be more attractive for people to use.	Accept in part. Council will review delivery of its current networks to assess changing needs and review/amend services accordingly.
Zenobia	Fares	Supportive of \$2 flat fare from Palmerston to Dunedin has encouraged more users. Suggest weekend option too.	Accept in part. Fare pricing does have a roll in attracting patronage, but is not the primary attractor. Due to the financial implications arising from this topic and as for the submissions on fare concessions, Council needs to subsequently (post Plan adoption) primarily address its Dunedin bus fare structure. While it is noted there is considerable support for the continuation of a \$2 fare in Dunedin, currently the cost of providing public transport is a shared cost between users, Waka Kotahi and the community and the challenge for Council is how it balances those inputs.

**DRAFT REGIONAL PUBLIC
TRANSPORT PLAN 2021-2031**

22.14/04.06/21 Version

Draft

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GLOSSARY OF TERMS

Term	Description
Demand responsive service	Services that operate with flexible routes and schedules that respond to specific passenger needs.
Farebox Recovery	The proportion of total operating costs that are recovered from users.
GPS	Government Policy Statement on Land Transport.
LTMA	Land Transport Management Act 2003.
NLTF	National Land Transport Fund.
NLTP	National Land Transport Programme.
Off-peak	The period of the day with the lowest average vehicle traffic.
Operators	Companies that are contracted by ORC to provide public transport services.
ORC	Otago Regional Council.
Park-and-ride	A facility that allows people to securely leave their personal vehicle (i.e., car, motorbike, cycle) to use a public transport service.
Peak	Weekdays before 9:00 am and from 3:00 to 6:30 pm.
PTOM	Public Transport Operating Model.
RLTP	Regional Land Transport Plan.
RPS	Regional Policy Statement.
RPTP	Regional Public Transport Plan (the Plan).
Territorial authorities (TAs)	City and District Councils.
Total Mobility	Subsidised transport for those with impaired mobility who have difficulty with, or are unable to use, scheduled public transport services.
Transport disadvantaged	Residents who have limited or no access to basic economic, social, and community services such as employment, health care, shopping etc.
Unit	All services that are integral to the region's public transport network are grouped into units.
Waka Kotahi	Waka Kotahi New Zealand Transport Agency.

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FOREWORD

Welcome to Otago Regional Council's draft Regional Public Transport Plan for 2021-31, our strategic document that guides the planning and delivery of public transport services and infrastructure in the Otago region. We are pleased to share this draft for your feedback.

There have been major changes to our economic, social and environmental landscape since the last Regional Public Transport Plan was written in 2014. At the same time, we have made some significant improvements to public transport over the last seven years, including an overhaul of the timetable, new routes in Dunedin and the launch of the \$2 Orbus service in Queenstown.

We also opened the Dunedin Bus Hub, have put an increased focus on community engagement and responsiveness, and improved the Total Mobility service providing subsidised travel to people with disabilities.

In just the last year, we launched the Bee Card (a tag on tag off bus card that gives bus passengers cheaper fares in nine regions around New Zealand, including Otago), implemented the interim \$2 fare in Dunedin, and we worked closely with our operators to run free buses during the disruption of COVID-19.

While acknowledging all we have achieved, we must keep momentum up. National policy around carbon emissions, a devastating global pandemic and, locally, population growth and changes to our economy impact the way we plan public transport in Otago.

Our government, through the Climate Change Response Amendment Act and the Climate Change Commission report has committed to reducing New Zealand's greenhouse gas emissions to net zero by 2050. Increasing public transport share and with sustainable fleet options supports this goal as it contributes to carbon reduction, while improving air quality.

But our Plan is not only about congestion and the air we breathe. Public transport is at the heart of a healthy community, connecting people with each other and giving them the choice to travel independently to visit family and friends, to get to work and school, to have access to medical care and to study, amongst other things.

That can be challenging in a region as large as Otago, with such a dispersed population. Key facilities, such as the Dunedin Hospital and University of Otago, are geographically remote for many people.

Currently, public transport services are only available in Dunedin and the Wakatipu Basin. The Total Mobility Scheme, supporting those who are unable to catch public transport or drive for specific reasons, is limited to the four centres with the highest populations: Dunedin, Oamaru, Queenstown and Wānaka. This leaves many of Otago's residents without access to public transport.

Around 30% of Otago's population is aged under 14 years old or 65 years old and over. A large proportion of these people are unable to drive for reasons other than being ineligible for a driver's licence, including affordability and mobility impairment.

For some people in our community there is a growing movement to actively choose public transport as a more sustainable way of living.

We need to prepare for growth and cater to a greater reliance on public transport. Significant investment by government has enabled the travel planning partnership of the Otago Regional Council, Queenstown Lakes District Council and Waka Kotahi (previously the NZ Transport Agency) to forge ahead with a number of business cases that will re-shape Queenstown with a more integrated, smarter way to get around. Similarly, in Dunedin, a number of travel projects are being considered in our draft long-term Plan and the Dunedin City Council's draft long-term Plan.

Nationally, the COVID-19 pandemic has changed the way we look at public transport. While we were in Alert Level 4 and Level 3 lockdown, it became clear how important buses and bus drivers are to keeping essential workers moving around.

While the pandemic caused a temporary drop in patronage, particularly in Queenstown, free travel encouraged people to try the bus for the first time. When we went back to charging fares with the launch of our smart travel bus card, the Bee Card, our passengers in Dunedin and Queenstown embraced the new system.

This is where we are focusing our efforts:

- Continuing to improve the customer experience
- As that is ultimately what will get more people catching the bus.

Our draft vision for inclusive, accessible, innovative public transport that connects Otago and contributes positively to our community, environment, and economy will guide these efforts.

The ORC public transport team have, along with city and district councils from around Otago and several other stakeholders, identified five objectives to support the vision. From these objectives, they have drafted a number of policies.

They are about being responsive. We must respond to the national direction for a more climate-resilient future, as well as what our passengers need. To encourage more people to use public transport, it should be more attractive and accessible. This means different things for different people, but generally it's about convenience, access, better infrastructure, and affordability, as well as being well-integrated with other services or ways to travel, like linking cycling and walking options.

The system should also be financially sustainable for those who contribute to it.

We invite you to read this draft plan and tell us what you think. Let us know if our objectives and policies will help us to grow with Otago and the specific needs of our community, where public transport is key to connecting us more easily, more often.

Signed

Andrew Noone
Chairperson
Otago Regional Council

EXECUTIVE SUMMARY

Overview

A well-used public transport system is fundamental to the success of Otago. It is critical that we have a plan to identify public transport needs and opportunities and set out the means to deliver those.

The Otago Regional Public Transport Plan (RPTP) is a strategic document that guides the planning and delivery of public transport services and infrastructure in Otago. It sets out the changes to our public transport system for the next 10 years from 2021 to 2031.

This draft RPTP includes our vision for public transport in Otago and the five objectives that will guide implementation of this Plan. These objectives will help achieve the vision, whilst reflecting the issues which have been identified through consultation, and wider national, regional, and local policy context.

The objectives form the basis of the policies, which are described in the last part of the plan.

Progress since the last plan

Our focus since the last RPTP was written in 2014, has been on improving customer service. We have:

- implemented new routes and services in Dunedin and Queenstown to provide better network coverage and frequency;
- opened the Dunedin Central City Bus Hub;
- provided frequent community engagement events to listen to feedback from our community on the changes made in the last plan;
- introduced a new route into Queenstown;
- rolled out the new Bee Card ticketing system on both networks with about 43,000 registered cards currently;
- provided free services for a series of events including major community events such as the Dunedin's New Year Fireworks and Waitangi Day celebrations at Otakou Marae;
- launched real time passenger information in Queenstown;
- provided free buses [and Total Mobility](#) during and after COVID-19 Alert Level 4 lockdown
- with an additional several months free travel for SuperGold Card holders in Queenstown and Dunedin;
- improved communication services including a handy fold-out network map, dedicated button on Dunedin's My Little Local App and the On Board with Orbus newsletter;
- introduced an interim single zone structure with a \$2 flat fare in Dunedin;

- supported a Lake Wakatipu ferry service;
- undertaken significant planning for future public transport infrastructure required with approval of relevant business cases And,
- supported total mobility customers, including moving to an electronically based system and new hoists into total mobility accessible vehicles.

The challenges we are facing

We identified several challenges with key stakeholders that need to be addressed:

- Reduce the impact on the environment;
- Increase access to the public transport system;
- Make public transport more attractive for users; and,
- Make the public transport changes required in a constrained funding environment.

Our Vision for public transport

Inclusive, accessible, and innovative public transport that connects Otago and contributes positively to our community, environment and economy.

To support this Vision, key priorities identified are (Figure 1 Figure 4):

1. Improve the customer experience with the goal that more people choose to use public transport, more often;
2. Improve environmental health by supporting the introduction of zero emission vehicles into the fleet to reduce greenhouse gas and particulate matter emissions;
3. Capitalise on new technology and opportunities for innovation; and
4. Be cost effective such that the improvements to public transport provide value for money and ensure that the right investments are in place at the right time for the greatest number of current and potential users.

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Figure 1: Key Priorities



Achieving this vision

Five objectives will guide implementation of this Plan. These objectives will help achieve the vision, whilst reflecting the issues which have been identified through consultation, and wider national, regional, and local policy context.

The objectives form the basis of the policies, which are described in the last part of the plan.

Objective 1

- Contribute to carbon **emission** reduction and improved air quality through increased public transport mode share and sustainable fleet options.

Objective 2

- Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity and contributes to social and economic prosperity.

Objective 3

- Develop a public transport system that is adaptable. ~~and able to effectively respond to change.~~

Objective 4

- Establish a public transport system that is safe, accessible, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction.

Objective 5

- Deliver fares that are affordable for both users and communities.

Next steps

Otago Regional Council is now seeking input from the community on this Plan.

Once this feedback is received, the plan will be updated to reflect community feedback. A final RPTP is scheduled to be complete by July 2021.

Acknowledgements

Otago Regional Council has engaged with a number of stakeholders in preparing this draft RPTP, and would like to thank them for their contribution.

In alphabetical order

- Anglican Family Care
- Arrowtown Village Association
- Blind Citizens Otago
- Blind Low Vision
- Bus User Support Group Otepoti (Bus Go)
- Central Otago District Council
- Clutha District Council
- Destination Queenstown
- Disability Information Services
- Dunedin City Council
- Frankton Community Association
- Grey Power Dunedin
- Jacks Point Residents Association
- Otago Chamber of Commerce
- Otago Deaf Society
- Otago Peninsula Community Board
- Otago University Students Association (OUSA)
- Queenstown Lakes District Council
- South Dunedin Community Network
- Spokes
- The Disabled Persons Assembly
- Trails Trust
- Waikouaiti Community Board
- Waitaki District Council
- Waka Kotahi NZ Transport Agency
- West Harbour Community Board

1 BACKGROUND

1.1 Introduction

Otago Regional Council (ORC), together with its partner agencies¹, has prepared this Regional Public Transport Plan (RPTP) to set out the objectives and policies for delivering public transport in Otago over the next 10 years, 2021 to 2031. It is a strategic document that will direct ORC's focus and investment over the coming decade and provide clear direction on how to respond to future challenges and opportunities.

This RPTP describes the proposed public transport services that will meet the needs of new and existing customers and the policies which those services will operate under. It also explains how ORC will work in partnership with operators and city and district councils in Otago, known as territorial authorities.

This RPTP replaces the Otago RPTP (2014-21).

1.2 Statutory requirements

The RPTP is required by the Land Transport Management Act (LTMA) 2003². The purpose of the Plan is to provide:

- 1) a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure.
- 2) An instrument for engaging with the public in the Region on the design and operation of the public transport network, and a statement of:
 - the public transport services that are integral to the public transport network;
 - the policies and procedures that apply to those services; and
 - the information and infrastructure that support those services.

1.3 Reviewing the RPTP

In 2014, The Otago Regional Council published its RPTP. The 2014 RPTP was updated in 2017 and 2019 through three addendums outlining changes to the 2014 plan. This RPTP is now being updated to:

- 1) meet the statutory requirements of the Land Transport Management Act.
- 2) Align with updated policy and strategy documents, specifically, the new Government Policy Statement on Land Transport (2021), the draft Otago Southland Regional Land Transport Plan and development of a new Otago Regional Policy Statement.
- 3) Embrace the evolution of transport technology that has led to a number of exciting opportunities, which are improving our ability to plan and operate public transport as well as improving the overall customer experience. We have already seen this

¹ Dunedin City Council, Queenstown Lakes District Council, Central Otago District Council, Clutha District Council and Waitaki District Council, as well as Waka Kotahi

² <https://www.legislation.govt.nz/act/public/2003/0118/latest/DLM226230.html>

implemented in our region, most recently through the rollout of the Bee Card ticketing system.

- 4) Assist in the implementation of various projects delivered by Connecting Dunedin and Way to Go partnerships³, which are driving transformative changes to the transport systems in these areas.
- 5) Take into consideration the impacts, and opportunities due to COVID-19.
- 6) Take in to consideration changed community expectations to do with regional connectivity and climate change.

These changes present an opportunity to refresh the strategic direction and policies of our Plan to ensure it is helping us to deliver the kind of public transport network that our customers need.

1.4 Developing this RPTP

This RPTP has been prepared in collaboration with:

- the territorial authorities in Otago (Dunedin City Council (DCC), Queenstown Lakes District Council (QLDC), Central Otago District Council (CODC), Clutha District Council (CDC) and Waitaki District Council (WDC)).
- Waka Kotahi NZ Transport Agency,
- Transport partnerships³;
- Otago's public transport operators; and
- Stakeholders, including a range of community and disability groups to ensure that we have perspectives from those who are often most reliant on public transport.

³ **Connecting Dunedin** is a transport partnership between the Dunedin City Council (DCC), Otago Regional Council (ORC) and Waka Kotahi, working to ensure good alignment and co-ordination of key transport projects and programmes in Dunedin. A Programme Business Case is currently being finalised, with a focus on improvements to transport in the Central City to accommodate the new Dunedin hospital. The Programme Business Case includes a range of active transport, safety, efficiency, parking, public transport and travel demand management improvements and initiatives.

Way to Go is a collaborative working group made up of partner organisations Waka Kotahi, Queenstown Lakes District Council and Otago Regional Council. The partnership is responsible for delivering transport improvements for the Wakatipu Basin. A Queenstown Business Case has recently been completed with a focus on travel demand management, public transport initiatives, greater use of intelligent transport systems, parking management and urban realm improvements

2 CONTEXT

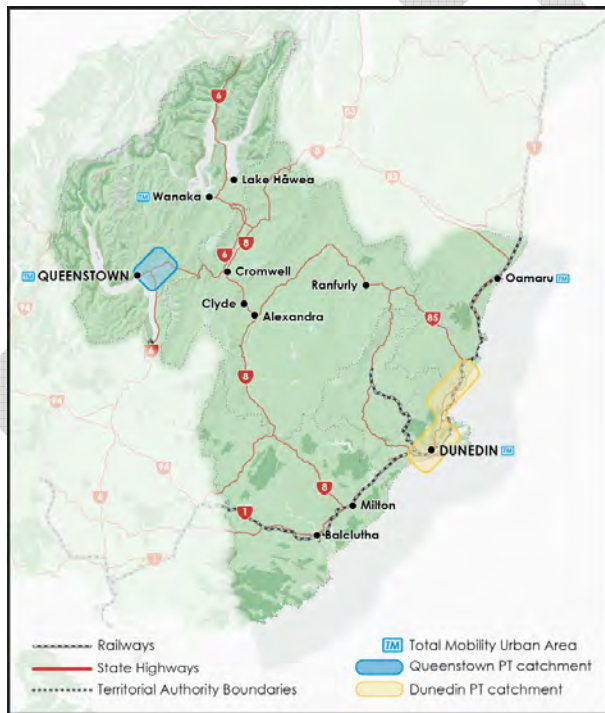
2.1 Regional overview

The Otago Region is made up of five territorial authorities – Central Otago District Council, Clutha District Council, Dunedin City Council, Queenstown Lakes District Council and Waitaki District Council.

Figure 2 shows the key settlements with over 1,000 residents and the transport network (road and rail) that connect them. It also shows the location of Otago's two contracted public transport networks, servicing the wider Dunedin City urban area and Wakatipu basin catchment. Most settlements have regional connectivity through commercial public transport services.

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Figure 2: Otago's Key Settlements and Public Transport Networks



2.2 Strategic drivers

2.2.1 Network coverage

Much of Otago is sparsely populated. Most towns and cities are some distance from each other or separated by significant landforms such as rivers or mountain ranges. This means that many communities must travel a long distance to essential services. Around 80% of the population live in towns with more than 1,000 residents.

Table 1 shows the settlements with 1,000 or more residents ranked by population (highest to lowest). Those highlighted in yellow are provided with contracted public transport services as part of the Dunedin Orbus network, and those in blue as part of the Wakatipu Orbus network. Most other settlements have access to commercial public transport services (but may have access to commercial services e.g. Intercity). For those without a public transport network, the table shows travel distances to either Dunedin or Queenstown, whichever is the closer.

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Table 1: Otago's Urban Centres

Urban Centre	Territorial Authority	Population (NZ Statistics 2020 estimates)	% of region	Km to Dunedin (via SH network)	Km to Queenstown (via SH network)	Total Mobility Available
Dunedin	Dunedin	106,200	43.3%		279km	✓
Queenstown	Queenstown Lakes	16,000	6.5%	279km		✓
Mosgiel	Dunedin	14,600	6.0%	15km	267km	✓
Oamaru	Waitaki	13,700	5.6%	160km	286km	✓
Wanaka	Queenstown Lakes	11,500	4.7%	270km	111km	✓
Cromwell	Central Otago	6,480	2.6%	220km	60km	
Lake Hayes	Queenstown Lakes	6,240	2.5%	265km	14km	✓
Alexandra	Central Otago	5,790	2.4%	190km	90km	
Balclutha	Clutha	4,230	1.7%	80km	238km	
Arrowtown	Queenstown Lakes	3,030	1.2%	266km	19km	✓
Milton	Clutha	2,210	0.9%	55km	224km	
Lake Hawea	Queenstown Lakes	1,700	0.7%	279km	117 km	
Brighton	Dunedin	1,540	0.6%	17km	268km	✓
Jacks Point, Hanleys Farm	Queenstown Lakes	1,260	0.5%	282km	15km	✓
Arthurs Point	Queenstown Lakes	1,260	0.5%	279km	6km	✓
Waikouaiti	Dunedin	1,250	0.5%	40km	260km	✓
Clyde	Central Otago	1,200	0.5%	198km	85km	
Ranfurlly	Central Otago	1,060	0.4%	132km	171km	
Palmerston	Dunedin/Waitaki	1,000	0.4%	54km	246km	✓

Urban Centre	Territorial Authority	Population (NZ Statistics 2020 estimates)	% of region	Km to Dunedin (via SH network)	Km to Queenstown (via SH network)	Total Mobility Available
Subtotal		199,520	81.5%			
Other rural population		45,780	18.5%			
Total Otago Population		245,300	100.0%			

Intra- and inter-regional services are provided by commercial operators and use the national State highway network (State Highway 1, 6, 8) to connect the more populated towns.

2.2.2 Population growth

Otago's population is forecast to grow from a population of 235,000 in 2018 to 259,500 (+24,500) in 2028 and 273,300 (+38,300) in 2038, for a medium forecast growth scenario, as illustrated in [Figure 3](#). Whilst growth will remain static in some districts (<10%), Queenstown Lakes District and Central Otago are among the highest growing areas of New Zealand with +27% and +19% population growth forecast respectively, refer to [Table 2](#). While this is pre-COVID, current long-term forecasts expect population and tourism to pick up to these original forecasts.

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Figure 3: Projected population growth for Otago (2018 to 2038)

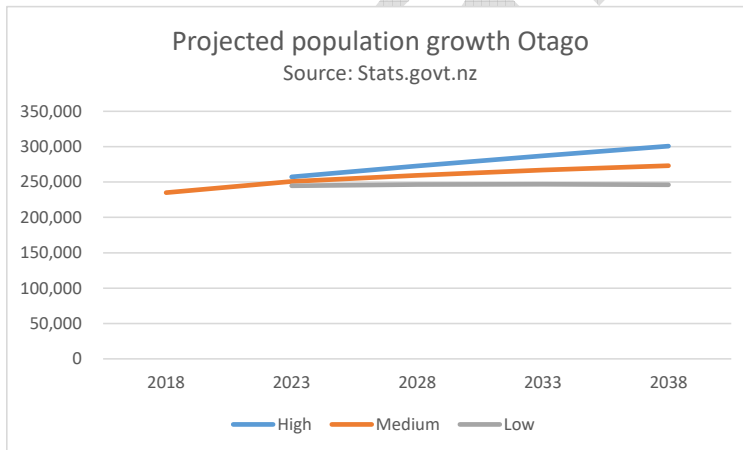


Table 2: Forecast Population growth by Territorial Authority Area (Source: Stats.govt.nz)

	2018	2023	2028	2033	2038	To 2028	To 2038
Population growth							
Waitaki district	22,900	23,800	24,200	24,500	24,700	1,300	1,800
Central Otago district	22,200	24,800	26,400	27,900	29,200	4,200	7,000
Queenstown-Lakes district	42,500	50,100	54,100	57,900	61,500	11,600	19,000
Dunedin city	131,200	135,700	137,900	139,700	140,900	6,700	9,700
Clutha district	18,050	18,500	18,750	18,900	18,950	700	900
% growth increase (to 2018)							
Waitaki district	-	4%	6%	7%	8%	6%	8%
Central Otago district	-	12%	19%	26%	32%	19%	32%
Queenstown-Lakes district	-	18%	27%	36%	45%	27%	45%
Dunedin city	-	3%	5%	6%	7%	5%	7%
Clutha district	-	2%	4%	5%	5%	4%	5%

2.2.3 Tourism Growth –and Queenstown and Wanaka Growth

In addition to population growth, the Otago economy is driven by tourism, expected to recover post COVID. [In this regard, Queenstown is a major international visitor destination.](#)

The population of Queenstown Lakes District is increasing at around 7% per annum, increasing from 30,000 in 2013 to 66,000 by 2048. Much of the growth is concentrated on Queenstown, its surrounds, and in Wanaka. Visitor numbers are expected to grow at an even faster rate (once tourism returns post COVID-19). Wanaka is the fastest growing urban area in the South Island and its growth is accelerating, with both tourism and land development increasing.

Wakatipu is one of the five high growth urban areas identified in the National Policy Statement on Urban Development Capacity (2020)⁴. Since 2005, visitor numbers through Wakatipu airport have increased by 200 per cent to nearly 1.8 million passengers in the year to June 2017. An appreciation of the forecast resident plus visitor growth projections is presented in [Figure 4](#).

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Figure 4: Growth Projections



⁴ <https://www.mfe.govt.nz/about-national-policy-statement-urban-development>

2.2.4 Covid-19 Impacts

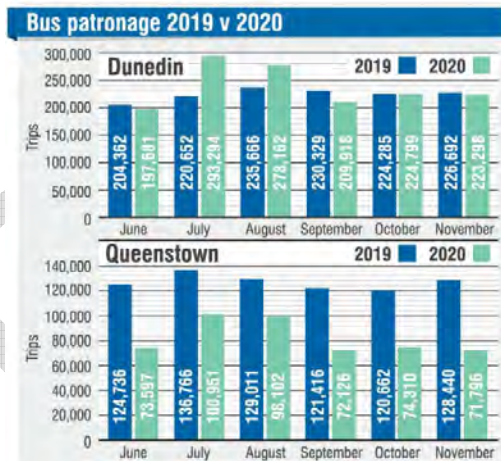
Otago is forecast to be the region most heavily impacted by the Covid-19 pandemic, mainly due to the tourism impacts and drop in revenue experienced in the Queenstown Lakes region. Our region has the second highest tourism spend nationally, with 55% of total spend from international visitors. The ability to offset these losses through domestic tourism will be challenged by the high travel costs from urban centres in Otago and elsewhere. Dunedin is generally expected to perform better because of its lower reliance on tourism, and due to its position as a hub for government, education, healthcare, and other related services. Similarly, in our other districts, we expect them to be impacted slightly less than the national average.

The COVID-19 pandemic had a significant impact on our public transport network during 2020.

Figure 5 shows that patronage levels have rebounded to pre COVID-19 levels in Dunedin, despite a significant drop in international students. However, the trend has remained in Wakatipu, with patronage sitting just below 50% of pre-COVID-19 levels.

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Figure 5: Otago Bus Patronage - 2019 vs 2020⁵



It is likely that levels of demand for the Wakatipu public transport network will continue to remain lower in the short to medium-term, due to the loss of international visitors, seasonal workers and a reduced population overall. Dunedin is expected to continue to perform better because of its lower reliance on tourism, and because it is a hub for government, education, healthcare, and other related services. The network also services a larger permanent population and wider geographical area.

⁵ Source: Otago Daily Times (<https://www.odt.co.nz/regions/queenstown/q%E2%80%99town-bus-use-down-44-dunedins-holds-steady>)

Over previous years, we were making significant patronage gains (from 2.2 million 000 passenger in 2016/17 to 2.5 million in 2018/19), especially since the launch of our Wakatipu services in 2017 (from 490,000 passenger in 2016/17 to 1.5 million in 2018/19). With Government moving to an Alert Level 4 lockdown in March/April 2020, patronage dropped dramatically.

The full scale of the COVID-19 impact is difficult to predict but will bring significant challenges. There are likely to be changes to travel patterns and employment destinations, that the network will have to respond to, as well as communities relying on lower or more fixed incomes. Improving access to employment and essential services for vulnerable communities is vital.

2.2.5 Growth implications for Public Transport

The rate of growth being experienced in our region will become a real challenge unless we ensure our public transport system can maintain accessibility, connectivity and more generally, protect the liveability for our residents. The continued growth of our region provides an opportunity to ensure that transport infrastructure and land use are closely integrated.

The projected level of urban growth, particularly in Dunedin and the Wakatipu, will require a successful, evolving public transport system that supports key commercial and residential growth areas. In time, the nature of urban growth will provide the right conditions for the public transport system to grow and succeed further.

2.3 Policy direction

The policy guidance and wider strategic direction for this RTP comes from several key documents including the Government Policy Statement on Land Transport 2021 (GPS 21)⁶, draft Otago Southland Regional Land Transport Plan 2021-2031 (RLTP)⁷, Otago Regional Policy Statement (ORPS)⁸. Several parallel business cases also provide direction for this work. [Appendix A – Strategic Context](#) ~~Appendix A – Strategic Context~~ discusses these documents and explains their relationship to this RTP.

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This RTP is consistent with the draft joint Otago Southland Regional Land Transport Plan 2021-31 and Waka Kotahi NZ Transport Agency guidelines⁹. Part 5 of the LTMA provides a definition of the types of public transport services covered by this plan. National and regional policy direction are in alignment, which provides significant opportunity to improve public transport outcomes for Otago.

2.3.1 Government Policy Statement on Land Transport (GPS) 2021-31

The GPS 2021 is the strategic document that guides investment in the land transport system over the next ten years. It outlines how investment should contribute to several strategic objectives and provides guidance to decision-makers on where Central Government will focus resources and funding. GPS 2021-31 identifies four Strategic Priorities for the land transport system ([Figure 6](#) ~~Figure 6~~):

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⁶ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/government-policy-statement-on-land-transport-2021/>
⁷ At time of writing, the Otago Southland RLTP 2021-31 submissions have closed.
⁸ <https://www.orc.govt.nz/plans-policies-reports/regional-plans-and-policies/regional-policy-statement>
⁹ <https://www.nzta.govt.nz/assets/resources/guidelines-for-regional-public-transport-plans/docs/guidelines-regional-public-transport-plans.pdf>

- Safety: Developing a transport system where no-one is killed or seriously injured.
- Better travel options: Providing people with better transport options to access social and economic opportunities.
- Climate change: Developing a low-carbon transport system that supports emissions reductions, while improving safety and inclusive access.
- Improving freight connections: Improving freight connections for economic development.

Figure 6: GPS 2021 Strategic Priorities



2.3.2 Otago Southland Regional Land Transport Plan (RLTP) 2021-31

The Otago Southland RLTP sets the direction for integrated transport and land use investment in the Otago and Southland regions. The Plan describes Otago's long-term vision, identifies regional priorities and sets out the transport projects we intend to invest in over the next ten years. The 2021-31 RLTP has been prepared jointly for the Otago and Southland regions, consisting of a common strategic section and two separate programmes of work, recognising the shared understanding that the Otago and Southland transport network exists as an enabler of people and communities.

The RLTP acknowledges transport as a key enabler in meeting community travel needs, influencing the future economic success of the region and the health of our communities. The RLTP focuses on initiatives that enable us to grow in ways that make it easy to get around while reducing congestion and emissions and creating more liveable places. The RLTP identifies several Strategic Priorities for Otago which are applicable to public transport:

- **Creating genuine mode choice** alongside integrated land use and transport planning, is needed to develop genuine alternatives to driving, as well as address pressing environmental issues, meet carbon emissions targets and mode shift goals;

- **Connectivity and Choice** and the need for coordinated, integrated planning to improve choices for the movement of people and goods, and create real change in the way people travel, particularly to work and school;
- **Environmental Sustainability** where transforming to a low carbon transport system and reducing the environmental impact of transport is urgent; and being,
- **Future Focused** to ensure the Otago and Southland regions are ready and able to respond to change and new challenges is essential.

2.4 Funding sources

Funding for public transport currently comes primarily from three main sources:

- Fares: paid by customers to use public transport (referred to as 'farebox');
- Rates: collected by ORC for services (both public transport and Total Mobility) and infrastructure (as this is local funding, it often gets called 'local share'); and,
- Central government: via the National Land Transport Fund and SuperGold Card scheme.

The ability to fund public transport services from fares is driven by patronage and the fares that are paid. The ORC aims to set fares to recover from customers what it considers to be a "fair and equitable" amount of what it costs to operate contracted public transport services.

It is important that public transport is priced in a way that encourages sustainable travel behaviour for those that do have a choice, contributes to managing travel demand on already constrained roads and parking pressure at key destinations. At the same time, there needs to be a sustainable funding model to pay for a high-quality public transport experience.

~~To date, Previously~~ public transport funding from the National Land Transport Fund ~~has been was~~ guided by a policy that ~~has~~ required public transport services nationally ~~(not every Council)~~, to achieve a 50% farebox recovery. This ~~means meant~~ that half of the costs of running and providing ~~the services are were~~ recovered from customer fares. ~~The reality of trying to attain this level of farebox recovery has proven challenging for the ORC. This is no longer a formal target or key strategic driver.~~

The ORC's approach to farebox recovery is embedded in the objectives and policies of this RTP, in particular:

- regular fare review and adjustments;
- initiatives to increase patronage; and,
- achieving value for money through efficient operating and procurement practices.

2.5 Key challenges

Public transport plays an important role in enabling people to access employment, health and education services and reducing congestion on the road network. However, There there are many challenges and opportunities facing public transport across Otago as heard in

ongoing engagement with the community ([including bus driver availability, keeping fares low in a constrained funding environment, etc.](#)). Working with TAs, [four key challenges](#) were identified for the region and relate to:

- Integration, where land-use planning and roading network design encourages car use, disincentivising use of more sustainable modes and results in increased carbon emissions;
- Attractiveness, and the perception that public transport is costly, inconvenient, and hard to use compared to other travel modes;
- Responsiveness, and the ability to quickly adapt to changes in the operating environment; and,
- Access and affordability, where a lack of transport choice leaves dispersed and disadvantaged communities with no options to access economic and social opportunities.

2.5.1 Reducing Environmental Impact

The New Zealand Government, through the Climate Change Response (Zero Carbon) Amendment Act¹⁰ and the Climate Change Commission report (2021)¹¹, has committed to a programme to reduce the nation's greenhouse gas emissions and ensure a climate-resilient future for New Zealanders. A key aim is to reduce emissions to net zero by 2050. Transforming to a low carbon transport system that enables emission reductions is a strategic priority of the Government Policy Statement (GPS) 2021.

These national policy directions signal a shift in how we plan and deliver public transport, such as:

- ~~Providing a high-quality service that attracts motorists to use the bus instead of driving, or encourages existing public transport users to use the bus more instead of driving, leading to fewer cars on the road and lower carbon emissions; and,~~
- transitioning to energy efficient low emission/electric buses, which will reduce carbon emissions from fuel, as well as reducing noise and improving air quality; ~~and,~~
- ~~Providing a high quality service that attracts motorists to use the bus instead of driving, leading to fewer cars on the road and lower carbon emissions.~~

In Dunedin, emissions associated with transportation account for 39% of total carbon emitted; the largest source of any industry. Most of these emissions come from road transport, which represents a key opportunity to address. At the same time, concentrations of harmful emissions and particulates emitted by motorised vehicles are contributing to poor air quality, which can lead to a risk of respiratory illnesses for our communities.

Increasing the number of journeys taken by public transport will allow us to, in part, reduce some of the negative environmental impacts of the public transport system. There exists a common perception for many that public transport is not a viable alternative to driving. Making the best use of our infrastructure will also help reduce our environmental impact,

¹⁰ <https://www.mfe.govt.nz/climate-change/zero-carbon-amendment-act>

¹¹ <https://www.climatecommission.govt.nz/get-involved/our-advice-and-evidence/>

which could be enabled through better locating our services and supporting infrastructure near to new developments where there is good access to public transport services.

2.5.2 Increasing Making the Public Transport System Accessible to More Access People

Public transport ensures that the basic needs of the community, particularly those without access to private transport, are met and that people can access essential services such as supermarkets/food stores, healthcare, education, and jobs. In Otago this is particularly important for our rural Districts, where communities are dispersed, and travel distances are long.

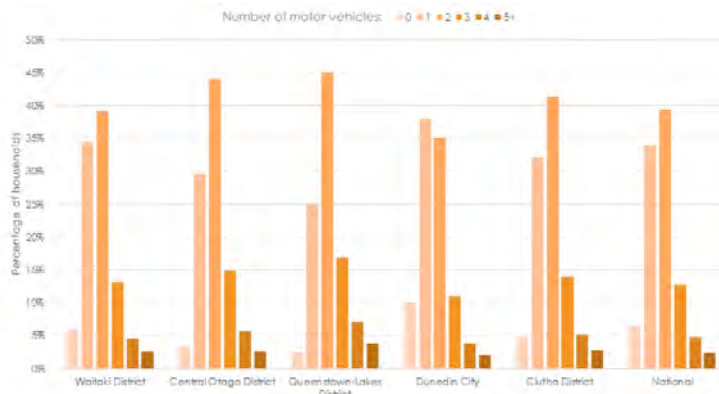
Around 30% of Otago's population are 0-14 or 65 years and over. A large proportion of these people will be unable to drive, and without an accessible public transport system may need to rely on others for transport. This can lead to a loss of independence and social exclusion among other negative health impacts.

There is also a trend amongst younger people to delay learning to drive, due to financial or environmental considerations. This trend is particularly relevant in Dunedin, where there is a very high proportion of young people aged 15-24 (21.8% in Dunedin compared to 14.6% nationally). This is because Dunedin is home to around 28,000 tertiary students of whom about 80% (around 22,400) are from outside Dunedin. This presents on-going challenges regarding providing for this group's transport needs and choices that this plan seeks to respond to.

Although many households in Otago have access to multiple vehicles (Figure 7), many have none. In the 2018 census, approximately 10.4% of households within the public transport catchment area of Dunedin, and 3.3% households within the public transport catchment area of Wakatipu, reported having no access to a motor vehicle. In Dunedin, this is well above the national average. These people will be reliant on public transport, walking, cycling and/or others to meet their transport needs, and to gain access to essential goods and services.

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Figure 7: Otago Percentage of Households Without Access to a Motor Vehicle¹²



Currently public transport services are only available in Dunedin City and the Wakatipu, and the Total Mobility Scheme is limited (based on the availability of commercial operators) to the four centres with the highest populations. This leaves a significant proportion of Otago's population who do not have access to public transport. There are commercially operated intra/inter-regional bus services. No rural communities are currently served by public transport and distances and/or geography are too great for modes other than private vehicles to play a significant role in connecting these communities to the social and economic opportunities provided in centres or around the region.

2.5.3 Increasing Attractiveness

Many people still do not have a good perception or experience of using our public transport system and do not view it as offering a realistic alternative to driving. However, annual customer satisfaction surveys in Dunedin and Wakatipu have shown that people are generally becoming more satisfied with the network and overall experience of using the bus.

The overall level of satisfaction with the Wakatipu public transport system has increased from 95% satisfaction in 2018 to 97% in 2019. Ninety-five percent of respondents were likely to "highly recommend" public transport to friends or colleagues. Dunedin shows similar levels of satisfaction; however, satisfaction levels have dropped from 93% in 2018 to 88% in 2019. Respondents with lower satisfaction raised concerns relating to the ease of getting around, convenience of paying, travel time, and information about services and delays. Increasing the attractiveness of public transport and positioning the service as a high-quality travel choice is a priority for this Plan.

2.5.4 Reducing Network Pressure

Land use changes caused by population growth and our historical investments in road infrastructure that has supported access by car, is an on-going challenge for our public

¹² Census 2018.

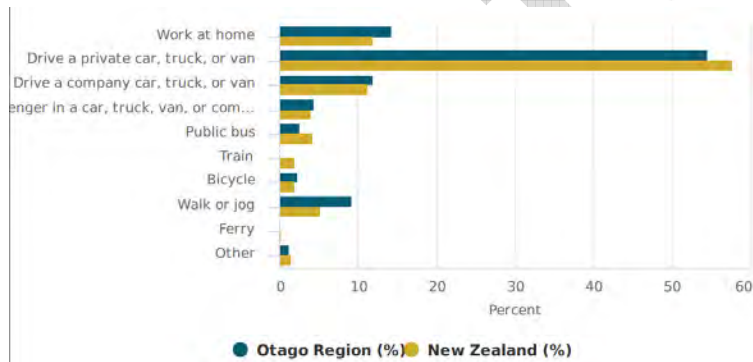
transport system. Urban growth and development is leading to more dispersed populations and greater travel distances that are difficult to serve by public transport. Trips, taken primarily by private car, are causing significant localised congestion on key corridors to the detriment of public transport.

Travelling by bus in Dunedin and Wakatipu is still often slower and less reliable than travelling by car. Congestion, combined with a lack of dedicated bus priority, is resulting in highly variable travel times for buses. This is limiting the attractiveness of services to new customers.

Otago's communities are heavily car dependent. Census data (2018) shows that around 65% of journeys to work were undertaken by private vehicle or company vehicle (see [Figure 8](#)). Otago's population is expected to grow by 25,000, reaching around 250,000, by 2038. If transport trends continue, the region's growth, particularly in the main urban centres of Dunedin and Queenstown, will lead to greater levels of traffic congestion and more parking pressure.

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Figure 8: Main means of travel to work for people in Otago Region and New Zealand (2018 Census)



Several strategic planning documents are providing a long-term vision for land-use development and growth across the region, encapsulated in Spatial Plans. These are coupled with the new National Policy Statement on Urban Development (NPS-UD 2020), which seeks to encourage intensification and enhance planning policy particularly around public transport nodes. There is a major shift signalled that will increasingly require alignment of public transport around these planning mechanisms. Additionally, the priorities and actions arising out of this Plan will need to be well integrated with land use planning.

2.5.5 Affordability and Funding

Transport affordability is an important issue we are facing, particularly for people on limited incomes or who do not have access to a car and who depend on public transport to live their daily lives. Public transport fares should provide value for money and consider the economic impacts felt by communities. However, the service must remain financially sustainable for

customers, ratepayers and funding partners. New services and infrastructure need to be cost effective, with the right investment made at the right time.

The funding of the SuperGold free travel scheme has been capped, and the public have increasing expectations for what a public transport system must deliver. Add to this the growing cost imposed on bus services because of congestion and the ability to deliver quality public transport services becomes heavily constrained by the ability and willingness for ratepayers to fund these services.

With a desire to move more people in Otago via public transport, we are likely to see increasing operational costs associated with the provision of our network and, without aspirations to expand the network over the coming years, we will need to consider other funding mechanisms that can possibly play a role.

Residential and visitor growth in Wakatipu is expected to lead to a growth in peak day population. This additional transport demand is projected to lead to increasing operational costs. The Government Policy Statement 2021 has signalled significant increases in the overall level of capital investment available for public transport. Conversations with government are being signalled and additional funding may emerge which could help us achieve our vision more quickly.

2.6 Our opportunities

2.6.1 Regional

2.6.1.1 Preparing for Future Growth

Otago has ambitious growth plans over the coming decades, with a growth in population, employment and tourist visitors to the region predicted over the next thirty years. Growth will lead to many more trips being taken on our land transport system. Under current travel behaviours this will result in greater levels of congestion on our most important corridors, ultimately hindering liveability of our towns, and consequently our economic prosperity. Preventing this outcome will require a greater number of people taking public transport (and other modes). Through greater integration between our land use and planning decisions and our public and active transport networks, we will be better placed to increase the share of trips taken by bus, improving transport choice, and providing a viable alternative to private vehicle use.

Several strategic planning documents are providing a long-term vision for land-use development and growth across our region, encapsulated in several Spatial and Master Plans. In the Wakatipu, investigations are underway to explore the likely changes to where people will live and work over the next 40 years. Coupled with the National Policy Statement on Urban Development 2020 (NPS-UD), which [requires councils to plan well for growth and ensure a well-functioning urban environment for all people, communities and future generations. This includes:](#)

- [ensuring urban development occurs in a way that takes into account the principles of the Treaty of Waitangi \(te Tiriti o Waitangi\)](#)
- [ensuring that plans make room for growth both 'up' and 'out', and that rules are not unnecessarily constraining growth](#)

- [developing, monitoring and maintaining an evidence base about demand, supply and prices for housing and land to inform planning decisions](#)
- [aligning and coordinating planning across urban areas.](#)

~~seeks to encourage intensification and enhance planning policy particularly around public transport nodes, there is a major shift signalled that will mean we will increasingly need to align our public transport infrastructure around these planning mechanisms. Additionally,~~ The priorities and actions arising out of this Plan will need to be well integrated with these planning documents to ensure that growth is well integrated with the public transport network.

In Dunedin City, the main considerations are how to best align its development needs with the provision of transport infrastructure in services. Around 70% of Dunedin's population live within 800 metres of public transport service [Figure 9](#) ~~Figure 9~~. These figures demonstrate that there is significant potential for a greater number of people to take public transport. To enable greater integration, we will need to ensure that:

- new development or intensified development in areas that are subject to infrastructure constraints are avoided;
- we encourage development in areas where we have infrastructure capacity;
- we encourage easy connections between active modes and the public transport network; and
- we encourage urban consolidation so that more high-grade facilities and services can be provided centrally where most people can access them as opposed to the need to extend facilities and services to growing outlying areas.

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Figure 9: Accessibility to Frequent Bus Services in Dunedin and Mosgiel



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2.6.1.2 Regional Connectivity

Currently ORC does not provide bus services across its wider region (but there are commercial providers delivering a level of regional connectivity). Otago's rural areas account for an overwhelming percentage of land and, when combined with the low population density in these areas, creates significant challenges in providing a practical and affordable public transport offering.

Recently, there has been demand from the community for services connecting Balclutha/Milton with Dunedin and Cromwell/ Alexandra to Wakatipu and Wanaka. This is being stimulated by a growth in population, particularly in Central Otago and Waitaki.

Table 3 ~~Table 3~~ shows the population growth experienced in our districts from 2006-2013. With the additional demand being placed by this growth, we expect there to be a greater need and requirement to serve these communities to provide better connections to the economic, social, and employment activities in our urban centres.

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Table 3: Otago Population Growth Trends (2006-2018)

Region	Territorial Authority	Population year			Average annual change 2006-13	Average annual change 2013-18
		2006	2013	2018		
Otago	Waitaki District	20,223	20,829	22,308	0.4%	1.4%
	Central Otago District	16,644	17,895	21,558	1%	3.8%
	Queenstown-Lakes District	22,959	28,224	39,153	3%	6.8%
	Dunedin City	118,683	120,249	126,255	0.2%	1%
	Clutha District	16,839	16,890	17,667	0	0.9%

There will be a growing need for rural-based public transport services. Our focus for this Plan is to provide a comprehensive and consistent network in our urban centres of Dunedin and Wakatipu, which will be future proofed to be able to respond to additional rural demand. This should be built upon an underlying framework that will guide our approach to providing rural-based services:

- actively involve rural communities in the planning and provision of public transport services so that we can best place resources;
- utilise demand-responsive transport services in areas of low demand;
- harness the use of community-based transport services, taxis, and private hire vehicles as part of our public transport network offering;
- use integrated approaches to achieve efficiencies and lower operational costs; and,
- better use of technology to support information provision, ticketing, and on-demand service provision.

2.6.1.3 Intra-regional Travel

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With many of our areas experiencing significant population growth and visitor numbers, there is an opportunity for greater access and mobility via public transport across our region. There are currently no intra-regional public transport services in Otago; however, as our population continues to grow and we experience increasing number of tourists, we believe there will be increased demand for services that connect our smaller townships to our larger urban areas.

Key opportunities in Otago include:

- provision of services to link Clutha District with Dunedin, from townships such as Balclutha and Milton;
- implementation of a Wanaka urban service with early route introduction in growth areas to promote public transport-based commuting options;
- provision of a scheduled service for commuters travelling to Wakatipu from Wanaka and Cromwell;

- development of trial services to various rural centres, for example, Glenorchy, Makarora, Luggate, Kingston;
- collaborative development of rideshare and community transport options to support smaller communities; and,
- trialling specialist services to meet specific areas of demand to complement our core network, for example through the use of demand-responsive transport services (perhaps in Oamaru).

2.6.1.4 Increasing Transport Access

There remain significant areas of deprivation in many of our rural areas. Some residents do not have access to a car and therefore rely on public transport to access employment or other economic and community activities. The provision of transport access to economic, social, and community-based services is one of the key beneficial roles that our public transport network plays in society.

This Plan can play a major role improving transport access by:

- ensuring that the way we plan and design our network and supporting infrastructure is fully accessible to different community needs and requirements;
- increasing multi-modal access to the network so that customers can combine multiple forms of travel into their journey; and,
- improving the design of routes to make them simpler and connect with employment and economic opportunities.

2.6.1.5 Embracing Emerging Technology

New types of technology and digital systems have already become an everyday part of our lives. Disruptive technologies have already arrived and are changing the way people travel. Ride-hailing application such as Uber, electric bikes and cars, electric vehicles are changing the way people choose to travel. Global developments in technology offer huge potential to improve the reliability and performance of our transport networks, reducing operational costs and resourcing, and providing greater levels of information and integration for customers.

The launch of new types of micro mobility, such as e-scooters, is enabling people to embrace new ways to travel and combine different types of transport, often as an alternative to single-occupancy vehicle travel. These changes bring about huge opportunities for integrated transport, in which public transport has a vital role, further helping to normalise a shift away from private vehicles to low emission choices.

Through this Plan, we will seek to capitalise on new technologies and innovative approaches that we believe add real value to our public transport system, the customer experience, and contribute to reducing our net impact on our environment.

2.6.1.6 Improving Quality and Access to Information

Accessibility and quality of information we provide to our customers is a key influence on the customer experience. We need to consider customer information as a critical component in the 'service offering' we provide, just like scheduled services, bus stops, or other network

infrastructure. Our customers are continuing to expect accurate and responsive information to help them plan and take their journeys. This has created new expectations, such as:

- greater use of real-time information, which will allow customers to see in real time where and when their bus is coming;
- [audio announcements \(on-bus and off\) for disabled people, such as those that have visual impairments;](#)
- travel time comparisons between different modes that can help inform a potential journey; and,
- information on customer facilities and supporting measures, which may influence the type and choice of travel mode.

To capitalise on these opportunities, we need to focus on improving our customer information so that it meets the changing needs and expectations of our existing and potential customers. Key opportunities include:

- providing more accurate real-time information;
- providing a greater range of information to allow customers to make a more informed choice about their travel;
- providing robust open-source data and information to increase the reach of public transport information; and,
- ensuring our data and information can be easily integrated into future 'smart travel' and 'Mobility as a Service' platforms.

2.6.2 Dunedin Network

Dunedin's bus network has experienced significant recent changes through the implementation of the network review undertaken in 2014. The review led to a simpler, more legible network, running at consistent frequencies, including frequent service on weekdays on some routes. These changes provided a good platform for future service enhancements.

The key opportunities and focus for this RTP for the Dunedin network shown in [Table 4](#).

Table 4: Dunedin Network Key Opportunities

Opportunity	Gaps	Strategic Response
Increasing patronage and enabling greater mode shift to public transport (with a target to increase mode share from 3.4% in 2018 to 8% by 2030);	Ease and convenience of driving leading to high private vehicle mode share.	<ul style="list-style-type: none"> • Increasing levels of service (e.g., improved frequencies/hours of operation); • Increasing the proportion of residents that live within reasonable distance to a frequent (<15min frequency) service; and • consider higher capacity public transport options.

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Opportunity	Gaps	Strategic Response
Better utilisation and increased efficiency of the network.	Poor journey reliability, particularly on key corridors, causing buses to compete for space and time with general traffic.	<ul style="list-style-type: none"> • Enhancing the network through better timetabling; • Re-enforcing the central spine of the network along George Street and Princes Street through increased frequencies and higher capacity vehicles; and • Implementing bus priority on key corridors to improve journey time reliability.
Integrating the network with land use and development.	Most of the new housing is on the Taieri Plain in Mosgiel and Outram, while the majority of jobs are in the city centre and Tertiary Precinct in the northern part of the city centre. This land use pattern means there is likely to be a greater number of trips, largely by car, on corridors from the south/south-west of the city.	<ul style="list-style-type: none"> • improving levels of service that will attract new customers; • Alternative approaches to serving urban centres, fulfilling an important transport access goal, whilst ensuring we can provide a simplified and legible network with high frequencies; and • Trialling demand-responsive services

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To support a simple and more consolidated network, several projects are being delivered focussing on both services and supporting infrastructure. [Table 5](#) details the key projects intended to be implemented over the course of this RPTP.

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Table 5: Dunedin Network Key Projects

Project	Description	Background/Explanation
Bus priority supporting measures	Investigate opportunities to prioritise the movement of buses ahead of private motor vehicles and maintain reliable bus operation, particularly at intersections and on main routes from south of Dunedin City.	Princes Street currently supports a high number of journeys into the city (65% of which originate from the south) and has been identified as a preferred location for bus priority. The purpose of these interventions is to remove inefficiencies and delays and provide a more efficient public transport corridor.
Level of service improvements	Investigate through a business case increasing peak frequency of services and introduction of direct/non-stop services from Mosgiel, as well as some southern suburbs, for example to every 15 minutes and/or via Southern Motorway.	The biggest increase in housing is around Mosgiel where the existing bus network is under pressure in the peak. This combined with 65% of journeys from the south terminating in the city centre, means that focusing on these areas has the biggest opportunity to achieve mode shift and convert

Project	Description	Background/Explanation
		longer distance car journeys to public transport.
Express service	Investigate feasibility of express service connecting Mosgiel and Dunedin city centre.	A large proportion of commuters to Dunedin Central city travel from Mosgiel. An overwhelming proportion of these journeys are taken by private vehicle.
Frequencies and Operating Hours	Investigate alternative frequency and operating hours to ensure that they are simple, legible, and meet customer requirements as best as possible within available funding.	Currently, there are issues in the span of service with the Dunedin network, with some services not reaching the city centre before 7am. Some routes feature inconsistent frequency times, which contributes to additional confusion for customers.
Improved interchange facilities	Investigation through a business case of Super stops and Bus Hub upgrade to provide greater amenity, access to information, increased capacity and ability for passengers to transfer.	To improve overall journey times and customer experience, we need to improve the quality of transferring between services on our network.
Park-and-ride facilities	Investigate the appropriate location and feasibility of park-and-ride facilities to support greater access to the public transport network by alternative modes.	Park-and-ride facilities provide an alternative to driving into the city centre, providing direct connections to the public transport network. Most trips into the city (65%) are made by people coming from the south/west. Currently, limited travel options are available for residents in Green Island, Mosgiel, Brighton and the Taieri. Park and Ride facilities will provide alternative means to travel to the city centre, and lead to reductions in traffic demand in the central city during and after the new Dunedin Hospital construction.
Demand-responsive services	Investigate opportunities for demand-responsive services.	Some members of the community require greater access to the public transport network but live in areas where providing a large bus to deliver the service is inefficient.

2.6.3 Wakatipu Network

Key opportunities in Wakatipu focus on enabling a step change in public transport patronage and mode share. Several future public transport network opportunities have been identified through business case work to improve the Wakatipu network ([and will be refined through a new detailed public transport business case](#)) and significant growth in patronage. A step change in public transport will be supported through a high capacity, high priority public transport spine that links key development areas identified through the spatial planning process as well as important tourist destinations. Feeder networks of public transport and active modes are also provided. This needs to be supported by infrastructure and behaviour change aspects for it to be successful. Key opportunities in Wakatipu are in (see [Table 6](#)).

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Table 6: Wakatipu Network Key Opportunities

Opportunity	Gaps	Strategic Response
Enabling more reliable and competitive bus travel times when compared to travelling by car.	<ul style="list-style-type: none"> • Issues of unreliability on highly congested and trafficked routes such as SH6A, which are leading to highly variable public transport journeys; • A lack of bus priority leading to severe bus delays, for example from Shotover Country to Wakatipu Town Centre; 	<ul style="list-style-type: none"> • Implementation of bus priority lanes on SH6A and signal optimisation. • Shared right of way with extensive PT priority measures, including bus lanes and signal priority in congested areas. • Introduction of higher capacity vehicles on core and frequent routes connecting employment, economic activities with high growth areas;
Increasing access to economic, social, and community activities by public transport.	<ul style="list-style-type: none"> • Limited direct services between high growth areas and Wakatipu town centre; 	<ul style="list-style-type: none"> • High quality and accessible bus shelters and passenger facilities. • High quality interchange facilities at key transfer stations. • Enhanced public transport fleet, stop and depot facilities to deliver higher capacity and higher frequency BRT style services; • Ferry services that complement the scheduled bus services; • Further levels of service improvements to provide greater connector services to key residential and development areas, to support implementation of the Wakatipu Spatial Plan; • Potential park and ride facilities;
Improving the customer experience.	<ul style="list-style-type: none"> • Evidence of poor customer experiences at the Frankton Hub and Wakatipu Town Centre, which reduces the overall image of the network; • Lack of bus stops located around new developments and retail areas along Ladies Mile; • Poor visibility and service information at Queenstown Airport. 	<ul style="list-style-type: none"> • Development of an improved central bus hub that will improve connectivity with regional and tourist coach services; • Improved bus shelters and waiting areas; • Improved customer information at bus stops and key interchange facilities.

3 OUR NETWORK AND RECENT DEVELOPMENTS

Otago's public transport system includes the Dunedin City bus network, the Wakatipu public transport network, and the Total Mobility scheme which is currently provided in Dunedin, Oamaru, Wakatipu, and Wanaka.

3.1 Public Transport Units

The Otago network is currently grouped into eight public transport units, five bus units in Dunedin, two bus units in Wakatipu and one ferry unit in Wakatipu. A 'unit'¹³ is a group of routes contracted to one operator and contains all of the timetabled services applying to the route or routes within that unit. A unit must be exclusive so that the operator has full responsibility and market access on those routes 24 hours per day, on any given day.

An intention of government legislation was to grow the commerciality of public transport services. Reducing the number of units across Otago, by grouping a greater number of services together may increase the commercial viability of services.

The proposed units for the 2021 Plan are presented in [Appendix B – Public Transport Services Integral to the Network](#)~~Appendix B – Public Transport Services Integral to the Network.~~

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3.2 Dunedin public transport network

In Dunedin, the ORC is responsible for planning and tendering the bus services, marketing, and providing information on bus services to the public, and funding passenger transport infrastructure. Dunedin City Council is responsible for providing and maintaining the passenger transport infrastructure, such as bus stops and shelters.

In 2014, ORC began a review of the Dunedin urban bus network to identify service, infrastructure, and network changes that could be made to increase patronage, make journey times quicker, increase customer satisfaction. As part of the review, we looked at the overall bus network design to investigate what was working well and what wasn't. The network design focused on:

- simplifying the network design, route structure, and standardising frequencies;
- implementing a radial pattern network design with services going to the central city Bus Hub and in some instances going on to another suburb. This means that most routes will be paired so that you can ride from one end of a route, through the central city, and out to another suburb;
- implementing improvements to network operation and reliability;
- improving timetables to support better transfers and improve operational performance;
- implementation of a simplified fare structure and concessions to provide a consistent customer experience; ~~and,~~

¹³ under PTOM

- pricing of fare products to encourage modal shift while ensuring the long-term financial viability of the network; [and](#)
- [introducing real time information via computer and mobile application.](#)

Currently Dunedin's bus network covers the urban area and extends to the urban fringes of Port Chalmers, Brighton, Waikouaiti and Portobello (see [Figure 10](#) ~~Figure 10~~). Routes in the network operate in a radial pattern to and/or through the central city Dunedin Bus Hub, opened in early 2019. Routes have different timetable frequencies based on demand including 'Rapid', 'Frequent' or 'Regular' services. Highest frequency routes operate every 15 minutes during the peak and lowest frequency routes typically operate every 60 minutes.

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Figure 10: Dunedin Public Transport Network (2020)

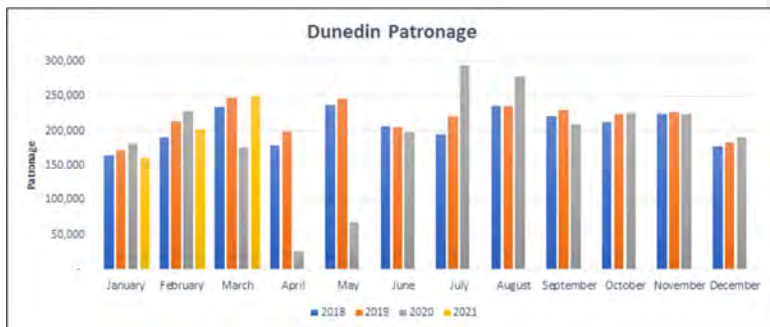


In accordance with the Regional Public Transport Plan 2014, we have been progressively phasing out Regional Council operated school services. However, a small number of dedicated school services operate in Dunedin (for example, 5D Pine Hill to Logan Park High School, 6D, 6E and 40C).

The recent changes to the Orbus network in Dunedin have delivered significant increases in annual boardings. Patronage in Dunedin has shown a steady upward trend in recent years (see [Figure 11](#) ~~Figure 11~~); up by 8% in the 2018/19 financial year.

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Figure 11: Dunedin Public Transport Patronage (2018-21)



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Other recent public transport initiatives include:

- completion of the new \$6 million Dunedin central city bus hub in 2019, providing one convenient central city service point for public transport and making it easier for customers to transfer between services;
- Implementation of the Bee Card electronic ticketing system (an electronic tag-on tag-off system). As of mid-April 2021, the region had just under 43,000 registered Bee cards.
- A trial of a \$2 flat fare in response to the impacts of COVID-19 that is making our network more affordable and attractive for customers.

3.3 Wakatipu public transport network

Significant changes were made to the Wakatipu network in 2015/16. The first major change was the introduction of subsidised scheduled services in 2017 (see [Figure 12](#)) under the new PTOM (Public Transport Operating Model) framework. These changes were aimed to prioritise local, everyday trips that could contribute to reducing congestion, particularly on SH6A between Queenstown Town Centre and Frankton.

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Bus frequencies vary by route, with the most frequent services having buses operating every 15 minutes during the peak and the lowest frequency services having buses operating every 60 minutes.

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Figure 12: Wakatipu Public Transport Network (2020)

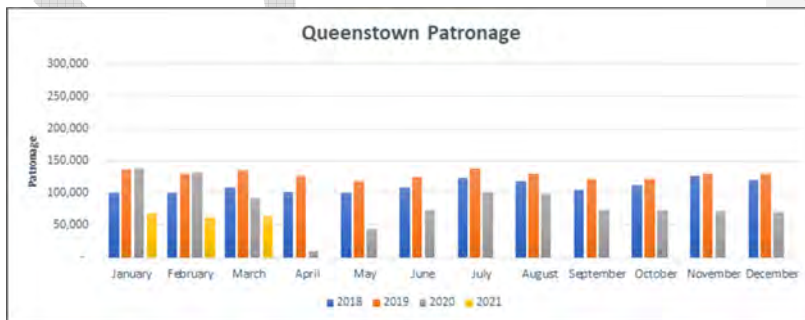


Wakatipu bus use has also shown a month-on-month upward trend compared to the previous years (Figure 13); up 64% for the 2018/19 financial year. Year to date patronage was tracking at 182% of calendar year 2017. This can be mainly attributed to the introduction of the Orbus service in mid-November 2017 [and the contemporaneous changes by Queenstown Lakes District Council to parking management and pricing](#). Since early 2020, patronage has been affected by the impacts of COVID-19.

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Figure 13: Wakatipu Public Transport Patronage (2017-19)

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Other recent public transport initiatives include:

- introduction of a flat rate of \$2 bus service, providing greater affordability for customers;
- implementation of the Bee Card electronic ticketing system, which is making it easier for people to use public transport;
- the launch of a real time bus tracking ~~trial service~~ (TrackAbus), which includes tracking via desktop and mobile phone, together with a text service for passengers without smart phones; and,
- progressing with the relocation of the bus stops currently in Camp Street over to Stanley Street on State highway 6A to improve transfers and the customer experience.

3.4 Fare structure (see Table 7)

In Queenstown on the Wakatipu network, ORC has a flat fare structure, introduced in 2017. Queenstown Lakes District Council provides financial support for the flat fares.

During New Zealand's COVID-19 Level 4 lockdown in 2020, ORC provided for Central Government's free travel initiative on all buses on both the Dunedin and Wakatipu networks, to support community access at this difficult time. This enabled essential services to continue while ensuring social distancing and the health and safety of bus drivers and passengers.

As the network transitioned back to charging and with the introduction of the new Bee Card, an interim flat fare was set at \$2.00 in Dunedin. This has supported an upward trend for bus use.

The tag-on tag-off Bee Card ticketing system was introduced in Dunedin in August and Queenstown in September in 2020. The smartcard has been implemented in nine different regions in New Zealand, including Otago. It has provided Otago with a modern and easy to use ticketing system with online capability, making it even easier for people to use public transport.

Table 7: Otago's Current Fare Structure (2021)

Payment by Bee Card	Adult	\$2.00 per trip (enables a free transfer of 45 minutes)
	Youth (5-18)	\$1.50 per trip (Wakatipu) \$1.20 per trip (Dunedin)
	Child (under 5)	Free
Payment by cash	Dunedin network	\$3.00 per trip
	Wakatipu network	\$4.00 per trip
	Queenstown airport (departure)	Adult \$10.00 per trip Child \$8.00 per trip.

3.5 Total mobility

Otago's Total Mobility scheme is available in Dunedin, Oamaru, Wakatipu and Wanaka, supporting approximately 3,700 registered users. For the period February 2020 to January

2021, the mean monthly number of Total Mobility trips was just over 8,000 per month and of those, on average, 1,000 required hoist transport.

Total Mobility can only be operated where there are suitable, trained small passenger service vehicle commercial providers. This has proven to be challenging for some areas. For example, Total Mobility used to be provided in Balclutha and Alexandra.

Total Mobility customers travel using the RideWise electronic payment card. The card provides an improved method of managing travel and can be used in most other centres in New Zealand.

The scheme also provides a subsidy to assist with the costs of purchasing and installing new and replacement hoists into vans to enable providers to carry wheelchairs and mobility scooters.

3.6 Rail and ferry

The Government Policy Statement (GPS) on Land Transport has signalled changing priorities and a significant increase in the overall level of capital investment available for public transport. This may create opportunities for new types of public transport services in the future.

3.6.1 Rail

The Main South Line (MSL) runs from Christchurch via Oamaru, Dunedin, and Balclutha to Invercargill (Figure 14). The MSL is used primarily for freight and there are no commuter rail or inter-regional public transport rail services available. Scenic tourist trains sometimes operate between Dunedin and Middlemarch, and Dunedin and Palmerston.

There has been no commuter rail or inter-regional passenger rail services available in Otago (for some time). A scenic tourist train¹⁴ has been operated by Dunedin Railways between Dunedin and Middlemarch. However, services were suspended due to COVID-19, and are currently running on a reduced timetable. The future operation of Dunedin Railways is under review.

¹⁴ The Taieri Gorge Railway

Figure 14: Lower South Island Main South Line



3.6.2 Ferry

Queenstown's location on the shores of Lake Wakatipu, and Dunedin's historic development around Otago Harbour both create opportunities for future ferry services to be explored, taking the pressure off the road network.

To enable the provision of a public ferry service, an amendment was made to the previous Otago Regional Public Transport Plan to specify a trial Frankton Arm to Queenstown Bay water ferry as an integral service to the network and that is currently financially supported by ORC [and Waka Kotahi NZ Transport Agency](#).

[There is also a commercial tourism/recreational focussed ferry service operating on the Otago Harbour \(e.g. Port Chalmers to Portobello\).](#)

4 WHAT WE WANT TO ACHIEVE

This chapter sets out our vision for Otago's public transport system that will guide our network over the next ten years. It combines a regional vision statement for our network, along with our key priorities and outcomes that we are seeking to achieve over the coming decade.

4.1 Vision

Inclusive, accessible, innovative public transport that connects Otago and contributes positively to our community, environment, and economy.

4.2 Objectives

Five objectives will guide implementation of this Plan. These objectives will help achieve the vision, whilst reflecting the issues which have been identified through consultation, and wider national, regional, and local policy context. The objectives form the basis of the policies, as set out in Section five.

Objective 1	<ul style="list-style-type: none"> Contribute to carbon emission reduction and improved air quality through increased public transport mode share and sustainable fleet options.
Objective 2	<ul style="list-style-type: none"> Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity and contributes to social and economic prosperity.
Objective 3	<ul style="list-style-type: none"> Develop a public transport system that is adaptable. and able to effectively respond to change.
Objective 4	<ul style="list-style-type: none"> Establish a public transport system that is safe, accessible, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction.
Objective 5	<ul style="list-style-type: none"> Deliver fares that are affordable for both users and communities.

4.3 Focus areas

To achieve the objectives, the four key areas that the ORC will focus on are:

- Improve the customer experience:** A key aim of this plan is to improve the public transport offering for improved customer experience, with the goal that more people choose to use public transport more often.
- Improve environmental health:** This plan seeks to support the introduction of zero emission vehicles into our fleet that will reduce our net greenhouse gas emissions whilst improving our air quality.

- **Embrace Innovation:** The role of technology and innovation will be even more important in the years ahead and developing the mechanisms to improve and capitalise on emerging opportunities will be a key component of this plan.
- **Be cost effective:** New services and infrastructure need to be cost effective where the right investments are made at the right time for the greatest number of current and potential users.

4.4 Desired outcomes

We need to know whether our policies and measures are getting us to where we want to be – if they aren't then we will need to re-consider our goals and outcomes. We will monitor this through several Performance Measures, shown in [Table 8](#).

Table 8: Performance Measures

Performance measures	Baseline results	Targets			
		2021/22	2022/23	2023/24	2024-2031
Annual public transport boardings in Queenstown per capita	TBC	increase	increase	increase	increase
Annual public transport boardings in Dunedin per capita	TBC	increase	increase	increase	increase
Overall passenger satisfaction with Wakatipu Public Transport system at annual survey.	TBC	97%	97%	97%	97%
Percentage of Dunedin bus-users who are satisfied with their trip overall	TBC	91%	94%	97%	97%
Percentage of scheduled services delivered (reliability)	TBC	95%	95%	95%	95%
Percentage of scheduled services on-time (punctuality – to five minutes)	TBC	95%	95%	95%	95%
Percentage of users who are satisfied with the provision of timetable and services information	new measure	establish baseline	maintain or increase	maintain or increase	maintain or increase
Percentage of users who are satisfied with the overall service of the Total Mobility scheme	new measure	establish baseline	maintain or increase	maintain or increase	maintain or increase

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5 HOW WE WILL GET THERE - OUR POLICIES

This Chapter of the Plan sets out the policies and actions that will help us deliver our RPTP objectives and overarching vision. The policies reflect our strategic vision and direction for the public transport network.

5.1 Carbon reduction

Objective 1: Contribute to carbon [emission reduction](#) and improved air quality through increased public transport mode share and sustainable fleet options.

5.1.1 Increased Mode Share

If more people travel by public transport, rather than in single occupant vehicles, this will reduce emissions of greenhouse gases, other particulates and noise. To achieve this mode shift, we will work collaboratively to encourage greater usage of public transport.

Policy:	Work collaboratively with territorial authorities and communities, partner agencies, stakeholders and customers to grow the modal share of public transport.
Actions:	<ul style="list-style-type: none"> • Actively work with community and stakeholder groups to understand needs and opportunities to inform future service provision; • Collaborate with territorial authorities, central government and partner agencies to support an integrated approach to mode shift.

5.1.2 Vehicle Quality Standards

High quality vehicles and standards form an essential component to providing a public transport network that is attractive, attracts new customers, and ensures that we are contributing to reducing the emissions associated with the operation of our public transport system. The ORC will continue to improve the comfort, accessibility, safety, and overall standard of vehicles by requiring compliance with the national vehicle quality standards. This sets common minimum standards for the urban bus fleet and will be the basis for ensuring vehicle quality.

Policy:	Ensure high vehicle quality standards on all contracted services.
Actions:	<ul style="list-style-type: none"> • Require all operators to, at a minimum, adhere to the national standard 'Requirements for Urban Buses in New Zealand (RUB)' published by Waka Kotahi NZ Transport Agency; • Incentivise higher vehicle quality, technology and lower emissions through contract procurement; • Ensure that, for each operator of contracted public transport units, the number of buses aged 0-10 years shall be equal or greater than 50% of their fleet.

5.4.25.1.3 Zero-Emission Vehicles

Central government has announced from 2025 no new fossil-fueled buses can be introduced in to service in New Zealand and by 2035, all fossil-fueled buses must be replaced [and is proposing to establish a \\$50m fund to support the transition.](#)

Public transport has a major impact on our local environment, communities, and health through emissions of greenhouse gases, other particulates, and noise. To reduce these negative environmental impacts, we need to ensure that the vehicle fleet that operates on our network is modern, energy efficient, and is as clean as possible. We will investigate opportunities to introduce zero-emission vehicles (electric or [other non CO₂ emitting alternative fuelled](#) vehicles), dependent on the level of funding and investment that can be sourced.

Policy:	Transition to a lower-emission public transport network.
Actions:	<ul style="list-style-type: none"> • Introduce non CO₂ emitting electric vehicles and/or alternative fuelled vehicles into the operational fleet in a phased approach based on the re-tendering of contract Units; • Engage with operators to explore options to introduce ethically built non CO₂ emitting electric vehicles and/or alternative fuelled vehicles into the operational fleet earlier than the re-tendering of contract Units through contract variations; • Trial new technologies and platforms that improve the efficiency and operation of the public transport network; • Assess alternative funding opportunities for the delivery of the necessary infrastructure (e.g. charging stations) to support the transition to electric and/or alternative fuelled vehicles; and, • Ensure that the procurement of contracted services results in greater fleet and operational efficiency.

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5.4.35.1.4 Sustainable Approaches to Physical Infrastructure

As noted above, public transport has a major impact on our local environment, communities, and health. To reduce these negative environmental impacts, we also need to ensure that supporting infrastructure is modern, energy efficient and is as clean as possible.

Policy:	Support and advocate for sustainable approaches to the introduction of new physical and other supporting infrastructure.
Actions:	<ul style="list-style-type: none"> • Consider long-term, sustainable approaches when planning and designing physical infrastructure provision; and, • Ensure all procurement contracts for new physical infrastructure incorporate sustainable and decarbonization best practices, such as the use of recycled materials, solar PV etc.

5.2 Integrated network

Objective 2: Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity, and contributes to social and economic prosperity.

Our second objective focuses on achieving a public transport network that is integrated with other services, between modes and partners (e.g. territorial authorities). To ensure we meet this objective, we have identified Policies that outline the basic components of the Otago public transport network. It includes policies on the type of services to be provided, where, what frequency, and when they will operate. These policies apply to all the contracted Units described in [Appendix B – Public Transport Services Integral to the Network](#). Overall, these Policies aim to achieve an integrated public transport network, recognising the different requirements and levels of demand for public transport across our region.

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5.2.1 Network Form and Function

The overall design of our public transport network will have a major bearing on the quality, types of services, and ultimately the customer experience. Over recent years, the ORC has transitioned to an integrated network approach, which aims to provide a simpler, more efficient, and easier to understand network structure. This aims to support more efficient transfer between services, that aid in quicker and more reliable journey times for passengers. To help support and embed this network approach, the ORC aims to undertake future network planning and design in a way that improves connectivity and maximises travel options.

Policy:	Design the public transport network in a way that is simple, maximises choice, and is well integrated with existing and future land use.
Actions:	<ul style="list-style-type: none"> • Design routes that maximise access and travel options to destinations such as employment, retail, shopping, and other services; • Design public transport timetables that are easy to understand and maximise headway and connectivity across the public transport network; • Ensure that the design and planning of routes is well integrated with surrounding infrastructure to support multi-modal access to the network; • Work with territorial authorities to ensure that supporting physical infrastructure supports easy and safe access to the public transport network; and, • Work with territorial authorities to ensure that proposed land use and development is well-integrated with the existing public transport network.

5.2.2 Service Levels (Dunedin and Wakatipu Networks)

Customers expect to receive a basic level of service when they use the public transport network. For services on key corridors that support high levels of patronage, there is generally a higher level of service provision than services that serve more rural areas with lower levels of patronage.

~~Minimum-Target~~ service levels provide the ORC with a framework to determine the level of service for public transport services, in line with local demand and requirements:

- **Rapid services:** Provide a core, higher capacity, frequent, and all-day type service within urban areas. They operate at frequencies ~~of at least~~ [a target of 45-10](#) minutes during the day, and sometimes more frequently at peak periods. Faster and more reliable travel times are a focus for the Rapid routes and are often supported by dedicated bus priority measures on key arterial corridors.
- **Frequent services:** Direct services that connect residential areas with commercial, industrial, community, and other key activities. They provide frequent services throughout the day [at a target](#) of between ~~20-15~~ – ~~40-30~~ minutes but may provide lower levels of service at off-peak times. They are sometimes supported by bus priority measures.
- **Regular Services:** Provide coverage to areas of the public transport network not well served by Rapid and Frequent services. They have more limited operational hours and run at lower service frequencies [at a target](#) of between 30 – ~~120-60~~ minutes.
- **Targeted Services:** Targeted services provide services to areas or link destinations where there is not enough demand to justify a core, frequent service, or where normal services cannot meet peak demand. Targeted services include:
 - school bus services;
 - ferry services;
 - on-demand/demand-responsive services; and,
 - special event services.

When undertaking reviews of services, provision of new services or amending existing services, the ORC will explore opportunities to exceed these ~~minimum-target~~ standards to ensure that the outcomes of this Plan are met. As growth and additional demand occurs, the ORC will explore opportunities to increase levels of service (frequency, hours of operation) for Frequent and Regular services. These will be considered on a case-by-case basis.

Policy:	Ensure that public transport levels of service improve choice, connectivity, and meet a diverse range of customer needs.
Actions:	Provide public transport services in Dunedin and Wakatipu with the minimum target service levels defined in Table 9 .

Table 9: Proposed Public Transport ~~Minimum~~ Target Service Levels in Dunedin and Wakatipu

Service Type	Role and Function	Key Characteristics	Target Frequency	Target Hours of Operation	Supporting Measures
Rapid	<ul style="list-style-type: none"> Core services that connect key activity and employment centres within urban areas. Provide fast, frequent, express services that offer travel time advantage over private vehicles. Influence adjacent land use and development by intensifying development around frequent services 	<ul style="list-style-type: none"> Fast and direct routes with limited stops High frequency High capacity vehicles Wide hours of operation 	<ul style="list-style-type: none"> 15 10-minute frequency all-day 	<ul style="list-style-type: none"> Weekday 6am – 11pm Saturday 7am – 11pm Sunday 7am – 9pm 	Bus priority measures along key corridors at peak periods
Frequent	<ul style="list-style-type: none"> Provide frequent and reliable services. Provides competitive travel times to private vehicles. Provides network coverage to growth areas. Supports more intensive housing development in areas served. 	<ul style="list-style-type: none"> High frequency Medium capacity vehicles More direct routes that increase end-to-end journey times Reasonable hours of operation 	<ul style="list-style-type: none"> 20-15-minute peak 40-30-minute off-peak 	<ul style="list-style-type: none"> Weekday 7am - 9pm Saturday 8am - 9pm Sunday 9am - 6pm 	Targeted bus priority measures along urban arterials at peak periods
Regular	<ul style="list-style-type: none"> Basic services. Enables basic access to employment, education, and essential services. Emphasises coverage and accessibility from low-density areas. 	<ul style="list-style-type: none"> Low frequency with service levels dependent on demand and funding Medium/low capacity vehicles Moderate/low hours of service subject to demand 	<ul style="list-style-type: none"> 30 – 40 60-minute dependent on service 	<ul style="list-style-type: none"> Weekday 7am - 7pm Saturday 8am - 8pm Sunday based on demand 	Little or no bus priority measures
Targeted Services	<ul style="list-style-type: none"> May provide demand responsive services in areas of low demand and/or a scheduled service is considered not feasible/ practical Connects to Rapid and Frequent 	<ul style="list-style-type: none"> Options to utilise various vehicle-types such as taxis, people-carriers, and regular buses Responsive to local demand and need. 	<ul style="list-style-type: none"> Dependent on demand and funding. 	<ul style="list-style-type: none"> Personalized to meet the specific requirements of each travel requirements and to compliment 	Little or no bus priority measures

Service Type	Role and Function	Key Characteristics	Target Frequency	Target Hours of Operation	Supporting Measures
	services to improve network coverage.			the rest of the network	

5.2.3 Regional Connectivity

Improving access to our public transport network is a key focus for this Plan. The transport disadvantaged are more likely to face access challenges through a lack of access to private transport or because they face financial difficulties. There are also many communities who travel for work and other means to Dunedin and Wakatipu from satellite towns or other areas and do not have the option to access a public transport service to carry out daily activities.

This Policy recognises the need, over time, to improve access to our urban networks via these areas. It focuses on the need to ensure that there is community support for any regional connections, evidence that there is a demand for this service, and that there is a willingness to pay from the community itself.

Regional connections will not just involve traditional scheduled services but may also involve demand responsive transport services, which may be integrated with the traditional public transport network. We will need to work closely with territorial authorities and our other key partners to plan and deliver these types of services.

Policy:	Investigate options to improve regional connectivity across Otago.
Actions:	<ul style="list-style-type: none"> • Proactively collaborate with central government agencies, territorial authorities and local communities to identify the demand and willingness to financially support services that improve regional connectivity across the region; • Investigate the feasibility, costs, and potential funding options of regional connections, where there is strong community support; • Consider requests for new regional services from relevant territorial authorities, community boards, or resident groups when: <ul style="list-style-type: none"> ○ the proposed regional connection is consistent with the objectives of this Plan, including its underlying principles and network structure; ○ there is potential for an acceptable level of demand that would support achieving an acceptable farebox recovery rate; ○ there is community willingness to financially support the introduction of a regional connection.

5.2.4 Integration with Land Use and New Development

Our region is growing. To support the growth of our urban areas, which support the majority of our population, we need to carefully consider how new development areas complement the current public transport network. We need to ensure that the implementation of new

services delivers value for money, [encourages more sustainable travel behaviours](#), has a good patronage base, and provides an attractive alternative to driving for these communities.

Policy:	Investigate options to serve new growth areas or new areas of development by public transport services and/or new infrastructure. New services and infrastructure must not detract from the viability of the wider public transport network.
Actions:	<ul style="list-style-type: none"> • Consider the introduction of scheduled services to new areas of development once the following criteria are met: <ul style="list-style-type: none"> ◦ the community supports the early introduction of services; ◦ the developments' location, size, and connections support the long-term provision and success of public transport; and, ◦ supporting infrastructure is designed, planned, and implemented to complement the introduction of the service. • Work proactively with territorial authorities through Spatial Plans and other strategic planning documents to identify future growth and demand needs in the planning of services and infrastructure; and, • Adopt a consistent approach to assess requests to fund new services or infrastructure.

5.2.5 Infrastructure and Service Delivery

The success of our public transport network relies on close integration, planning, and collaboration between the ORC, territorial authorities, and its partner agencies. A successful network relies on the provision of bus priority measures, passenger facilities, and safe access via other modes to the network. Territorial authorities are responsible for providing supporting infrastructure measures that support the services provided by the ORC. The ORC is responsible for the provision and coordination of services, service enhancements, and network management. Better coordination of these responsibilities will be required to improve our network.

Policy:	Work collaboratively with territorial authorities and partner agencies to improve infrastructure and service delivery.
Actions:	<ul style="list-style-type: none"> • Implement the provision of attractive and safe passenger facilities to enable easy access to the public transport network by all modes; • Support network optimisation through the use of available technology, such as GPS and other mechanisms; and, • Share monitoring data with territorial authorities and partner agencies to enable appropriate enhancements to the public transport network.

5.2.6 Multi-modal Access

An integrated public transport network requires good connections by other modes, particularly by walking and cycling. Designing and planning for these modes as part of our network approach is critical to achieving our ambition to create a multi-modal transport system and one that provides a viable alternative to driving a car.

Providing the necessary means for customers to access and use our public transport network, by combining walking, cycling and public transport, contributes to our transport access and carbon reduction goals. This integration of modes encourages more sustainable travel and provides opportunities for more people to use public transport. The ORC will require all new contracts for scheduled services in our Dunedin and Wakatipu networks to have the means to carry bicycles. Working with our partners, the ORC will investigate options to increase the number of bikes on buses where there is shown to be a high demand.

Policy:	Work collaboratively with territorial authorities, partner agencies, stakeholders and developers to enhance multi-modal access to the public transport network.
Actions:	<ul style="list-style-type: none"> • Work with territorial authorities to improve walking and cycling connections to public transport; • Provide cycle parking at strategic locations where there is evidence of demand to support greater access to the public transport network by alternative modes; • Identify opportunities to introduce supporting bicycle infrastructure at bus interchange facilities to support greater cycling access to the public transport network; • Explore the feasibility of dedicated park and ride facilities, to provide greater connections between other modes and the public transport network; and, • Identify the benefit of shared vehicles, demand responsive services, and other services infrastructure to increase accessibility to the public transport network.
Policy:	Implement the 'accessible journey' ¹⁵ approach to public transport by providing infrastructure and information that enables all people to access public transport services.
Action:	<ul style="list-style-type: none"> • Work with territorial authorities, operators, and other stakeholders to implement the 'accessible journeys approach.

5.2.7 Considering the Needs of the Transport Disadvantaged

An important focus of this RTP is to ensure that we continue to meet the needs and requirements of people who are least able to travel to live their daily lives. We term these people the transport disadvantaged. This can occur for people for a range of different factors including income, health, disability or other local factors. We need to ensure that our public

¹⁵ The accessible journey means that all the steps needed for a person to get from their home to their destination and then home again are regarded as linked and of equal importance. If one link is broken or inadequate, the whole journey becomes impractical or impossible (Source: The Accessible Journey: Report of the Inquiry into Accessible Public Land Transport).

transport network is accessible for these people, as they are generally groups who are most reliant on public transport.

The ORC considers the following groups as transport disadvantaged¹⁶:

- People with accessibility needs;
- People with mobility impairments;
- People without driver licences, including children under driving age;
- People on low incomes, including beneficiaries; and
- People in households without access to private transport, such as a car.

An example of the work we do to support some transport disadvantaged is through our Total Mobility scheme. The ORC administers the Total Mobility Scheme for those eligible and who have difficulty using scheduled public transport services. In Otago, it operates in Dunedin, Oamaru, Wakatipu, and Wanaka.

The Total Mobility scheme assists eligible people with impairments to access appropriate transport to enhance their community participation. The assistance is provided in the form of a subsidy for approved door to door transport services.

Policy:	Provide the Total Mobility service so that transport services are available for the mobility impaired who have difficulty with, or are unable to undertake the component parts of using public transport.
Actions:	<ul style="list-style-type: none"> • The ORC will implement the Total Mobility scheme: <ul style="list-style-type: none"> ○ with the assistance of agencies with eligible clients; ○ by providing funding assistance for member travel and new/replacement hoists. The subsidy for scheme users is 50% of the full fare, up to a maximum subsidy of \$25 (GST inc), funded from rates and Waka Kotahi; and ○ by considering applications from new scheme providers on community need and sustainability grounds. • The ORC will work with users of the scheme, disability agencies, and taxi organisations to implement: <ul style="list-style-type: none"> ○ any upgrades to the scheme that might result from new national standards; ○ any customer service standards that taxi companies are required to implement in order to provide Total Mobility services; and,

¹⁶ Not all members of each group will be transport disadvantaged.

	<ul style="list-style-type: none"> o an expanded fleet of wheelchair-accessible vehicles operating throughout Otago.
Policy:	Ensure that the public transport network is accessible and safe.
Actions:	<ul style="list-style-type: none"> • Adopt universal access design principles in the planning, design, and implementation of services and infrastructure. • Consider the needs and requirements of people with limited access and difficulties using the public transport network when service or infrastructure changes are proposed or limited. • Work with territorial authorities to ensure that all new public transport infrastructure is planned and designed in accordance with Waka Kotahi's New Zealand Public Transport Design Guidelines. • Work with disability and other key interest groups to identify specific needs, requirements, and areas of the public transport system that can be improved. • Permit service/assistance dogs at all times on scheduled services; and, • Permit pets on scheduled weekday services between 9:00 – 15:00 and after 18:30 and all day on weekends. Dogs must be muzzled and be on leashes and small p Pets must be transported in a carrier.

5.2.8 Park-and-ride

Park-and-ride facilities play an important role in enabling multi-modal access to our public transport network. They also provide an effective means to encourage mode shift to public transport and reduce congestion bottlenecks on our busiest roads and key corridors, by enabling more efficient journeys than would have otherwise been made by car.

No formal Park-and-ride facilities currently operate in Otago. Recently Otago's territorial authorities, in collaboration with the ORC, have been investigating sites at strategic locations that would complement the public transport network. These facilities are most effective when they are combined with higher capacity and high frequency public transport services that provide a high quality, efficient customer experience. They will generally intercept car commuters on their journeys and be located before congestion bottlenecks on key arterial routes to facilitate mode shift.

Policy:	Implement Park and Ride facilities to support mode shift and greater multi-modal access to the public transport network.
Actions:	<ul style="list-style-type: none"> • Work with territorial authorities and Waka Kotahi to investigate, plan, design, and implement Park and Ride facilities at strategic locations on the public transport network to enable mode shift and support greater access. • Consider the implementation of Park and Ride facilities to support greater access to services.

- When considering new facilities, the ORC will consider:
 - safe and easy access must be considered by other modes (walking, cycling) and the transport disadvantaged;
 - represent an efficient and cost-effective method to expand access to the public transport network;
 - public transport uptake by people who would otherwise travel by car; and
 - the particular needs of the local community and area.

5.3 Adaptable and resilient

Objective 3: Develop a public transport system that is adaptable and able to effectively respond to change.

Developing resilience greater adaptability will ensure that we can continue to improve the service and respond to changes to economic, social and environmental circumstances.

5.3.1 Collaborative Partnerships

This Policy acknowledges that our public transport system only works efficiently and effectively when there is a strong collaborative relationship between the ORC, central government agencies, regional councils, territorial authorities and other key stakeholders and interest groups. There also needs to be the right kind of mechanism in place to support this collaborative relationship.

Policy:	Develop and maintain strong partnerships so that the public transport network is able to respond quickly and efficiently to changes in the operating environment.
Actions:	<ul style="list-style-type: none"> • Actively work with community and stakeholder groups to identify their transport needs to inform future service provision; • Collaborate with territorial authorities, operators, central government agencies and key stakeholders to support an integrated approach to network planning; • Collaborate with partners and key stakeholders to trial new technologies and platforms that make the public transport network more accessible and enable more flexible delivery of transport solutions; • Encourage the continued sharing of information and data with and between our territorial authorities, operators and partner agencies to support future planning, transport trends, changing demands, growth and technological change, amongst others.

5.3.2 Specialist and Trial Services

Specialist and trial services provide an effective way to connect communities that are unable to use scheduled services in the network or when connection to the regular public transport network is not viable. These services provide a more flexible approach than traditional contracted services. The ORC will explore opportunities to use peak-only services in areas where there is high demand for a service, but insufficient demand at other times of the day. Demand responsive services provide a flexible option to cater for this demand and operate a viable public transport solution.

Through the overall re-design of the Dunedin network in 2014 and updates in 2017, the ORC moved away from specifically providing school transport. In keeping with that approach, the ORC will in the long term, not contract bus services specifically for school children.

Policy:	Provide specialist and/or trial public transport services in specific circumstances to improve community access to the public transport network.
Actions:	<ul style="list-style-type: none"> • Explore trial services in specific circumstances to test the viability of new services (See Table 18). • Work with our partner agencies to explore the introduction of specialist on-demand services where there is demand.

5.3.3 Technology and Innovation

As our region continues to grow and people choose to call Otago home, we will need to explore new ways to enable people's journeys and improve the overall experience. In specific growth areas, travel demand will shift over time and may not be able to be met by the existing public transport network.

Equally, there are exciting opportunities for new technology and service platforms to play a bigger role in our service offering. Trialling new technology will allow us to gather information and assess costs and benefits, before committing to a permanent solution.

Policy:	Adopt the trialling of new technology, and platforms that demonstrate the potential to improve the operation and experience of the public transport network.
Actions:	<ul style="list-style-type: none"> • Trial new technology and new service platforms where there is the potential to improve the operation and experience of the public transport network.

5.3.4 Events

Major events are generally great for our region. They bring people to our towns and cities, helping to support local businesses and our regional economy. However, events can generate significant amounts of traffic on our road network. The ORC has an established track record of working collaboratively with event organisers and promoters to support the success of events by encouraging the use of public transport. We want to continue this relationship, ensuring that these events are safe and accessible, whilst minimising impacts to the rest of our public transport network and other road users. Events also provide an exciting opportunity to attract new users to our public transport network.

Policy:	Support public transport access to events to reduce congestion and ensure the operational performance of the transport network as a whole.
Actions:	<ul style="list-style-type: none"> • Create an annual calendar of planned major events to assist with the planning and provision of public transport; • Recover all reasonable costs of provision of additional services from the event promoter; and, • Actively support major events to help create combined event and public transport packages and ticketing.

5.4 High-quality, accessible, and safe

Objective 4: Establish a public transport system that is safe, accessible, provides a high-quality experience that retains existing customers, attracts new customers, and achieves high levels of satisfaction.

Our ambition is to have a public transport network that is easy for passengers, including visitors and businesses, to navigate. It will benefit from a unified brand and identity, making the service clear and easy to understand for everyone.

A good and reliable journey experience will be achieved through high standards of on-board facilities, communication and transfer infrastructure. These will be well integrated with the surrounding environment, ensuring that customers can use different modes to complete their journey. The journey experience will be further enhanced through stops and interchanges that are accessible, convenient, clean, comfortable, and safe.

5.4.1 Physical Infrastructure

Safe and easy access to our public transport network is dependent on the physical infrastructure (such as the design of bus stops, waiting areas, shelters, kerbs, footpaths, and other on-street furniture). We need to ensure that the way we design and implement this infrastructure allows our customers to safely access our public transport network. This is particularly important for those with visual or physical impairments.

Policy:	Ensure that supporting physical infrastructure and facilities improves safety and accessibility to the public transport network.
Actions:	<ul style="list-style-type: none"> • Implement the Waka Kotahi NZ Transport Agency public transport infrastructure guidelines and New Zealand Crime Prevention through Environmental Design guidelines when planning and designing public transport infrastructure and facilities; • Work with territorial authorities, operators, and partner agencies to coordinate, design, and implement physical infrastructure and supporting measures such as bus stops, shelters, interchange facilities, and other supporting infrastructure; • Design and implement bus stops according to the minimum target service requirements outlined in Table 10 Table 10;

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- Ensure that all infrastructure is accessible to ~~those with different abilities, mobility requirements, disabled people~~ and the transport disadvantaged communities;
- Ensure that all infrastructure is planned in consultation with the road controlling authority and the operators; and,
- Ensure that all infrastructure and facilities provide for the safety of network users.

Table 10: Bus Stop Minimum Service Requirements

Service Type	Bus Stop Level of Service	Target Spacing	Thresholds
Rapid	High and Superstops	200-500 meters for High. There is no minimum requirement for Superstop spacing.	<ul style="list-style-type: none"> • High volume of daily passengers • High frequency/high number of services • Typical locations would include major city centre sites or at sites of regional/national significance such as an international airport.
Frequent	High	200-500 meters	<ul style="list-style-type: none"> • Moderate to higher daily volume of passengers • Moderate to higher frequency/four or more services • Typical locations would include sub-regional centres, suburban bus /ferry interchanges, key land-use sites such as a hospital or university
Regular	Regular	200-500 meters	<ul style="list-style-type: none"> • Lower daily volume of passengers • Lower frequency services • Typical locations would include residential and suburban streets often spaced 400-800 meters apart
Targeted Service	N/A	N/A	<ul style="list-style-type: none"> • Targeted services will often be on-demand or specific to a certain group and therefore will may not require dedicated bus stops.

5.4.2 Service Reliability

To significantly improve the experience of using our public transport network and increase customer satisfaction, we need to improve the reliability of our services. A combination of bus priority measures, effective timetabling, and contractor provisions will all play a part in enabling our services to be quicker and more reliable.

Policy:	Enable reliable and punctual public transport services.
Actions:	<ul style="list-style-type: none"> • Develop effective service timetables that support reliable journey times and refine these based on network performance data; • Work with territorial authorities to implement bus priority and other supporting measures;

- Ensure that measurable and enforceable reliability provisions are included in all public transport service contracts;
- Implement reliability and punctuality standards as set out in [Table 11](#) [Table 44](#) and [Table 12](#) [Table 12](#).

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Table 11: Reliability Standards

No.	Description
1	The reliability of a bus service is measured by whether the trip is completed in full within a specified tolerance. The level of tolerance will be in the range of 59 seconds before to 9 minutes and 59 seconds minutes after the departure time.
2	Operators must have contingency measures in place to ensure that, should a bus trip not run due to matters deemed to be within the operator's control, passengers are not left stranded unless weather or road conditions preclude this.

Table 12: Punctuality Standards

No.	Description
1	The punctuality of a bus service is dependent on meeting scheduled times. Scheduled bus services in an integrated network must conform, within a specified tolerance, with officially designated times set by the ORC, which may include some timing points not included in published timetables. The level of tolerance will be in the range of 59 seconds before to 4 minutes and 59 seconds minutes after the departure time.
2	No bus must depart the terminus before the specified departure time.
3	Traffic conditions and the number of passenger loadings may affect journey duration.

5.4.3 Vehicle Capacity

Consistent access to seats on our public transport network is essential to providing a comfortable and safe experience for many passengers, particularly the elderly, those with small children, and those with mobility impairments. It's essential that we support the right kind of capacity on our network, so that we offer an attractive and high-quality customer experience.

[As noted above, the current approach is to provide sufficient capacity to meet peak loadings. This means that at times there will be more capacity than needed. The alternatives are to operate two bus sizes, which is uneconomic or to leave passengers behind \(likely to be unacceptable\). A significant cost in operating the service is labour cost, which does not change with the size of the bus operated.](#)

The ORC and its contracted operators monitor bus loadings on services in order to assess capacity. Under normal conditions of service, bus customers are either seated, or if standing for only short or occasional periods (e.g. during peak time). Preferably, no customers would be required to stand.

Policy:	Assess and maintain sufficient vehicle capacity on public transport services to support comfortable, attractive, and safe passenger journeys.
Actions:	<ul style="list-style-type: none"> • Ensure all fleet vehicles meet minimum vehicle capacity requirements for bus routes that are appropriate for the geography and demand; • Ensure that all operators comply and enforce vehicle cleanliness and maintenance standards; and, • Use customer service feedback to identify opportunities to improve customer experiences of using the bus and support safer journeys.

5.4.4 Customer Standards

Maintaining a high-quality customer experience across our public transport network is critical to ensuring that we retain existing customers whilst attracting new ones. To provide a high-quality customer experience, we need to ensure that all of the staff involved are well trained and provide a friendly and professional service.

Policy:	Provide a high-quality and consistent customer experience across the public transport network.
Actions:	<ul style="list-style-type: none"> • Work with contracted operators and partner agencies to implement and enforce the Customer Service Standards set out in Table 13 so that customers experience excellent customer service and safe, comfortable, and enjoyable journeys; • Provide a consistent customer experience across the public transport network; • Provide consistent fare products and other services and platforms across the public transport network;

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Table 13: Customer Service Standards

Standard	Description
Performance and monitoring standard	Operators must monitor missed services and complaints in real time, acting quickly to rectify matters when required, and report back complaints and actions to the ORC.
Service providers standard	Public transport service providers must employ fit and proper staff to deal with customers and must train both management and service staff in customer service, including specialised training in assisting passengers with different access and mobility requirements, including those with disabilities, mobility aids, prams or strollers. Staff interfacing with customers must be neatly and cleanly attired, and polite and courteous.
Bus driver standards	<ul style="list-style-type: none"> • Anybody in a wheelchair or with a child in a pram/stroller/carrier must be given priority for use of the priority wheelchair space on a bus. • It is the bus driver's role to try and accommodate passengers. This may require the driver rearranging, when possible, passengers who are occupying seats in the designated

	wheelchair space. The ORC supports bus drivers arranging passengers to assist those with different access and mobility requirements to obtain suitable seating.
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5.4.5 Customer Information

Accessible, accurate, and easily understood information of our public transport network plays an influential role in enabling a high-quality customer experience. We need to ensure that our customers can access this information easily, with confidence, and that it is easy to understand. A range of new technologies and methods will enable us to improve the quality of the information we provide.

Policy:	Provide high quality customer information so that it is <u>customer-centric</u> , easily accessible, <u>and</u> easily understood, and meets customer expectations .
Actions:	<ul style="list-style-type: none"> • Ensure that customer <u>and wayfinding</u> information related to the public transport network is: <ul style="list-style-type: none"> ○ accessible and widely available; ○ Accurate and up-to-date; ○ Meets ORC and Orbus' branding and communication standards. • Explore opportunities to improve bus stop identification by customers (<u>such as investigate on-bus next stop announcement systems</u>); and, • Ensure that customer information is up to date and fully accessible by customers (easy to find, legible, available in formats accessible by customers with hearing and sight impairments).

5.4.6 Customer Engagement

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Engaging at the right time, with the right tools, and with the right people is critical to ensuring that we have a high-quality public transport network that is continuously improving. The way our customers interface with the network is a known barrier to greater uptake. This policy signals the need to focus on understanding the barriers, provide appropriate information, and engage with the right people.

Policy:	Proactively and regularly engage with the community to understand needs, requirements, and opportunities to improve the customer experience.
Actions:	<ul style="list-style-type: none"> • Regularly engage with customers to understand needs and opportunities across the region; • Ensure continued use of the annual public transport Customer Satisfaction surveys;

5.4.7 Branding and Marketing

The launch of the Orbus branding in 2017, along with the launch of our Wakatipu bus services, has led to many customer benefits. Prior to the re-branding, we had no

straightforward way to refer to our bus services, which can sometimes lead to confusion. By bringing the service under one unified brand we've made our network easier for people to identify the public bus service, and, importantly, to know where to go for information.

The ORC will continue to provide a consistent brand across its public transport network. All contracted operators in Otago will be required to be part of this integrated branding system. This branding will be reviewed and further developed by the ORC, with input from territorial authorities, operators, and partner agencies, to increase the quality and legibility of the brand.

Policy:	Provide a consistent network brand across public transport services and infrastructure that is easily recognised and understood by our customers.
Actions:	<ul style="list-style-type: none"> • Implement and maintain the Orbus brand so that it is consistently applied across public transport services and supporting infrastructure; • Work to improve brand recognition of Orbus; • Ensure that supporting physical infrastructure where required is branded to improve awareness of the Orbus brand and recognition of the public transport network; and, • Ensure that all advertising or other media does not negatively impact the implementation or recognition of the Orbus brand.

5.4.8 Customer Service

Bus drivers, ticketing staff, and other customer service personnel are the primary face of our public transport network and interact with our customers daily. It's critical therefore, that they are well trained in customer service as this is essential to the success of our networks.

Policy:	Ensure all staff involved in public transport delivery provide high levels of customer service that meet customers' needs and expectations.
Actions:	<ul style="list-style-type: none"> • Ensure that operators employ fit and proper staff to deal with customers; • Ensure that operators train both management and service staff in customer service, including specialised training in assisting passengers with different access and mobility requirements, including those with disabilities, mobility aids, prams, or strollers; and, • Ensure that staff interfacing with customers are to be neatly and cleanly attired, and polite and courteous. • Continually monitor customer service feedback and annual surveys to understand how customer service can be improved.

5.4.9 Ticketing System

To enable an easy to use and pleasant experience on our public transport network, we need to ensure that our ticketing system is accessible and is simple to understand. With the launch

of the Bee Card on our Dunedin and Wakatipu networks, the customer experience of using the public transport network has become much easier and quicker. As well as an easy tag on tag off system, it has brought other benefits such as setting up an online profile for topping up and the ability to manage multiple cards. A key focus of this Plan is to build on this success. The ORC will continue to maintain an integrated ticketing system on the basis of the following principles:

- be rapid and easy for customers and bus drivers to use
- provide a robust administrative platform for operational control of the network
- provide a network banking system for distributing fares amongst operators
- provide a suitable platform for further improvements to the network and any new fare arrangements that the ORC might decide from time to time
- be capable of providing a good understanding of passenger travel patterns, to aid planning and managing the public transport network
- support use of an integrated fare structure.

Policy:	Implement and promote a simple and integrated ticketing system across the public transport network that complements and enhances the integration of the network.
Actions:	<ul style="list-style-type: none"> • Provide a common integrated ticketing system that is simple, easy to use, and allows integrated fares; • Require all operators of services contracted or defined as integral to the public transport networks to participate in the ORC's integrated ticketing system; and, • Implement a 3-year transition period starting in July 2021, after which cash will not be accepted on buses <u>as follows:</u> <ul style="list-style-type: none"> ○ Year 1 – messaging that on-bus cash is being phased out; ○ Year 2 - no on-bus cash change given; ○ Year 3 - no on-bus cash accepted.

5.5 Affordable

Objective 5: Deliver bus fares that are affordable for both bus users and communities.

We want to deliver a public transport network that provides optimal value for money for the customers who use our services, but also one that promotes fairness and sustainability for rate payers and those who contribute to funding the system. Funding for our public transport network comes from several sources: central government funding, rates, and fares. This section outlines the Policies that will allow us to deliver a public transport network that

delivers value for money, retains, and attracts new customers, whilst being sustainable over the long-term.

5.5.1 Fare Structure

Since 2014, we've transitioned from a complex zonal-based fare structure to a more streamlined and simpler structure in our Dunedin and Wakatipu networks. This has enabled customers to access greater areas of our network more affordably and at a lower cost. In 2020, with the launch of the Bee Card, we trialled a flat \$2 fare in Dunedin.

Going forward we want to remain open and flexible regarding the desirable fare structure we have in place across the region so that we remain adaptable to the different opportunities presented by technology and changes to customer demand. Our focus for this Plan is to move to an optimal and consistent fare structure and capping scheme to encourage greater use of the public transport network.

Policy:	Provide a consistent fare structure that supports patronage growth, mode shift, and is appropriate for customer demand.
Actions:	<ul style="list-style-type: none"> • Provide a simple and easy to understand fare structure across the regional public transport network; • Reward customers for frequent travel through fare capping; • Employ a fare structure that enables easy connections and transfers between services and modes; • Employ a fare structure that supports the transition to cashless payment on public transport services over three years; • Monitor customer satisfaction surveys and other sources of customer feedback to improve and inform fares policy;

5.5.2 Setting and Reviewing Fares

The ORC will set fares in a way that encourages and supports long-term patronage growth and mode shift to the public transport network. Fare policies will not be used to maximise revenue but will be set to contribute to the Council's farebox recovery targets. Fare levels are not outlined in this Plan as they will continue to be reviewed and adjusted.

These reviews will help ensure a sustainable funding model that contributes to the high-quality customer experience that we are aiming for. It will also assist in helping us achieve our farebox recovery targets.

Policy:	Regularly review fares to ensure they meet customer expectations and are financially viable.
Actions:	<ul style="list-style-type: none"> • When reviewing fare levels, give regard to the desire to fund the bus network equitably, increase bus patronage, affordability, and convenience of bus travel, along with the need to fund service level improvements;

- Within the context of a regional fare recovery ratio, ~~Review~~-review fare levels, ~~s-annually~~ including transfer windows, annually;
 - o structure, including concessions, at least every three years to help inform Long Term Plan processes; and,
- Fare pricing should be consistent with the wider objectives of this Plan, Waka Kotahi NZ Transport Agency policy and contribute to central governments transport priorities.

5.5.3 Fare Concessions

A fare concession policy ensures that we help those who do not have the financial means to access the public transport network (another means of meeting the needs of the transport disadvantaged).

As part of these Policies, the ORC will continue to support the SuperGold Card off-peak travel scheme on the basis that it continues to receive financial support from Central Government. The SuperGold card scheme is 100% funded by central government and provides free travel for senior citizens during off-peak periods. It is based on a fixed annual grant rather than being aligned to actual usage.

Policy:	Provide and apply consistent fare concessions to targeted groups to improve community access to the public transport network.
Actions:	<ul style="list-style-type: none"> • Continue to support the SuperGold card scheme providing off-peak free travel to senior citizens, subject to suitable levels of ongoing national funding; • Continue to provide funding to enable concession fares for use of the Total Mobility service; • Ensure that the maximum Total Mobility fare subsidy is \$25 (including GST) and the flat fare for wheelchair-hoist trips is \$10 per passenger (GST exclusive); and, • Continue to provide free travel for children up to five years. • Continue to provide a youth (5 to 18 years inclusive) concession.

5.5.4 Farebox Recovery

In previous years, the ORC was required by Waka Kotahi to set a regional target and policy for farebox recovery as a condition of funding under a National Farebox Recovery Policy. A farebox recovery of 50% has been the previous regional target included within our previous RPTPs and is within Waka Kotahi's national target. This means that approximately half the cost of operating a public transport service is funded from bus fares. The ORC has had a target of 50% fare-box recovery for the Dunedin network since 2005, and it has been achieving this target since 2010/11.

Waka Kotahi removed the 50% farebox recovery target as a condition for funding in mid-2018. The ORC therefore is no longer required to comply with a national farebox recovery target. However, the ORC considers funding up to a 50% level of farebox recovery provides for a fair sharing of the costs of operating public transport between those who benefit directly (bus users) and those who benefit indirectly. Therefore, the ORC intends to ensure that a 40 - 50% farebox recovery is met but maintain flexibility in how it applies this across its services and geography, based on context, demand, and local circumstances.

Policy:	Ensure that public transport users make a fair contribution to the operation of the public transport network.
Actions:	<ul style="list-style-type: none"> • In the context of reviewing fare levels and structures, consider Maintain a the impacts on region-wide farebox recovery levels target of between 40% – 50% for scheduled services in Dunedin and Wakatipu; and, • Accept a lower recovery, if necessary, to manage special circumstances, the impacts brought by the Covid-19 pandemic, and where there is a need to increase patronage at the expense of revenue recovery;

5.5.5 Funding Opportunities

While we are aiming to attract more people to use our public transport network, there are significant funding constraints that will make it a challenge to maintain high levels of service and grow patronage. The effects of the global Covid-19 pandemic have shown us that patronage and fare revenue can drop significantly over a very small period. Our ability to maintain the high-quality public transport we want is limited by funding availability and resources. We need to actively pursue opportunities and explore different funding models. A key component of this work will be working with our territorial authorities and other key partners ([such as major employers](#)) to understand opportunities, constraints, and areas to focus on.

Policy:	Explore alternative opportunities and innovative methods to fund the operation of the public transport network.
Actions:	<ul style="list-style-type: none"> • Work with territorial authorities, key partners, and other stakeholders to investigate alternative funding models and/or sources of revenue for the public transport network; • Investigate potential new funding and financing mechanisms (including advertising revenue) to reduce pressure on fare payers, ratepayers, and funding partners; • Advocate for a higher government contribution to the funding of public transport services and network improvements through the National Land Transport Fund.

6 PROCUREMENT AND MONITORING

6.1 Procurement

In 2016, we transitioned to the public transport operating model (PTOM) for all contracted services on our network. This framework seeks to build a commercially based partnering approach between procuring authorities (ORC) and public transport operators. It is also designed to provide incentives to reduce reliance on subsidies by promoting increased commerciality of bus services and providing a more transparent approach to service planning and procurement.

The procurement policies that will guide delivery of this RTP are built on those developed for the transition to PTOM. Specifically, with the transition now complete, the focus for procurement is to ensure continued efficiency, effectiveness, and value for money under the new operating framework.

The ORC has agreed a new procurement framework with Waka Kotahi, which will be used to inform the procurement of all contracted services specified in this RTP. Under the framework, we will procure all public transport units through performance-based contracts. This creates an environment where goals and objectives align through collaborative planning, joint investment, performance incentives and shared risks and rewards.

The procurement strategy will be used to inform:

- how we manage contracts;
- how we work with our operators to plan for service improvements and changes to the bus network; and,
- how we approve or decline applications for Exempt services.

[The terms of Council's contracts is shown below.](#)

Table 14 Public Transport Operating Model Contracts

Unit	Description	Contract start date	Contract end date
1	Balaclava, Logan Park, Concord, Port Chalmers, Northern Services and Peninsula	18 September 2017	30 September 2026
2	St Clair, Normanby, Corstorphine, Wakari, St Clair Park, Helensburgh	18 September 2017	30 September 2026
3	Pine Hill, Lookout point, Shiel Hill, Opoho	1 July 2011	30 June 2020 (extended)
3a (trial)	Ridge Rider	18 September 2017	30 June 2020 (extended)

<u>Unit</u>	<u>Description</u>	<u>Contract start date</u>	<u>Contract end date</u>
<u>4</u>	<u>Half way Bush/Brockville, St Kilda (rapid), Waverley, Ocean Grove, Ross Creek, Belleknoves, Kenmure</u>	<u>15 August 2016</u>	<u>14 August 2028</u>
<u>5</u>	<u>Mosgiel, Mosgiel Loop, Abbotsford</u>	<u>1 July 2015</u>	<u>30 June 2023</u>
<u>6</u>	<u>Queenstown Airport- Fernhill (Sunshine Bay); Kelvin Heights to Five Mile Shopping Centre</u>	<u>20 November 2017</u>	<u>19 September 2029</u>
<u>7</u>	<u>Arrowtown to Queenstown and Kelvin Heights to Frankton Flats (via Remarkable Park)</u>	<u>20 November 2017</u>	<u>19 September 2029</u>
<u>8</u>	<u>Trial Frankton Arm to Queenstown Bay Water Ferry Service</u>	<u>01 March 2020</u>	<u>30 June 2022</u>

6.2 Monitoring and review

The ORC undertakes monitoring of Otago's public transport network in several ways:

- By monitoring operator performance to ensure that public transport operators are delivering services at the required level to meet their contractual obligations; and,
- By undertaking operational monitoring to ensure that the public transport network is contributing to the overall objectives of this Plan.

Occasionally, there will be a need to take account of changing circumstances and demands, which will often be identified through the monitoring programme. The Policies in this section establish the process for making changes to this plan, which includes the significance policy for determining the appropriate level of consultation.

6.2.1 Performance Monitoring

This section sets out the information the ORC is likely to request from operators of public transport units in Otago. The information we seek assists with public transport planning, contracting, monitoring, and benchmarking services. It also assists the NZTA to develop a national overview of public transport. This provision does not enable the ORC to require information from operators of exempt services, but it does not prevent us requesting it. These provisions for information are in accordance with section 127 of the LTMA. The ORC will require all operators of units under PTOM to provide for each unit:

- customer inquiries and complaints;
- patronage data;
- reliability and punctuality;
- revenue data;

- safety and security incidents;
- compliance with vehicle quality standards; and
- carbon emissions.

As part of its ongoing performance monitoring programme, the ORC will undertake regular reporting of operational performance for all contracted units to assess operator performance and viability of the contracted service. The following information will be used to assess performance:

- reliability, punctuality and adherence to schedule;
- complaints and compliments;
- service quality and customer experience;
- bus appearance and condition;
- revenue protection (fares evasion);
- patronage levels;
- non-patronage based revenue generation; and
- operator responsiveness.

6.2.2 Unit Monitoring

As part of its monitoring process, the ORC will undertake regular comprehensive reviews of each contracted service Unit in Otago. We will ensure that all Units comply with unit and network monitoring requirements of the Waka Kotahi NZ Transport Agency as technology allows. As part of the contracts for each unit, the ORC will include specific performance targets relevant to each unit to ensure that the services meet the overall objectives of this Plan.

6.2.3 Reviewing the RPTP

The Land Transport Management Act (2003) requires the ORC to ensure that the Plan is kept current for a period of not less than three years in advance, but not more than ten years in advance. The Plan may be reviewed or varied from time to time, but it must be reviewed, and varied if necessary, when the public transport components of the RLTP are approved or varied. The ORC will:

- Review the RPTP in alignment with the statutory requirements outlined in the Land Transport Management Act 2003; or,
- Undertake a review when otherwise agreed by Council.

If a review of this Plan is undertaken, the ORC will:

- Work with partner organisations to undertake the review; and,

- Use the policy on significance (set out below) to determine how it will consult on any future variations to this RPTP.

6.2.4 Implementation Plan and Short-term Priorities

To address the priorities for Dunedin, Wakatipu and the wider Otago Region, a high-level implementation plan has been developed focusing on short (1-3 years) and medium to long-term (4-10 years) actions. These are shown in [Table 15](#) ~~Table 14~~.

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Table 15: Implementation Plan

Term	Action	Location
Short term (years 1-3)	Single stage public transport Business Case for Dunedin (required by Shaping Future Dunedin Transport) and Detailed Business Case for Queenstown (required by Queenstown Transport Business Case)	Dunedin and Queenstown (ORC)
	Implement bus priority - Princes Street bus priority corridor and Wakatipu's SH6 corridor	Dunedin and Queenstown (DCC, WKNZTA)
	Establish level of service triggers (networks)	Dunedin and Queenstown (ORC)
	Implementation of Park and Ride	Dunedin (DCC)
	Have wider conversations with Otago residents and organisations (including WDC, CODC, CDC where appropriate) about community transport needs (such as demand driven transport), as reported to the ORC, to understand the case for investment in services to advantage communities not currently served	Otago wide (ORC)
	Work with communities and interested parties to develop business cases to consider delivery of wider services where the communities wish to have services	Otago wide (ORC)
	Promote/market Bee Card, with a focus on attracting new users. Capitalise on hospital construction congestion in Dunedin.	Dunedin and Queenstown (ORC)
	Monitor national development and technology changes.	Otago wide (ORC)
	Consider consolidating units for re-tender.	Dunedin and Queenstown (ORC)
	Superstop and hub upgrades in Dunedin (dependent on SSBC).	Dunedin (ORC)
	Continue to work alongside partners in Connecting Dunedin and Way to Go for integrated planning and programmes for mode shift	Dunedin and Queenstown (DCC, QLDC, WKNZTA, ORC)
	Investigate opportunities to move to low emission vehicles, or alternative fuels and technologies, for contracted services	Otago wide (ORC)
Medium to long-term (years 4-10)	As above.	Otago wide

The Council will annually review and report back on the progress of the above.

6.3 Significance Policy

6.3.1 Assessing Significance for Consultation Purposes

This sets out the ORC's policy on significance, which is required to determine whether any proposed variations to the Plan are significant for the purpose of Section 126(4) of the LTMA. The level of significance or a variation affects the level of consultation required before we can officially make any changes to the Plan. The following policies set out how the ORC would determine whether a variation to the plan is deemed significant enough to require public consultation.

The section below specifies Council's position on significance in relation to matters raised by this RPTP.

6.3.1.1 Significant Variations requiring full consultation

The following variations are significant and require full public consultation:

- any change to this significance policy;
- any change with a more than minor impact on the ORC's ability to:
 - achieve its public transport goals;
 - achieve the strategic direction and guiding principles of the Plan; and,
 - achieve the objectives of the Plan, or the Regional Land Transport Plan.

When assessing the significance of any proposed variation, the ORC will consider:

- the reasons for the variation;
- consistency with, or effect upon, the overall strategic direction, affordability and integrity of this plan, including how the variation might affect the overall strategic direction, affordability and integrity of the RLTS, the RLTP or the ORC's LTP (whether proposed or adopted);
- whether the matter has already been publicly consulted upon by the ORC;
- those persons likely to be affected by the variation; and,
- options available to the ORC, their costs and benefits.

6.3.1.2 Non-significant variations – without full public consultation

The following changes are not deemed significant and thus do not require ~~full~~ public consultation. They may instead involve targeted community consultation:

- [Fare level and structure changes.](#)
- Service reviews. As a service review may only affect a small portion of the region, or a city, full consultation is not required. Key stakeholders may be included in

discussions and targeted public engagement is likely when preferred options are available.

- Minor changes in delivery of services. Minor changes in delivery of services to improve efficiency have only a local impact. In these cases, any engagement will be targeted to the affected community, and with operators and district/city councils involved.
- Trial services. Implementing bus services as a trial service may only affect a small portion of users. Targeted public engagement is suitable for this purpose.
- Other variations. Any proposals for changes that affect a small sector of the community or the industry (i.e. Total Mobility or a vehicle quality standard) may be worked through with those most likely to be affected and relevant stakeholders.

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7 APPENDICES

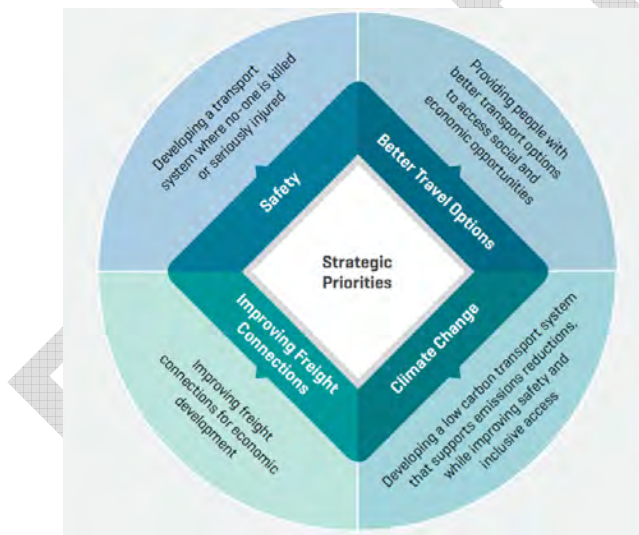
7.1 Appendix A – Strategic Context

7.1.1 National Context

7.1.1.1 Government Policy Statement on Land Transport (GPS) 2021

The GPS 2021 outlines the Government's priorities for land transport, providing direction and guidance to those who are planning, assessing, and making decisions on transport investment for the next 10 years. The GPS 2021 identifies four strategic priorities for investment: safety, better travel options, improving freight connections and climate change with goals of reducing harm, taking a stronger multi-modal approach, and improving community wellbeing and greater liveability outcomes.

Figure 15: GPS 2021-2031 Strategic Priorities



7.1.1.2 Ministry of Transport ~~Transport~~ Outcomes Framework

The Ministry of Transport's Transport Outcomes Framework guides future transport planning in New Zealand. The framework emphasises that the purpose of the transport system is to improve people's wellbeing and the liveability of places, and focuses on five outcomes - inclusive access, economic prosperity, healthy and safe people, environmental sustainability, and resilience and security.

Figure 16: Transport Outcomes Framework



7.1.1.3 Arataki

Arataki presents Waka Kotahi NZ Transport Agency's (Waka Kotahi) 10-year Plan for what is needed to deliver on the government's current priorities and sets out the long-term outcomes for the land transport system. The Plan adopts a place-based approach, recognising that integrated land-use and transport planning is needed to better plan for growth and manage change to deliver a safer and more connected transport system that offers choice.

7.1.1.4 Keep Cities Moving

Keeping Cities Moving is a Waka Kotahi plan to improve travel choice and reduce car dependency. It aims to improve the quality, quantity and performance of public transport facilities and services, and walking and cycling facilities by making shared and active modes more attractive and influencing travel demand and transport choices. Wakatipu is included in this initiative.

7.1.1.5 Public Transport Operating Model

The Public Transport Operating Model (PTOM) seeks to build a commercially based partnership between regional councils and public transport operators, creating an environment of aligned goals and objectives through collaborative planning, joint investment and risk and reward sharing.

The ORC adopted the PTOM in 2016 for the planning and procurement of all new contracted units, as required by the LTMA. This framework has allowed the ORC to work with its suppliers, operators, and funding providers to develop PTOM units that implement a form of

risk/reward model into its contracts. This has ensured that there is shared responsibility and ownership between the ORC and its operators.

7.1.1.6 National Farebox Recovery Policy

The National farebox recovery policy was introduced in 2010 and included a target to achieve a national farebox recovery ratio of no less than 50% over the course of the next two National Land Transport Programme (NLTP) cycles (2015-18). The remaining funding is provided through NZTA grants and local rates. As a condition of funding approval, all regional councils were required to include a farebox recovery policy in their adopted Regional Public Transport Plans. Waka Kotahi NZ Transport Agency have not introduced a new national farebox recovery target. This means the initial target has not applied since mid-2018.

7.1.1.7 New Zealand Energy Efficiency and Conservation Strategy (2017 – 2022)

The New Zealand Energy Efficiency and Conservation Strategy (2017 – 2022) sets the overarching policy direction for government support and intervention for the promotion of energy efficiency, energy conservation and the use of renewable sources of energy. Efficient and low emissions transport is one of three priority areas, with transport presenting one of the country's greatest potential mechanisms to reduce emissions.

7.1.1.8 Climate Change Response (Zero Carbon) Amendment Act (2019)

The Climate Change Response (Zero Carbon) Amendment Act (2019) provides a framework by which New Zealand can develop and implement clear and stable climate change policies and sets a new domestic greenhouse gas emissions reduction target for New Zealand to reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050.

7.1.2 Regional Policy Context

7.1.2.1 Otago Southland Regional Land Transport Plan (RLTP) 2021-2031

The Otago RLTP is the primary document guiding integrated land transport planning and investment within the combined Otago and Southland regions. It has been prepared as required by the Land Transport Management Act 2003 (LTMA). Broadly, the RLTP:

- sets the strategic transport direction to guide transport activities in Long Term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP)
- sets the long-term vision and strategic direction for the Otago land transport system
- identifies the agreed regional transport priorities for investment in the short to medium term
- presents the activities of approved organisations in a single coordinated three to six-year programme, as a bid for funding from the National Land Transport Fund (NLTF)
- provides the basis for communication of Otago transport direction and priorities with stakeholders and the general public.

7.1.2.2 Otago Regional Policy Statement (RPS)

The Partially Operative Otago RPS 2019 sets the set the environmental management direction for Otago. It includes policies relating to natural hazards, climate change and energy efficient transport¹⁷.

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¹⁷ For example, Policy 4.4.6 says:

- Enable energy efficient and sustainable transport for Otago's communities, by all of the following:
- a) Encouraging the development of compact and well integrated urban areas, to reduce travel needs within those areas;
 - b) Ensuring that transport infrastructure in urban areas has good connectivity, both within new urban areas and between new and existing urban areas, by all of the following:
 - i. Placing a high priority on walking, cycling, and public transport, where appropriate;
 - ii. Maximising pedestrian and cycling networks connectivity, and integration with public transport;
 - iii. Having high design standards for pedestrian and cyclist safety and amenity;
 - c) Enabling the development or upgrade of transport infrastructure and associated facilities that both:
 - i. Increase freight efficiency; and
 - ii. Foster the uptake of new technologies for more efficient energy uses, and renewable or lower emission transport fuels.
 - d) Fostering uptake of public transportation through provision of safe, reliable and well sheltered alternatives to private transport.

7.2 Appendix B – Public Transport Services Integral to the Network

Table 16 Table 15 and Table 17 Table 16 sets out the proposed Units that are integral to the Dunedin and Wakatipu networks. Table 18 Table 17 outlines our proposed trail units.

Table 16: Proposed Dunedin Integrated Network Units

Route number	Unit	Route Description	Service Type	Peak Frequency
1	1	Palmerston – City. City - Palmerston	Irregular	n/a weekdays only
14	1	Port Chalmers – City City - Port Chalmers	Regular	30 minutes
18	1	Portobello (Harington Point) – City City - Portobello (Harington Point)	Regular	30 minutes
63	1	Balaclava - City - Logan Park. Logan Park - City - Balaclava	Rapid	15 minutes
8	2	St Clair - City – Normanby. Normanby - City - St Clair	Rapid	15 minutes
33	2	Corstorphine - Caversham - City – Wakari. Wakari - City - Caversham - Corstorphine	Regular	30 minutes
50	2	St Clair Park - City – Helensburgh. Helensburgh - City - St Clair Park	Regular	30 minutes
15	3	Ridge Runner Northbound Ridge Runner Southbound	Regular	30 minutes
3	4	Ross Creek - City - Ocean Grove. Ocean Grove - City - Ross Creek	Regular	30 minutes
19	4	Waverley - City – Belleknoves. Belleknoves - City - Waverley	Regular	30 minutes
44	4	St Kilda - City - Halfway Bush. Halfway Bush - City - St Kilda	Regular	30 minutes
55	4	St Kilda - City – Brockville. Brockville - City - St Kilda	Regular	30 minutes
61	4	City – Kenmure. Kenmure - City	Regular	30 minutes
70	5	Brighton - Abbotsford and Green Island. Green Island - Abbotsford and Brighton	Regular	30 minutes
77	5	Mosgiel, Fairfield, Green Island – City. City - Green Island, Fairfield, Mosgiel	Regular	30 minutes
80	5	Mosgiel East circuit	Regular	40 minutes weekdays only
81	5	Mosgiel West circuit	Regular	40 minutes weekdays only
5	Dunedin Transitional Services ³	Pine Hill - City - Calton Hill	Frequent	20 minutes
6	Dunedin Transitional Services ³	Calton Hill - City - Pine Hill	Frequent	20 minutes
10	Dunedin Transitional Services ³	Opoho - City - Shiel Hill	Frequent	20 minutes

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11	Dunedin Transitional Services ³	Shiel Hill - City - Opoho	Frequent	20 minutes
37	Transitional – will become part of 1 or 3	Concord - City - University	Regular	30 minutes
38	Transitional – will become part of 1 or 3	University - City - Concord	Regular	30 minutes

Table 1746: Proposed Wakatipu Integrated Network Units

Route number	Unit	Route Description	Service Type	Peak Frequency
1	6	Sunshine Bay to Remarkables Shops	Rapid	15 minutes
4	6	Frankton Hub to Jacks Point	Regular	60 minutes
5	6	Queenstown to Lakes Hayes Estate	Frequent	30 minutes
2	7	Arthurs Point to Arrowtown	Frequent	30 minutes
3	7	Kelvin Heights to Frankton Flats	Regular	60 minutes
N/A	8	Trial Frankton Arm to Queenstown Bay water ferry service	To be defined	To be defined

Table 1847: Proposed Trial Units¹⁸

Route number	Unit	Route Description	Service Type	Peak Frequency
N/A	T1	South Otago to Dunedin	To be defined	To be defined
N/A	T2	Wanaka Township and Surrounds	To be defined	To be defined
N/A	T3	Wanaka to Queenstown	To be defined	To be defined
N/A	T4	Cromwell to Queenstown	To be defined	To be defined
N/A	T5	Wakatipu Intra-District	To be defined	To be defined
N/A	T6	Oamaru Demand-Responsive	To be defined	To be defined
N/A	T7	Dunedin Demand-Responsive	To be defined	To be defined

¹⁸ Funding commitment for these trial units has not been confirmed and therefore remain aspirational.

7.5. Consent Fees Policy

Prepared for:	Council
Report No.	REG2108
Activity:	Regulatory: Consents and Compliance
Author:	Joanna Gilroy, Manager Consents
Endorsed by:	Richard Saunders, General Manager Regulatory and Communications
Date:	23 June 2021

PURPOSE

- [1] To present a policy on Otago Regional Council (ORC) support for resource consent processing fees for environmental enhancement projects.

EXECUTIVE SUMMARY

- [2] During the recent Long-Term Plan process Council resolved to request a report from staff on a policy for assisting with resource consent costs for environmental enhancement projects.
- [3] Staff have prepared a policy for consideration by Council. This policy sets out how decisions on support for consent processing fees will be made, including the qualification criteria, caps on assistance amounts and reporting back to Council.

RECOMMENDATION

That the Council:

- 1) **Receives** this report.
- 2) **Approves** the *ORC Financial Support for Resource Consent Processing Fees - Environmental Enhancement Projects Policy – 2021, and its implementation from 1 July 2021*
- 3) **Approves** an update to the *Otago Regional Council Delegations Manual to reflect the new Policy and delegate under the policy to the General Manager Regulatory and Communications*
- 4) **Notes** that staff will report quarterly to the *Regulatory Committee on the implementation of this Policy*
- 5) **Requests** that staff review the policy at the end of the 2021/2022 year and report back to Council on any recommended changes

BACKGROUND

- [4] Council sets fees for the processing of consent applications through the Long-Term Plan and Annual Plan. At present it is a user pays system and there is no policy or criteria on waiving or reducing fees for any type of consent or particular groups of applicants. Nor does Otago Regional Council have a fund specifically for supporting groups with consent
-

processing fees for environmental enhancement projects. This means that irrespective of environmental benefit all applicants must pay their processing fees.

- [5] As part of this year's LTP process submissions were received requesting Council considers the creation of a fund to assist community groups meet the consenting costs associated with environmental improvement projects in the region. During LTP deliberations Councillors resolved the following:

Requests a report from staff on a policy for assisting with resource consent costs for environmental enhancement projects in time for LTP adoption and that a budget of \$50,000 be included for each of the first three years of the 2021-31 LTP.

- [6] This report presents a policy for the consideration of Council.

DISCUSSION

- [7] Staff have carried out a review of a number of regional council fees and charges documents to identify where similar approaches to consent processing fees support are applied. These findings have informed the proposed policy that is presented to Council.

- [8] Staff have considered the following issues in the development of this policy:

- a. Qualification criteria
 - i. Which groups / individuals
 - ii. What type of projects
- b. Delegation for decision making
- c. Caps on support and exclusion of certain costs
- d. Reporting

Qualification Criteria

- [9] The draft policy sets out qualification criteria for applicants and details the types of projects that would qualify for consent processing fees support. The intent is for this fund to support community groups or not-for-profit groups such as catchment groups throughout Otago who are delivering environmental enhancement projects.

- [10] The policy also defines environmental enhancement projects in the following way.

Projects that:

- a. Support improved water quality,
- b. Protect the environment,
- c. Enhance the environment,
- d. Promote the environment (e.g., does it inform or create an awareness in the community or educate people?)

- [11] To qualify for fee support applicants must take part in a pre-application meeting with consents staff. This will ensure that any risks with an application can be identified, and all parties can be clear on what information will be required with an application. This will help to reduce processing costs and ensure that the fund can support the greatest number of projects.

Delegations

- [12] The policy proposes that the delegation to decide on consent processing fees support sits with the General Manager Regulatory on the recommendation of the Consent

Manager. This provides for a quick and efficient process which will enable groups to continue their project planning with clarity about whether they have been granted consent processing fees support. This delegation is also consistent with other Regional Councils who have a similar policy.

Caps on Support and Exclusion of Certain Costs

- [13] The Policy proposes to cap any support at \$10,000. At the time of the required pre-commencement meeting staff will work with the applicants to estimate the cost of processing any application. Where there is a risk of applications exceeding this cap staff will discuss options available to the applicant to reduce these costs.
- [14] The Policy excludes any of the following:
- a. Costs associated with the preparation and lodgement of the application,
 - b. Costs incurred should the application be notified or if a hearing is required (Note: staff will work with applicants to avoid this situation and manage any associated costs),
 - c. Ongoing costs associated with complying with conditions of the approved resource consent,
 - d. Annual administrative charges or consent monitoring fees charged by ORC,
 - e. Costs associated with retrospective resource consents,
 - f. Costs associated with the implementation of the activity for which consent is sought.
- [15] The Policy is a first come first served framework and applications will not be considered when funds allocated annually are exhausted.

Reporting

- [16] The Policy requires staff to report to the relevant Committee on a quarterly basis on all applications for support, including the reason for any decision, the total support provided and the remaining budget available for support within the financial year.
- [17] A complete review of the policy is also planned for the end of the 2021/2022 year to review its effectiveness and recommend any changes for the following year.

OPTIONS

- [18] There are three options available to Council

Option 1: Recommended Option - Council adopts the policy as presented in this report

Advantages:

- *ORC has a policy to support groups delivering environmental enhancement projects in time for the commencement of the 2021/2022 year*
- *The policy provides support for projects which are consistent with ORC's strategic directions*

Disadvantages:

- *There are no disadvantages identified with this option*

Option 2: Council adopts the policy, but directs staff to make minor changes to the wording of the policy

The advantages and disadvantages for this option are considered to be the same as option 1 dependent on the nature of any changes requested.

Option 3: Council does not adopt the policy and directs staff to consider an alternative option to achieve the intended outcome

Advantages:

- *There are no advantages identified with this option*

Disadvantages:

- *ORC will not have a policy for the allocation of funds to support with resource consent processing costs for environmental enhancement projects by the start of the 2021/2022 year*
- *In the absence of an approved policy ORC will not be providing support for resource consent processing costs for projects which are consistent with the strategic directions*

CONSIDERATIONS

Strategic Framework and Policy Considerations

[19] This paper introduces a new policy for the consideration of Council. The policy is consistent with the vision and commitments made in the Strategic Directions document.

Financial Considerations

[20] Council has included a budget of \$50,000 per year in the LTP. A review of this amount can be undertaken during future Annual or Long-Term Plan processes.

Significance and Engagement

[21] This proposed policy is not considered significant when reviewed against the Significance and Engagement Policy.

Legislative and Risk Considerations

[22] The proposed policy sets out a clear process for ORC to support groups with consent processing costs. It will not affect the Council's ability to meet its other statutory responsibilities associated with the processing of resource consents.

[23] The implementation of this policy addresses the risk to ORC of not being seen to support groups who are delivering environmental enhancement projects.

Climate Change Considerations

[24] There are no climate change considerations associated with this report.

Communications Considerations

- [25] If the Council adopts this policy for the 2021/2022 year a communication plan will be developed to inform groups about this opportunity. The ORC website will also be updated to reflect the changes.

NEXT STEPS

- [26] Should Council adopt the Policy staff will develop and deliver a communication plan to inform the wider community. This will include the completion of the application form to be filled out by parties at the time they apply for resource consent.
- [27] Staff will provide an update on the implementation of this policy at each Regulatory Committee meeting.

ATTACHMENTS


1. Policy Financial Support for Resource Consent Processing Fees Environmental Enhancement [7.5.1 - 5 pages]



Otago Regional Council

Financial Support for Resource Consent Processing Fees - Environmental Enhancement Projects

July 2021

	Document Name: Financial Support for Resource Consent Processing Fees - Environmental Enhancement Projects
	Document Owner: General Manager Regulatory
	Authorised By: Council
	Implementation Date: 1 July 2021
	Review Period: Annual
	Last Reviewed: n/a
Next Review: 1 July 2022	

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1. INTRODUCTION

The Financial Support for Resource Consent Processing Fees - Environmental Enhancement Projects Policy provides guidance to those groups wishing to apply for support for a project which requires a resource consent. The policy confirms the Council's support for qualifying groups who are delivering environmental enhancement projects which are consistent with the Council's Strategic Directions or priorities listed in other statutory documents.

2. PURPOSE

The purpose of the policy is to give clear direction to applicants seeking support for resource consent processing fees for environmental enhancement projects.

3. SCOPE

The scope of this policy is limited to resource consent processing fees associated with applications made by qualifying groups for eligible environmental enhancement projects. The following costs are not within scope of this policy and will not qualify for support:

- work required in response to any actual or potential enforcement action
- administrative charges and annual consent monitoring fees associated with a granted consent
- costs associated with retrospective consents
- any costs incurred by the applicant in the preparation of the application
- costs associated with the implementation of the activity for which consent is sought.

In addition fees support will not be provided for a publicly notified application or costs associated with a hearing for a limited notified application.

4. DELEGATIONS

Decisions on applications for fees support will be made by the General Manager Regulatory and Communications. The final decision is at Council's discretion and will be considered on a case-by-case basis. Approval of fees support is entirely at the discretion of Council and is subject to budget availability. There is no objection or appeal rights.

Budget availability and an indication of support for any application will be provided by staff at the required pre-commencement meeting.

5. CRITERIA

To qualify for fees support the application for consent must be lodged by a not-for-profit individual or organisation such as:

- Catchment Groups
- Community groups
- Iwi/hapu groups

- Incorporated societies
- Community trusts
- Resident and ratepayer groups
- Educational institutes

and they must be able to demonstrate that their activity will deliver an environmental enhancement or service. For example, it:

- Supports or delivers improved water quality in Otago
- Supports or delivers improved air quality in Otago
- Supports or delivers improved biodiversity outcomes in Otago
- Protects the Otago environment
- Enhances the Otago environment
- Promotes the Otago environment (e.g. does it inform or create an awareness in the community or educate people?)

The project must also be consistent with Council's priorities as set in the Strategic Directions, Long Term Plan or other ORC statutory documents.

Decisions on applications for fees support will be made by the General Manager Regulatory and Communications, who may approve or decline the application. No further consideration of the application will be undertaken following issue of the final decision. There are no objection or appeal rights.

The maximum amount of support offered for consent processing fees on an individual project will be \$10,000. Costs over and above this amount will be payable by the applicant in accordance with ORC's Fees and Charges Schedule. Applicants will have the right to object to these additional fees under the standard provisions of section 357B of the Resource Management Act.

Consent processing fees support is a first come first served process. If the allocation is exhausted no further applications will be considered until the following financial year.

6. PROCESS

In order to receive consent processing fees support the group or individual applying for the consent must lodge a written request to the General Manager for processing fees to be waived before the application for consent is submitted to Council for processing. The relevant application form can be found on the ORC website. Information required to enable consideration of the application includes:

- how it meets the criteria in the policy; and
- confirmation that the group is a not for profit group and there is no commercial gain; and
- confirmation that a pre-application meeting has been or will be held with ORC consent staff prior to lodgement of the consent application.

Written confirmation of acceptance for support will be provided to the applicant within 10 working days of the request being received. This confirmation letter should be included with the application material at the time the consent application is lodged.

7. RELATED DOCUMENTS

- Resource Consent Fees Support Application Form
- Ecofund Funding Checklist and Application form (Note: your project may qualify for additional support from ORC)
- Revenue and Financing Policy

7.6. Zero Carbon 2030 Alliance Memorandum of Understanding

Prepared for: Council
Report No. GOV2116
Activity: Governance Report
Author: Marianna Brook, Senior Advisor - Otago Mayoral Forum
Endorsed by: Amanda Vercoe, Executive Advisor
Date: 23 June 2021

PURPOSE

- [1] This report seeks Council approval for the Memorandum of Understanding (MOU) for the Dunedin City Zero Carbon 2030 Alliance.

RECOMMENDATION

That the Council:

- 1) **Notes** the Council agreed on 24 February 2021 to participate in a founding group developing a Memorandum of Understanding and Terms of Reference for the Dunedin City Zero Carbon 2030 Alliance.
- 2) **Approves** the attached Dunedin City Zero Carbon 2030 Alliance Memorandum of Understanding, thereby making ORC a formal member of the Alliance.
- 3) **Delegates** authority to the Chair to incorporate any amendments to the Memorandum of Understanding sought by other members, and to sign the final version on the Council's behalf.
- 4) **Notes** that should Council agree to sign up to the Alliance, staff will provide reporting to Council on how the Alliance discussions and activities are progressing.

BACKGROUND

- [2] In September 2020, the Dunedin City Council initiated a partnership approach to progress citywide emissions reductions (a 'Zero Carbon 2030 Alliance'), replacing the inactive Dunedin Energy Leaders' Accord.
- [3] It was suggested that a formal partnership of major agencies committed to emissions reduction would:
- a. Support and provide the opportunity to amplify existing partnership-based emissions reduction efforts, while the development of a city-wide emissions reduction plan is underway.
 - b. Play a key support role in the development of a citywide emissions reduction plan and ensure that the plan has a greater chance of being effectively implemented.
 - c. Replace the Dunedin Energy Leaders' Accord - an existing, inactive citywide initiative relating to energy.
 - d. Better enable commitment to the principles of the Treaty of Waitangi.

- [4] Seven parties were identified as potential founding members: Dunedin City Council, Otago Regional Council, Kāti Huirapa Rūnaka ki Puketeraki, Ōtakou Runaka, Southern District Health Board, University of Otago, and Otago Polytechnic.
- [5] At its meeting on 24 February 2021, Council considered an invitation to participate in a founding group to develop the Alliance's Memorandum of Understanding and Terms of Reference.
- [6] Following discussion Cr Deaker moved:

Resolution

That the Council:

- 1) **Notes** the ORC has been invited to become part of the proposed Dunedin City Zero Carbon 2030 Alliance.
- 2) **Agrees** that the Chief Executive should write to the Dunedin City Council Chief Executive to confirm participation by the Otago Regional Council in the founding group developing the Memorandum of Understanding and Terms of Reference for the Alliance.
- 3) **Notes** that should Council agree to ORC participating in the founding group discussions, the MOU will be brought back to Council for approval to sign up and participate as a member.

Moved: Cr Deaker

Seconded: Cr Hobbs

CARRIED

- [7] A draft MOU has been developed by staff at the Dunedin City Council (Attachment A). This has been reviewed at an officer level by the Otago Regional Council, Southern District Health Board, University of Otago, and Otago Polytechnic, and changes sought by these parties have been incorporated. The draft MOU has also been through legal review.
- [8] Feedback on the draft MOU is yet to be received from Kāti Huirapa Rūnaka ki Puketeraki and Ōtakou Runaka.

DISCUSSION

MOU objectives and commitments

- [9] The attached MOU formalises the purpose of the Zero Carbon 2030 Alliance as being to address and/or achieve the following objectives:
 - a. Greater visibility and support for existing collaborative emissions-reducing initiatives.
 - b. Shared understanding of Dunedin's emissions profile.
 - c. Sharing of good practice around reducing both organisational and city-wide emissions.
 - d. Identification of additional collaborative opportunities to reduce both operational and city-wide emissions generally, and to contribute to the city's Zero Carbon 2030 target specifically.
 - e. Wider and more coordinated promotion of good practice and success in emissions reduction, and the importance of the Zero Carbon 2030 target.

- f. Opportunities to input into the development of a Zero Carbon 2030 Plan for Dunedin.
- g. Opportunities for research that may be transferable to the reduction of emissions in other contexts.
- [10] The MOU commits each party to establishing a baseline organisational emissions profile in line with ISO 16064 and an associated emissions reduction plan within one year of the signing of the MOU, and to updating this emissions profile no later than 2023/24 and every three years thereafter, at a minimum.
- [11] This requirement is met by ORC's existing organisational Greenhouse Gas Emissions Inventory and action plan being led by Corporate Services, and considered by Council on 25 November 2020.
- [12] The MOU also requires each party to share this emissions profile with other parties to enable the identification of opportunities to collaborate on emissions reduction.
- [13] Further than that, the MOU is explicit that it does not oblige a party to implement or contribute to any other specific initiatives supported by the Alliance. Specifically, parties are not required to adopt the Dunedin City Council's target for net zero carbon (excluding biogenic methane) by 2030¹.
- [14] However, the MOU does commit all parties to *using best endeavours* to:
- Support and amplify existing collaborative emissions-reducing initiatives
 - Identify and progress additional collaborative opportunities to reduce both operational and city-wide emissions generally, and to contribute to the city's Zero Carbon 2030 target specifically.
 - Strive to achieve substantial cuts in organisational emissions by 2030, and to contribute to city-wide emissions reduction.
 - Share good practice around reducing organisational emissions.
 - Promote and publicise good practice and success in emissions reduction, and the importance of the Zero Carbon 2030 target.
 - Support the development of a Zero Carbon 2030 Plan for Dunedin.
 - Support research on emissions reduction that may be transferable to the reduction of emissions in other contexts.

Envisaged means of collaboration

- [15] The MOU proposes that a Zero Carbon 2030 Collaboration Group be established. This Collaboration Group would comprise two high-level representatives from each party, and provide oversight and facilitate actions required to support the objectives. Specific representation will be agreed through finalisation of the Terms of Reference. It is proposed that this group meet twice annually, with the work programme flowing from its decisions to be progressed by designated officers (staff).

¹ The Dunedin City Council has adopted a target for Dunedin's emissions in two parts: net zero emissions of all greenhouse gases other than biogenic methane by 2030, and 24 to 47 per cent reduction below 2017 biogenic methane emissions by 2050, including 10 per cent reduction below 2017 biogenic methane emissions by 2030

- [16] The MOU also proposes that all parties will give serious consideration to co-funding or co-resourcing initiatives that are considered mutually beneficial and aligned with pursuit of the objectives.
- [17] The draft MOU establishes the Dunedin City Council as the lead party responsible for coordinating the Zero Carbon 2030 Alliance, including through finalising and adopting the Terms of Reference for the Zero Carbon 2030 Collaboration Group, provision of administrative support for meetings, provision of information relating to the city's emissions profile, and leading the development of a Zero Carbon 2030 Plan for Dunedin.

Benefits for Otago Regional Council

- [18] Joining the Alliance would support Council's existing climate change mitigation work programmes. A significant proportion of ORC's operational emissions occur in Dunedin, including transport fuels, electricity, airline travel and waste associated with Stafford St. Public transport, for which ORC has responsibility, also contributes to Dunedin City's emissions.
- [19] The Alliance would provide an avenue for considering actions and next steps relevant to Dunedin as part of the Otago regional emissions inventory. The Alliance could also potentially be a partnership model that is used in other parts of the region.

OPTIONS

- [20] Option 1: ORC could agree to join the Dunedin City Zero Carbon 2030 Alliance by signing the attached MOU (including by requesting minor changes).

Advantages

- Joining the Alliance would signal a political commitment to work alongside the Dunedin City Council and other partners to reduce greenhouse gas emissions. This would also pave the way for a regional partnership approach.
- Working in partnership is an opportunity to learn and share information on organisational emissions reductions, but also for the ORC to contribute to Dunedin City plans (recognising some ORC managed activities – such as public transport – are highly relevant to emissions reductions in the city).
- The Alliance model could be of value to the rest of the region, in due course.

Disadvantages

- Dunedin is just one part of the ORC's and region's emissions footprint. ORC would need to ensure that our carbon emissions reduction efforts were not disproportionately focussed on Dunedin City.

- [21] Option 2: Status quo - ORC could choose not to join the Dunedin City Zero Carbon 2030 Alliance.

Advantages

- Emissions reduction would continue to be progressed through existing work streams and through direct partnerships with relevant authorities.
- Otago Regional Council could continue with its own programme of work, at its own pace, and would not be required to dedicate resource to participating in the Alliance.

Disadvantages

- ORC would lose the opportunity to coordinate its climate change efforts with other partners across Dunedin City (our largest rate payer base and location for our Headquarters).
- ORC would lose the opportunity to signal an early political commitment to working with territorial authorities in Otago to combat carbon emissions.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [22] Joining the Dunedin City Carbon Zero 2030 Alliance would support our existing work programmes and policy settings with respect to climate change mitigation and adaptation.

Financial Considerations

- [23] The direct cost of participating in the Alliance is the cost of staff attendance at meetings. The MOU refers to two Collaboration Group meetings per year (located in Dunedin and attended by senior leaders), with 'Key Representatives' to facilitate the Alliance's work programme between meetings. It is likely that the latter responsibility would fall to the ORC's Strategy Team, alongside their existing work on climate change issues.
- [24] Further costs may be incurred in the pursuit of initiatives developed as part of the Alliance, but these will be at ORC's discretion.

Significance and Engagement

- [25] A decision to join the Alliance would be of low significance and would not require consultation with the community.

Legislative and Risk Considerations

- [26] There is currently no legislative requirement for councils to develop organisational or regional greenhouse gas inventories and emission reduction target setting is also currently voluntary. However, RMA reform underway includes considering how land use planning can better support transition to a zero-carbon economy.
- [27] Climate change as a result of greenhouse gas emissions is a significant risk for Otago and subject to a high degree of uncertainty. There are risks to Otago Regional Council's reputation if we are not seen to be contributing to public sector efforts to reduce carbon emissions. Joining the Alliance would help us manage this risk.

Climate Change Considerations

- [28] Joining the Dunedin City Carbon Zero 2030 Alliance would support our existing work programmes and policy settings with respect to climate change mitigation and adaptation.

Communications Considerations

- [29] No formal communications are planned.

NEXT STEPS

- [30] The next steps are for staff to proceed based on the guidance received from Council.
- [31] The first meeting of the Zero Carbon 2030 Collaboration Group will be convened once all parties have agreed to the MOU.

ATTACHMENTS

1. Draft Zero Carbon Alliance Memorandum of Understanding Final [7.6.1 - 14 pages]

Draft Memorandum of Understanding

in relation to the establishment of a Zero Carbon 2030 Alliance for Dunedin

Kāti Huirapa Rūnaka ki Puketeraki Incorporated

Te Rūnanga o Ōtākou

Dunedin City Council

Otago Regional Council

University of Otago

Otago Polytechnic Limited

Southern District Health Board

MOU dated

2021

Parties

Kāti Huirapa Rūnaka ki Puketeraki, an incorporated society and a regional Papatipu Rūnanga of Ngāi Tahu (**KHRP**)

Te Rūnanga o Ōtākou, a regional Papatipu Rūnanga of Ngāi Tahu (**OR**)

Dunedin City Council, a local authority under the Local Government Act 2002 (**DCC**)

Otago Regional Council, a local authority under the Local Government Act 2002 (**ORC**)

University of Otago, a body corporate established under the University of Otago Ordinance of the Provincial Council 1869, the University of Otago Amendment Act 1961 and a university within the meaning of the Education Act 1989 (**UO**)

Otago Polytechnic Limited, a company incorporated under cl 20 of Schedule 1 of the Education and Training Act 2020 and wholly owned by Te Pūkenga—New Zealand Institute of Skills and Technology (**OP**)

Southern District Health Board, a district health board established by Section 19 of the New Zealand Public Health and Disability Act 2000 (**SDHB**)

(each a **Party**, together the **Parties**)

Introduction

- A The Parties have a shared interest in reducing both organisational and city-wide greenhouse gas emissions, and wish to collaborate on emissions monitoring and reduction initiatives.
- B The Parties wish to set up a framework for their ongoing engagement and collaboration.
- C The Parties record the terms of that framework in this MOU.

Agreement

1 Interpretation

1.1 In this MOU, unless the context requires otherwise:

Agreed Commitments has the meaning given in clause 5.3;

Agreed Objectives has the meaning given in clause 2.2;

Alliance means the Alliance established by this MOU, to be known as the Zero Carbon 2030 Alliance for Dunedin;

Collaboration Group Representative has the meaning given in clause 8.1;

Commencement Date means the date that this MOU is signed by all Parties;

Expiry Date means 31 December 2030;

Key Representative has the meaning given in clause 7.1;

MOU means this Memorandum of Understanding;

New Intellectual Property means all intellectual property rights of any sort (including design rights, copyright and knowhow in all concepts, design, drawings, specifications, plans, studies, reports and documentation) prepared or created in relation to the Agreed Objectives by any one or more of the Parties (or any of their employees, representatives, contractors or consultants) but not including Pre-existing Intellectual Property;

Pre-existing Intellectual Property means all intellectual property rights owned by a Party or any third party which existed prior to the Commencement Date or created or prepared after the Commencement Date but not specifically created or prepared in relation to the Agreed Objectives;

Terms of Reference means the terms of reference for the Zero Carbon 2030 Collaboration Group to be adopted under clause 5.1(a); and

Zero Carbon 2030 Collaboration Group means the group formed under this MOU to provide oversight of, and to facilitate actions required to support, achievement of the Agreed Objectives, and is comprised of the Collaboration Group Representatives.

2 Establishment of the Alliance and its Agreed Objectives

- 2.1 The Parties agree to form an alliance, to be known as the Zero Carbon 2030 Alliance for Dunedin.
- 2.2 The purpose of the Alliance is to address and/or achieve the following Agreed Objectives:
- (a) Greater visibility and support for existing collaborative emissions-reducing initiatives;
 - (b) Shared understanding of Dunedin's emissions profile;
 - (c) Sharing of good practice around reducing both organisational and city-wide emissions;
 - (d) Identification of additional collaborative opportunities to reduce both operational and city-wide emissions generally, and to contribute to the city's Zero Carbon 2030 target specifically;
 - (e) Wider and more coordinated promotion of good practice and success in emissions reduction, and the importance of the Zero Carbon 2030 target;
 - (f) Opportunities to input into the development of a Zero Carbon 2030 Plan for Dunedin; and

- (g) Opportunities for research that may be transferable to the reduction of emissions in other contexts.
- 2.3 A Zero Carbon 2030 Collaboration Group, comprised of each Party's Collaboration Group Representatives, shall be formed to provide oversight of, and to facilitate actions required to support, achievement of the Agreed Objectives.
- 2.4 The Parties' Key Representatives shall meet and facilitate the Alliance's work programme between meetings of the Zero Carbon 2030 Collaboration Group.
- 2.5 The Parties agree that the Agreed Objectives will guide the activities of the Zero Carbon 2030 Collaboration Group and of each of their Key Representatives, unless agreed otherwise or they are found not to be practicable.

3 Guiding Principles

- 3.1 The Parties acknowledge that the following guiding principles will inform the pursuit of Agreed Objectives:
 - (a) Te Tiriti o Waitangi, with a particular emphasis on partnerships with mana whenua; and
 - (b) Sustainability, with particular emphasis on the concept of a just transition and addressing existing inequalities.

4 Relationship Principles

- 4.1 The Parties acknowledge that the following relationship principles will govern their interactions:
 - (a) The Parties will be committed to the establishment and successful execution of the Zero Carbon 2030 Alliance;
 - (b) The Parties will be collaborative, conduct their interactions with each other in a professional manner, and communicate in a way that is open and effective; and
 - (c) The Parties will address any issues that arise in a timely manner, and engage in discussions to resolve any issues in good faith; and
 - (d) The Parties will, while seeking to collaborate on both organisational and city-wide emissions reduction, respect the independence and individual circumstances of each Party.

5 General collaboration

- 5.1 The Parties agree that DCC will be the lead Party responsible for coordinating the Zero Carbon 2030 Alliance, and the DCC will:
 - (a) finalise and adopt the Terms of Reference for the Zero Carbon 2030 Collaboration Group;

- (b) provide administrative support for meetings of Key Representatives and the Zero Carbon 2030 Collaboration Group;
- (c) service Key Representatives and the Zero Carbon 2030 Collaboration Group with information relating to Dunedin's city-wide emissions profile;
- (d) lead the development of a Zero Carbon 2030 Plan for Dunedin; and
- (e) invite potential new parties to the Zero Carbon 2030 Alliance, in accordance with clause 13.

5.2 Notwithstanding clause 5.1, the Parties acknowledge that the purpose of this MOU is to establish a framework whereby each Party will provide advice and knowledge for the purpose of pursuing the Agreed Objectives. In order to achieve this, each Party will:

- (a) monitor and report on operational emissions in line with the Agreed Commitments set out in clauses 5.3(a) - 5.3(c);
- (b) use best endeavours to achieve the other Agreed Commitments set out in clauses 5.3(d)-(j);
- (c) deploy and commit its Key Representatives in line with clause 7.1;
- (d) deploy and commit representation on the Zero Carbon 2030 Collaboration Group;
- (e) give serious consideration to co-funding or co-resourcing initiatives that are considered mutually beneficial and aligned with pursuit of the Agreed Objectives; and
- (f) otherwise assist and support the DCC in the pursuit of the Agreed Objectives.

Agreed Commitments

5.3 In pursuit of the Agreed Objectives, the Parties each agree to:

- (a) Establish a baseline organisational emissions profile in line with ISO 16064, and an associated emissions reduction plan, within one year of the signing of this MOU;
- (b) Update this emissions profile no later than 2023/24, and annually thereafter;
- (c) Share this emissions profile with other Parties, to enable the identification of opportunities to collaborate on emissions reduction;
- (d) Use best endeavours to support and amplify existing collaborative emissions-reducing initiatives;
- (e) Use best endeavours to identify and progress additional collaborative opportunities to reduce both operational and city-wide emissions generally, and to contribute to the city's Zero Carbon 2030 target specifically;
- (f) Use best endeavours to strive to achieve substantial cuts in organisational emissions by 2030, and to contribute to city-wide emissions reduction;

- (g) Use best endeavours to share good practice around reducing organisational emissions;
 - (h) Use best endeavours to promote and publicise good practice and success in emissions reduction, and the importance of the Zero Carbon 2030 target;
 - (i) Use best endeavours to support the development of a Zero Carbon 2030 Plan for Dunedin; and
 - (j) Use best endeavours to support research on emissions reduction that may be transferable to the reduction of emissions in other contexts.
- 5.4 The parties have each agreed to carry out the initiatives set out in clause 5.3(a) - 5.3(c). Nothing in this MOU obliges a Party to implement or contribute to any other specific initiatives supported by the Alliance, that that Party does not see merit in, or have the means to progress.

Meetings of the Zero Carbon 2030 Collaboration Group

- 5.5 Zero Carbon 2030 Collaboration Group meetings will be held twice annually, unless otherwise agreed by the Zero Carbon 2030 Collaboration Group.
- 5.6 Meeting dates will be set at the start of each financial year. DCC's Key Representative will circulate proposed dates and venues to all other Key Representatives. Key Representatives will liaise with their respective Collaboration Group Representatives and engage cooperatively to confirm meeting details.
- 5.7 One month prior to the meeting, DCC's Key Representative will circulate a draft agenda to all other Key Representatives. Key Representatives will liaise with their respective Collaboration Group Representatives and engage cooperatively to confirm meeting details.
- 5.8 Meetings may be attended by the Collaboration Group Representatives by telephone or video. The Parties will each use their best endeavours to ensure their Collaboration Group Representatives (or an appropriate nominee) attend each meeting.
- 5.9 At the discretion of each Party, that Party's Key Representative (or an appropriate nominee) may also be in attendance at Zero Carbon 2030 Collaboration Group meetings.
- 5.10 Following each meeting, meeting minutes will be circulated by DCC's Key Representative (or an appropriate nominee) and approved by the Key Representatives, in discussion (if necessary) with their organisation's Collaboration Group Representatives.
- 5.11 Except as set out in clause 5.5 to 5.9, the Terms of Reference regulate the proceedings of the Zero Carbon 2030 Collaboration Group.

Meetings of Key Representatives

- 5.12 To initiate a meeting of Key Representatives, DCC's Key Representative will circulate a proposed date, venue and draft agenda to all other Key Representatives. Key Representatives will engage cooperatively to confirm meeting details, and to finalise the agenda in advance of the scheduled meeting.

- 5.13 Meetings may be attended by the Key Representatives by telephone or video. The Parties will each use their best endeavours ensure that their Key Representatives (or an appropriate nominee) attend each meeting.
- 5.14 Following each meeting, a summary of the discussion, decisions and action points will be circulated by DCC's Key Representative (or an appropriate nominee) and agreed by the attending Key Representatives.

6 Term

- 6.1 The Parties agree that this MOU commences on the Commencement Date and, unless terminated pursuant to clause 6.2, will continue until the Expiry Date, at which time the Parties will consult in good faith in respect of any ongoing arrangements they may wish to enter into in respect of collaboration on emissions reduction.
- 6.2 Any Party may, in its discretion, terminate that Party's participation in this MOU at any time on written notice to the other Parties.

7 Key Representatives

- 7.1 Each Party nominates the person identified in the table below as their representative in respect of any discussions, actions to be carried out, or decisions to be made under this MOU (each a **Key Representative**):

Party	Key Representative	Current delegate	Email Contact Details
KHRP			
OR			
DCC			
ORC			
UO			
OP			
SDHB			

- 7.2 A Party may change its Key Representative from time to time by notice in writing to the other Parties.
- 7.3 Any notice under this MOU must be delivered by email to a Party's Key Representative at the email address identified in the table at clause 7.2, or any Key Representatives changed in accordance with clause 7.2.

8 Collaboration Group Representatives

- 8.1 Each Party nominates the people identified in the table below as their representatives in respect of attendance at Zero Carbon 2030 Collaboration Group meetings (each a **Collaboration Group Representative**):

Party	Collaboration Representative	Group	Current office bearer	Email Contact Details
KHRP				
OR				
DCC				
ORC				
UO				
OP				
SDHB				

- 8.2 A Party may change its Collaboration Group Representative(s) from time to time by notice in writing to the other Parties.

9 Intellectual Property

- 9.1 Where the Parties wish to conduct a research project under this MOU, the relevant Parties will agree upon and sign project specifications and a contractual agreement in respect of that Project. Protocols relating to New Intellectual Property and publication resulting from contract-specific collaborations between the Parties will be outlined in such contractual agreements.
- 9.2 Subject to clause 9.4, all New Intellectual Property developed other than under a research project, will be jointly owned by the Parties, unless otherwise agreed in writing.
- 9.3 The Parties acknowledge that where a student or students of the University of Otago or Otago Polytechnic Limited contribute to a research project under this MOU, ownership of the New Intellectual Property may be addressed under a prior written agreement with the student(s), and any ownership agreed to under this MOU must be consistent with such agreements.
- 9.4 Where publications and New Intellectual Property result from non-contract specific collaborations, Parties must give recognition to other contributing parties and third parties and meet through designated representatives to seek an equitable and fair understanding as to ownership and other property interests that may arise.
- 9.5 All Pre-existing Intellectual Property will remain the property of the original owner. The Parties hereby grant to each other an unrestricted, royalty-free licence to use and copy Pre-existing Intellectual Property to the extent reasonably required in carrying out the Agreed Objectives which will terminate upon the expiration or earlier termination of this MOU on any basis.

- 9.6 The Parties provide no warranty to each other as to the suitability of the New Intellectual Property for any purpose other than the Agreed Objectives.

10 Publicity

- 10.1 The Parties agree that any public statements and/or media releases by any Party in relation to the Zero Carbon 2030 Alliance will be in accordance with the relationship principles at clause 4 and confidentiality provisions in clause 11.
- 10.2 Subject to clause 11, the Parties agree that, to the extent reasonably possible, they will liaise with the other Parties prior to making any public statement and/or media releases in accordance with clause 10.1.

11 Confidentiality

- 11.1 Each Party must keep confidential all information made available by or on behalf of another Party under or in relation to this MOU (**Confidential Information**), and must not use or disclose Confidential Information to any third party unless:
- (i) the disclosure is required by law; or
 - (ii) the information is already publicly available (other than through a breach of this clause) or which a party can prove it independently created or acquired; or
 - (iii) the Party who provided the information has given its written consent to the disclosure; or
 - (iv) clause 11.2 applies.
- 11.2 The Parties acknowledge that they are subject to official information and privacy legislation (the Local Government Official Information and Meetings Act 1987, the Official Information Act 1982, and the Privacy Act 2020, as applicable) and that pursuant to a request made under such legislation the Parties may disclose information relating to this MOU to the requester.
- 11.3 The Parties agree that the undertakings given in relation to the confidential information shall continue notwithstanding the termination of this MOU.

12 Disputes

- 12.1 While this MOU is based on a spirit of collaboration, if a dispute arises under the MOU, the Key Representatives of the Parties involved in the dispute will meet and seek to resolve the dispute through good faith discussions. Those discussions will be guided by the relationship principles set out at clause 4.
- 12.2 If those attempts do not resolve the dispute within a reasonable period of time, any Party may refer the dispute to mediation, with the choice of mediator to be agreed between the

Parties. If the Parties are unable to agree on a mediator within 10 days of commencing discussions, one will be appointed by the Chairperson of the Resolution Institute.

12.3 Each Party to the mediation shall bear its own costs.

13 Admission of New Parties

13.1 The Alliance comprises entities meeting one or more of the following criteria:

- (a) Mana whenua;
- (b) Public sector agencies or local authorities with a key strategic role in decarbonising Dunedin's public sector specifically, and Dunedin's economy generally;
- (c) Major emitters in the Dunedin context, with a commitment to achieving significant (80%-100%) reduction in emissions by 2030; or
- (d) Membership-based organisations representing major Dunedin sectors.

13.2 A new party to the Zero Carbon 2030 Alliance meeting one of the criteria set out in clause 13.1 may be admitted, on the invitation of the DCC following the unanimous recommendation of the Zero Carbon 2030 Collaboration Group. The new party shall sign a Deed in the form set out in Schedule 1 (under which the new party agrees to be bound by this MOU). The Parties agree that, from the date the Deed is signed, the new party shall have the benefit of, and be bound by, all the terms of this MOU as if the new party was an original Party to this MOU.

14 General

- 14.1 Notwithstanding any other clause in this MOU, this MOU does not bind or restrict DCC or ORC as a regulatory authorities, and any consent or agreement given by DCC and ORC under this MOU is not an agreement or consent in its regulatory capacity, or vice versa.
- 14.2 Nothing in this MOU shall be construed to constitute a partnership in a legal sense or an agency or joint venture between the Parties. No Party has any authority to bind another Party.
- 14.3 No amendments to this MOU will be effective unless agreed in writing by all of the current Parties.
- 14.4 No Party may transfer or assign its rights, interests or obligations under this MOU.
- 14.5 This MOU is binding on the Parties and their respective successors.
- 14.6 Each Party shall bear its own costs in relation to this MOU.
- 14.7 This MOU may be executed (including by electronic signature) in any number of counterparts (which may be facsimile or sent via email in pdf) all of which when taken together shall constitute one and the same document.

- 14.8 This MOU shall be read and construed in accordance with New Zealand law and shall be subject to the exclusive jurisdiction of New Zealand Courts.

Signed for and on behalf of **Kāti Huirapa Rūnaka ki Puketeraki Incorporated** by:

Authorised signatory's full name

Authorised signatory's signature

Signed for and on behalf of **Te Rūnanga o Ōtākou** by:

Authorised signatory's full name

Authorised signatory's signature

Signed for and on behalf of **Dunedin City Council** by:

Authorised signatory's full name

Authorised signatory's signature

Signed for and on behalf of **Otago Regional Council** by:

Authorised signatory's full name

Authorised signatory's signature

Signed for and on behalf of **University of Otago**
by:

Authorised signatory's full name

Authorised signatory's full name

Signed for and on behalf of **Otago Polytechnic Limited** by:

Authorised signatory's full name

Authorised signatory's full name

Signed for and on behalf of **Southern District Health Board** by:

Authorised signatory's full name

Authorised signatory's full name

Schedule 1 – Form of the Deed to be signed by a new Party

DEED ADMITTING A NEW PARTY TO THE ZERO CARBON 2030 ALLIANCE FOR DUNEDIN

Date: _____ 20__

Parties

[name and details of the new Party] (**New Party**)

Background

- A. Under a 'Memorandum of Understanding in relation to the establishment of a Zero Carbon 2030 Alliance for Dunedin' dated [date] 2021 (**MOU**) the parties to the MOU formed an alliance, known as the Zero Carbon 2030 Alliance for Dunedin.
- B. Following a unanimous recommendation of the Zero Carbon 2030 Collaboration Group, the Dunedin City Council has invited the New Party to be admitted to the Zero Carbon 2030 Alliance for Dunedin and as a Party to the MOU.
- C. The New Party wishes to be admitted to the Zero Carbon 2030 Alliance for Dunedin and as a Party to the MOU, and enters into this Deed in accordance with clause 13.2 of the MOU.

This deed records

- 1. From the date of this Deed:
 - (a) The New Party shall be bound by the MOU, and have all the benefits and obligations under the MOU, as if the New party was an original Party to the MOU.
 - (b) The New Party agrees that its covenants under this Deed are given in favour of the Parties to the MOU from time to time, and agrees that such persons may enforce these covenants under the Contract and Commercial Law Act 2017.

- 2. For the purposes of clause 7.1 the New Party nominates the following person as its Key Representative:

Key Representative	Current delegate	Email Contact Details

- 3. For the purposes of clause 8.1 the New Party nominates the following people as its Collaboration Group Representatives:

Collaboration Representative	Group	Current office bearer	Email Contact Details

4. This deed will be read with the MOU. This deed and the MOU together will be construed as one instrument.
5. This Deed may be executed in counterparts (including by copy sent via email in PDF format and including by electronic signature). Each counterpart will be deemed to be an original and all counterparts together are to constitute one instrument. A party will enter in to this Deed if it executes a counterpart.

[Execution clause – to be signed as a Deed]

7.7. Science Programme to Inform the Land and Water Plan

Prepared for:	Council
Report No.	SPS2136
Activity:	Governance Report
Author:	Helen Manly (Science Team Leader, Water), Julie Everett-Hincks (Manager, Science)
Endorsed by:	Gwyneth Elsum, General Manager Strategy, Policy and Science
Date:	23 June 2021

PURPOSE

- [1] To summarise the Freshwater Management Unit (FMU) based science and research programme to gather land and water information which will be used to inform the new Land and Water Regional Plan (LWRP).

EXECUTIVE SUMMARY

- [2] The ORC Science team are taking a *broad scale regional approach* to producing the data and information to inform the new LWRP. This approach was presented to the Strategy and Planning Committee in November 2020, for the modelled hydrology statistics (Report No. P&S1886).
- [3] The science information used to inform the LWRP includes modelled hydrology, contaminant reduction scenarios, habitat studies, groundwater data, surface water quality, land use, soil attributes, wetlands, estuaries, biodiversity, fish passage and barrier information. The overall process and content are outlined in a visual form in the attached document (Attachment 8.2.1 'Otago Land and Water Regional Plan – Science Content').
- [4] The NPSFM 2020 has significantly increased ORC's obligations for wetland and fish passage management. Due to the size of these tasks, it is expected that these programmes will extend past 2023, likely resulting in plan changes beyond 2023. These programmes will be brought to Council for their consideration next financial year.
- [5] The tight timelines to produce the new LWRP and limited availability of long-term data to support decision making have implications for what science information will be available. Areas have already been identified where subsequent plan changes to the LWRP will likely be required as new information becomes available and monitoring programmes identify issues. These have been included in the proposed Long-Term Plan.

RECOMMENDATION

That the Council:

- 1) **Receives** this report
 - 2) **Notes** the *broad scale regional approach* taken by ORC Science to underpin the Land and Water Regional Plan.
-

BACKGROUND

- [6] ORC committed to reviewing its Regional Plan: Water in December 2019, following an investigation and recommendations from the Minister for the Environment. The proposed Land and Water Regional Plan (LWRP) is required to give effect to all relevant national regulatory instruments, including the National Policy Statement for Freshwater 2020, which superseded the NPSFM 2014 (amended 2017). The NPSFM 2020 specifies additional obligations and requires, amongst other things, limits on resource use. These limits can include restricting where animal stock can go, limiting applications of fertilisers on land and limiting where, when, and how much water can be abstracted. Importantly it requires Regional Councils to address water and ecosystem health, in a different way and with different priorities, than ORC has considered in the past.
- [7] The proposed LWRP needs to manage freshwater in a way that gives effect to Te Mana o te Wai. Te Mana o te Wai is the fundamental concept of the NPSFM and emphasises the importance of protecting the health of freshwater, on the health and well-being of people and environments. Central to embedding Te Mana o te Wai, is understanding the current state of Otago's natural resources and the trends in water quantity, quality, and ecosystem health. This enables understanding how much improvement is required, where to target improvement and estimating the time taken to implement change.
- [8] ORC must also collect baseline information for compulsory values in the NPSFM: ecosystem health; human contact; mahika kai; and threatened species. The LWRP must protect the compulsory values.
- [9] The NPSFM 2020 has a National Objectives Framework (NOF) which ORC must use for the values, and attributes of the values. Attributes are measurable characteristics that are used to assess compulsory values. An example of an attribute is measuring bacteria levels (*E. Coli*) to assess a waterway for swimming (human contact) values. Each attribute has been given a band of values (e.g., A, B, C or D). For each of the attributes, ORC needs to know the current state (A, B, C or D) and decide the target state, in consultation with communities. ORC also need to set limits and/or prepare action plans to achieve these outcomes and then monitor them to assess progress.
- [10] There are also other National Policy Statements proposed including the National Policy Statement for Highly Productive Land and National Policy Statement for Indigenous Biodiversity which, when gazetted, will impact the Science programme for the LWRP.

DISCUSSION

- [11] A regional approach will be taken to produce modelled hydrology statistics; for example, high, low (e.g., MALF), and mean flows for all waterways of Strahler order three and above¹. This information will be used in areas where ORC do not have actual water flow data and/or insufficient time to do bespoke catchment modelling. This gives estimated water statistics for areas where ORC do not have sufficient water flow data. If there are already existing hydrology models in some areas which we can access, we are doing so, and we are also collating all our existing water flow information for each FMU.

- [12] In the Taieri and North Otago, the Science Team will undertake bespoke catchment modelling using more localised data to obtain naturalised flows in the main river stems and key tributaries. This will enable us to look in an integrated way at the intended and unintended consequences of different scenarios for water quantity and water quality. In these areas, water demands are more complicated and therefore increased specificity of flow data is important. In some areas of the Dunstan, Roxburgh, and Lower Clutha we will also be undertaking fine-scale hydrology analyses. Note that bespoke hydrology modelling was undertaken for the Manuherekia catchment. As ORC gathers information and consults with the community, we expect this will identify areas in Otago where ORC will need to collect more hydrology data, thus influencing future science programmes.
- [13] To fully understand the freshwater habitats needing protection in Otago, the Science team need to undertake several studies. Habitat studies can only be performed in certain flows and times of the year, and our time frames are limited, so this will start now but will be ongoing after 2023. ORC will need to decide which flows will supply suitable habitat for aquatic species. For most of Otago, these flows will be estimated using the modelled regional hydrology statistics and expert advice on best practice, habitat models, and/or invertebrate drift models. On the ground habitat modelling involves significant fieldwork collecting in-stream data which must be carried out during low-flows. The collected data has a limited lifespan because the habitat will change whenever there is a flood event. The Science Team plan to carry out habitat modelling in three sites in North Otago and three sites in the Taieri. The Science Team also expect to undertake studies on aquatic insect movement, i.e., invertebrate drift, in the Taieri. Invertebrate drift studies supply information about the availability of food for fish in a river or stream and are a useful tool for monitoring ecosystem health. Information will be included in the LWRP when notified in 2023, where it is available, and further habitat studies in other areas will continue after that to gain a full understanding of freshwater habitats requiring protection in Otago.
- [14] The Water Quality SOE – Rivers and Lakes report, presented to the DAIC Committee on 14 April 2021 (Report No. SPS2116) holds most of the long-term surface water quality data that ORC has for the Otago area from 124 monitoring sites. This report was divided into FMU sections and will be used to inform the community at consultations on the current state of surface water quality in their areas. The report described the water quality state and trends at all sites (when sufficient data was available) for the attributes in Appendix 2A and 2B in the NPSFM 2020. The report highlights the sites where surface water quality is degraded or there is a high probability that surface water quality is degrading. In some areas, there may be other existing water quality information from individual studies, and this will be included in the information before the consultations in each FMU.
- [15] The NPSFM introduced 13 new attributes, some of which ORC have only monitored since July 2018. These new attributes are indicators of ecosystem health, such as chlorophyll a (rivers and lakes), sediment, lake submerged plants (SPI - native or invasive plants) and dissolved oxygen. It will take some time to collect sufficient data to identify the state of these attributes. ORC recently commissioned external expertise for advice on the implementation of the new attributes for ecosystem health. The expert recommendations and the plan for collecting data for ecosystem health to comply with the NPSFM 2020 will be presented to the LWRP Governance Group. It will take 2-3 years to implement the

recommendations and implement a robust and comprehensive monitoring system for ecosystem health (biomonitoring). ORC will have better information, post LWRP notification, regarding freshwater ecosystem health.

- [16] The Ground Water State of the Environment (SOE) Report (Report No. SPS2106) was presented to Council in March 2021. The information from the Ground Water SOE report for each FMU will be combined with other available groundwater information for that FMU, before each consultation. The Ground Water SOE report highlighted FMU-specific groundwater quality issues throughout Otago. There is considerable work needed to extend the groundwater SOE network to collect the data ORC need to fully inform a Land and Water Regional Plan for each FMU. A programme to replace unsuitable or privately owned SOE bores with new dedicated SOE bores at key sites, will begin next financial year. At present some FMUs are poorly represented, for example, there is only one SOE bore in the Catlins FMU. As staff identify where further information is required, through information gathering and community consultations, staff will prioritise and embark on additional aquifer studies throughout Otago. Groundwater scientists will also be using this additional information to make better estimations of groundwater quantity allocations and help in assigning source water risk management areas in Otago. Staff have already identified that variations will be required to the LWRP in the future to include further groundwater provisions. However, base-level information will be included in the LWRP when notified 2023, where it is available.
- [17] The NPSFM 2020 requires ORC to identify loads of nitrogen (N), phosphorus (P), *E. coli* and sediment in Otago's waterways. These are contaminants that can be detrimental to ecosystem health and cause an overgrowth of algae. The 'load' is the estimated total amount of the contaminant present in the waterway once the amount of water and the concentration of the contaminant are both considered. ORC need to set target attribute states for each contaminant to support the ecosystem health of the water, for example, an A, B or C band. Then ORC need to set on-land-use limits in the new LWRP to meet the targets. ORC does not have this detailed information for all our waterways. A regional approach will be employed to produce the amount of contaminant reductions required to achieve the different national objective framework (NOF) scenarios. Using estimations of water flow for the Otago digital river network from the regional hydrology model, this information will be modelled using the N, P, *E. coli* and sediment data from the Water Quality SOE report. How much the loads of the contaminants N, P and *E. coli*, need to be lowered in each segment of the digital river network, in each FMU or Rohe, and across the entire Otago region will then be assessed.
- [18] In addition, the amount of sediment reduction required throughout Otago will be identified (sediment mapping) as well as areas of heavy sediment load ('hot spots'). Sediment is detrimental to estuary health. Some land uses and soil types can make this worse. Finding the 'hot spots' will enable development of bespoke options for these areas, to mitigate the problem.
- [19] The Science Team are currently collating land use information across Otago and are filling in critical gaps in existing soil maps, and will bring a report to Council next financial year. Soil and land-use information will be used together with the estimations of the reductions

of loads of nitrogen (N), phosphorus (P), and *E. coli* to compile arrays of possible land-use changes that could be expected to achieve the changes required. These arrays will be used by economists to generate costs for different options. A regional-scale array of land-use changes will be presented in the first consultations, in the Catlins, Upper Lakes and Dunedin Coast. Once the contaminant load reductions for rivers and lakes are available these will be used to produce more bespoke arrays of land-use changes to a finer scale where they are required. After the new Land and Water Plan is notified, ORC will develop work programmes to validate the sediment 'hot spots' which were identified through sediment mapping. Mapping of farm dairy runoff risks, winter feed crops and forests will also be required.

- [20] Knowledge of soil types is an essential component of land use management and understanding nutrient budgets and transport. The Science Team have identified key areas in Otago of moderate-to-high land use capability where soil mapping is incomplete or not suitable, and are commissioning soil mapping and analysis as part of a multi-year contract to update soil maps in these areas. In parallel, staff will develop a soil quality and moisture monitoring programme, and this will enable ORC to understand the way nutrients and contaminants move through different landscapes and identify ways to protect soil and water health.
- [21] Otago's estuaries are important for ecosystem functioning, supporting a diversity of species making them important to protect. The NPSFM 2020 does not have any compulsory attributes for estuaries, but it does require estuaries to be managed to improve or support ecosystem health, as estuaries are a 'receiving environment' for waterways. Otago's waterways must be managed in an integrated way from the mountains to the sea (NPSFM 3.5(1)a). Sediment is a crucial factor in estuary health. Excess sediment washed off the land can smother and kill estuarine life if occurring in large pulses. Accumulation of sediment over time increases mud content which alters sediment properties, reduces oxygen levels and macrofaunal diversity (1cm long < macrofauna < earthworms). Excess nutrients can also affect estuaries by resulting in eutrophication and leading to excessive nuisance algal growth that smothers the estuary bed, reduces oxygen and macrofaunal diversity.
- [22] There are five Otago estuaries (Catlins, Tokomairiro, Kaikorai, Waikouaiti, and Shag River) which have been monitored by ORC for 4-5 years; for sediment accumulation, and 3 years for macrofaunal parameters. Broad-scale habitat and estuarine state have been reported for these five estuaries. This information will be collated and used to inform community consultations. ORC has started monitoring two new estuaries this past summer (2020/21), Blueskin Bay and Kakanui. Reports on ecological/habitat state and extent will be made available when sufficient data is collected. For estuaries where ORC do not have sufficient information gathered, modelling will be used to estimate nutrient and sediment loading.
- [23] Monitoring in five new estuaries is proposed to start next summer (Papanui inlet, Tautuku, Akatore, Pleasant River and Tahakopa (refer to DAIC committee Report P&S1875 October 2020). Going forward, the estuary programme will include fine-scale and broad-scale monitoring, targeted sediment monitoring and macroalgae monitoring according to the needs ORC identify during this process for each estuary in Otago.

- [24] To prepare for the LWRP 2023, the Science Team are currently collating distribution data on species and ecosystems throughout Otago. This data will be used to summarise values and issues in each FMU or Rohe. ORC have been directed by the NPSFM 2020 to manage ecosystems and species that are reliant on freshwater. There is also indication that ORC might be directed by the proposed National Policy Statement – Indigenous Biodiversity (NPSIB) to manage indigenous biodiversity. Information being gathered should be useful for delivering ORC’s role as determined in the finalised NPSIB.
- [25] ORC have been directed by the NPSFM 2020 to manage wetlands (Sections 3.22 and 3.23), including developing a regionwide mapping and monitoring programme. Policy 6 (NPSFM 2020) states: *“There is no further loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted.”* Recent mapping of Otago’s indigenous ecosystems highlighted 8,778 wetland polygons, with many more yet to be determined. Initially, this programme will revisit boundaries of wetlands within Schedule 9 (Regional Plan: Water for Otago), including delineation of wetland ecosystems in the Taieri Scroll Plains. ORC’s wetland programme, once finalised, will aim to advance this mapping, utilise broadscale and targeted monitoring and site-specific management to ensure Policy 6 is achieved, as far as practicable. ORC must map existing wetlands according to the NPS FM. The wetlands programme will be brought to Council for consideration next financial year.
- [26] ORC have also been directed by the NPSFM 2020 to manage fish passage (Section 3.26), either by providing desirable fish passage, or preventing undesirable fish passage. The former is a significant piece of work across New Zealand; however, the latter is a significant piece of work to protect Otago’s threatened fish from extinction. This work will be undertaken in collaboration with DOC, iwi and the community. The Science team has started contributing to NIWA’s national fish passage barrier database. The inventory component of the fish passage programme will take up to five years to complete. By early 2023 we plan to have collated information pertaining to barriers protecting threatened fish populations, as Otago’s primary priority. The secondary priority is to collate information about barriers that are preventing desirable fish passage. This inventory will inform discussions, set fish passage objectives, and develop/implement Action Plans to resolve fish passage issues. Remediation of these issues will likely be long-term and will depend on budget and priorities.
- [27] The Science Team are building freshwater accounting systems alongside all the knowledge gathering for each science subject that affects Otago’s freshwater values. This is another requirement of the NPSFM. ORC need to have a freshwater quantity accounting system and a freshwater quality accounting system. For freshwater quantity accounting, all water taken from an FMU must be quantified. For freshwater quality accounting, all relevant contaminants that are being discharged to freshwater must be quantified. This includes both point source e.g., sewage treatment plants, and diffuse source contaminants such as pasture runoff. Developing both accounting systems is expected to take until mid-2023. After that, the accounting systems will be continually improved as we have additional sources of data such as farm plans to include.
- [28] As part of the FMU approach to managing water quantity and quality, ORC’s entire SOE network will be reviewed to assess its suitability for meeting LWRP requirements.

Additional sites or criteria that need to be monitored, will be added to the existing network.

OPTIONS

[29] ORC agreed to recommendations from the Minister for the Environment that included notifying a new LWRP by December 2023. This report outlines the most comprehensive programme available to ORC to meet the deadlines agreed to with the Minister. The only alternative option is to reduce the amount of information gathered to inform the evidence base for the new LWRP.

[30] The NPSFM 2020 asserts that we must not delay decisions due to a lack of scientifically robust information but must *use the best information* ORC has to give effect to the NPSFM (Section 1.6). ORC's *broad-scale regional approach* combined with bespoke modelling in select areas is our only possibility of achieving our obligations where ORC does not have complete data to inform the new Land and Water Plan.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[31] The science approach fits with the ORC Strategic direction to support an environment that supports healthy people and ecosystems.

Financial Considerations

[32] The work programme outlined in this report has been included in the proposed LTP commencing July 2021.

[33] The Science Team has undergone significant growth in the past year. However, the Science Team Reorganisation was implemented following Skelton's recommendations in 2019. Science capacity and capability gaps remain as we try to keep up with legislative change, and existing and new obligations. The Science team are having to contract external expertise to assist delivery.

Significance and Engagement Considerations

[34] ORC's science programme will include important water quantity and water quality information and will inform the policy needed for the new Land and Water Regional Plan. The Science Team will share information alongside the Policy and Planning Team at many public consultations in coming months.

[35] Aukaha and Te Ao Marama have been invited by the Science Team to regular 'science progress' meetings. Aukaha and Te Ao Marama are also involved in wider LWRP project meetings.

Legislative and Risk Considerations

- [36] There is a significant delivery risk. If the first deliverables of the science work programme are not completed by September 2021, then the project will not meet its end deliverable following the current project approach and resourcing. We have a rigorous project management system in place and regular meetings scheduled to manage this risk.
- [37] The regional approach is necessary due to reduced data availability and delivery timeframes. Staff have discussed the regional approach with external expertise and believe this is the best approach to deliver an outcome for the LWRP in the time available, while accepting additional work to further improve the plan will occur beyond 2023. A broad-scale regional approach with bespoke modelling in select areas will aim to fulfil ORC obligations where ORC do not have complete data to inform the new Land and Water Regional Plan.
- [38] While the regional approach will have limitations, it is the only realistic approach available. The NPSFM 2020 (Section 1.6(3)a) states that a lack of information is not sufficient reason to delay making decisions. The approach is likely to be subject to scrutiny by stakeholders and affected people, however, the Science Team is aware of this and will ensure that all information is well documented and considered, to ensure an appropriate level of robustness. Peer review of science content is included as part of the process. A consequence of having insufficient data and information may mean that ORC does not have the knowledge needed to protect the values which are identified during plan development.
- [39] This regional approach may not meet community expectations. The need for the regional approach and the robustness of the methods supporting it will need to be communicated to our communities.
- [40] Regional Councils are having to keep up with a multitude of National Direction, RMA reform and associated legislative changes. Internally we must meet our ongoing commitments for reviewing Plans such as the Air Plan and Coastal Plan. This will impact significantly on Science Team resourcing and our ability to deliver business-as-usual activities. Changes in staff or resource allocation over the project life could leave resourcing gaps in the project.

Climate Change Considerations

- [41] Climate change will influence our interpretation of information. The review and extension of ORC's SOE network will ensure that climate change impacts can be assessed, from data collected and modelled, to enable ORC to make informed decisions for future natural resource management.

Communications Considerations

- [42] Communication to Otago's communities will be according to the LWRP Consultation and Engagement Plan.

NEXT STEPS

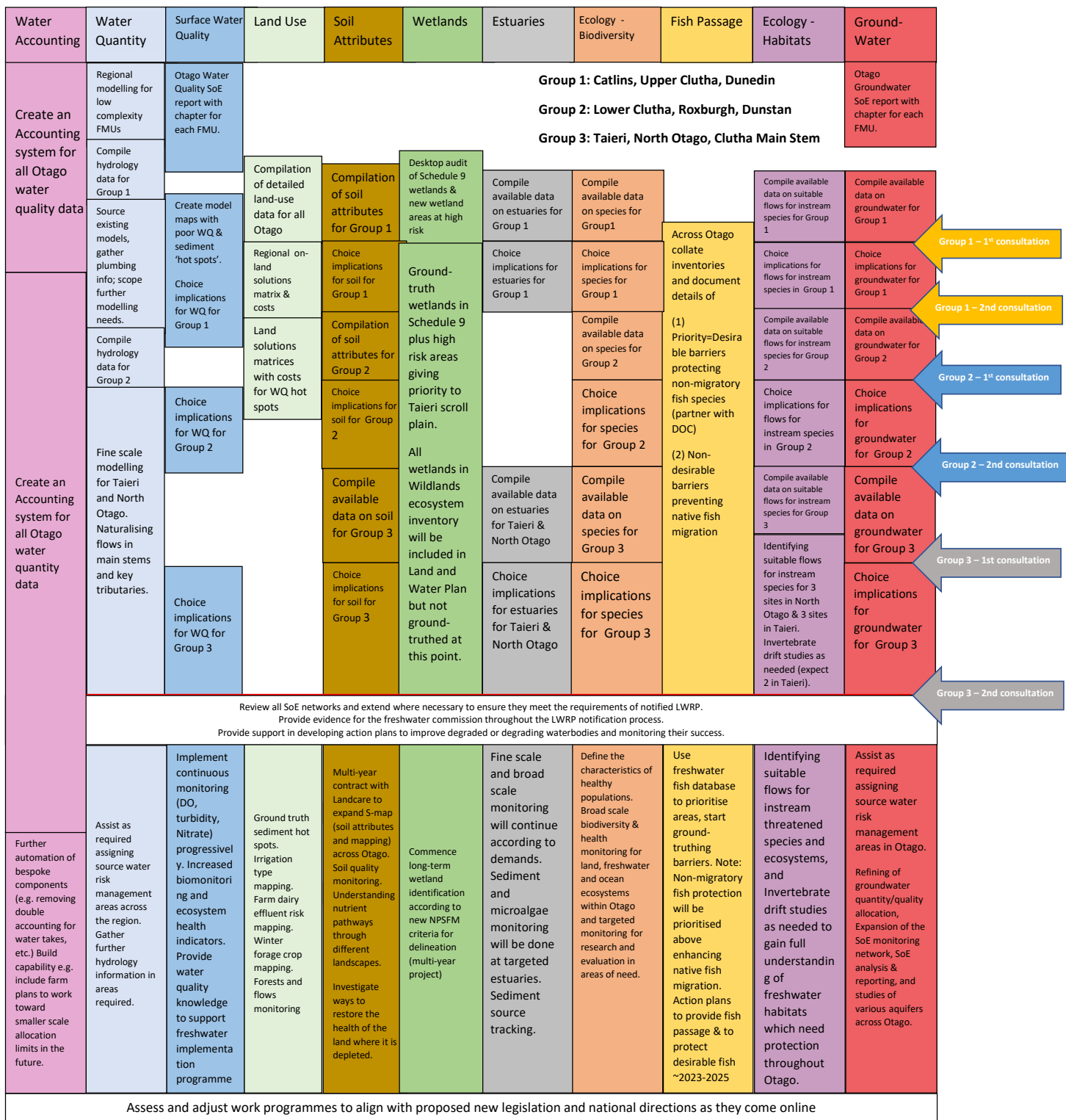
[43] Once the information gathering, to inform the Land and Water Plan, is achieved, ORC's entire SOE network will be reviewed in 2023 to assess its suitability for meeting the NPSFM 2020 and Land and Water Plan requirements. Work will then start to address recommended developments.

[44] During community consultations, and as ORC gather more data after 2023, we will discover areas requiring further monitoring and research, which will likely result in later plan changes.

ATTACHMENTS

1. Otago Land and Water Regional Plan - Science Content [7.7.1 - 1 page]
2. Transforming Resource Management in Aotearoa [7.7.2 - 1 page]

LAND AND WATER REGIONAL PLAN – Science FMU Information Process as at May 2021

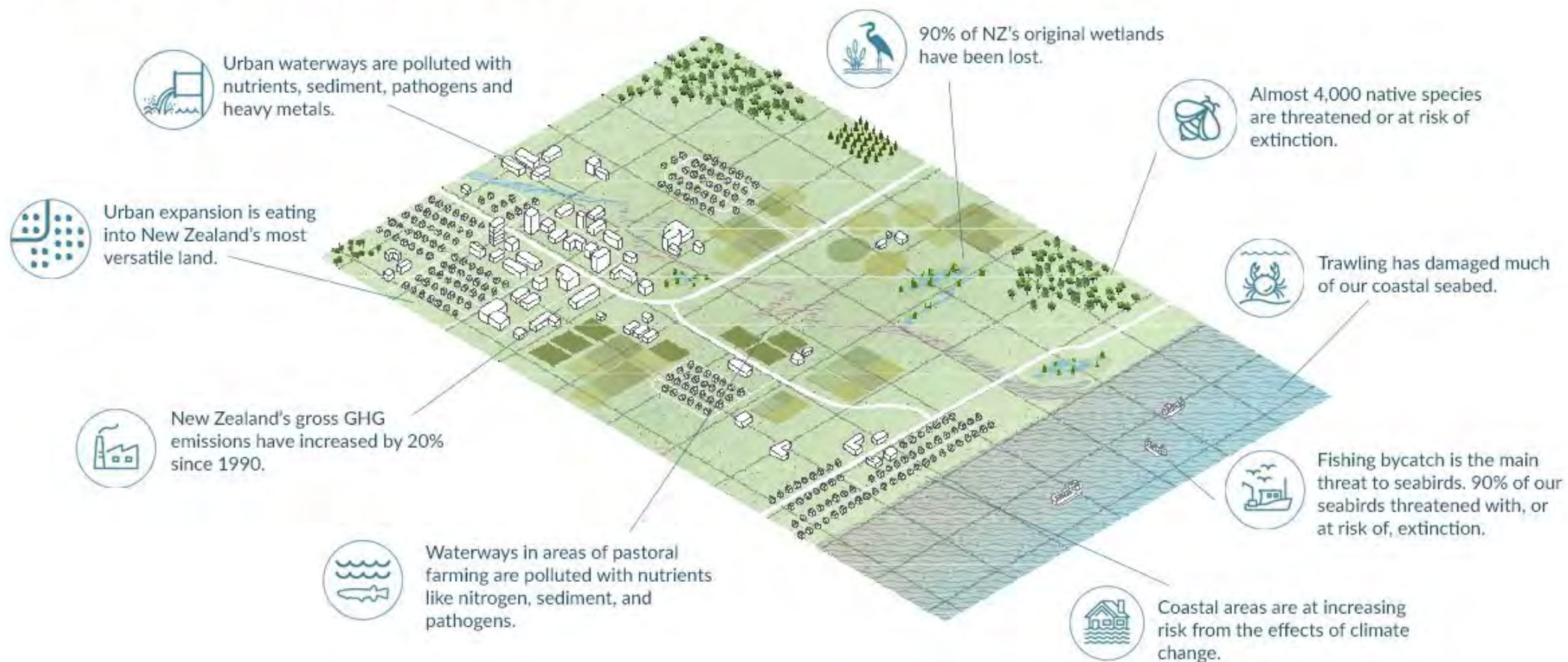


Science work streams or commitments which are not included in this diagram

- Work programmes for the
 - Coastal plan,
 - Air plan,
 - Impacts of Climate Change,
 - Mahinga Kai,
 - And Mātauranga framework.
- Consents, Compliance, Out-reach, and Data management.
- Reporting.
- Public and internal enquiries.
- Keeping up to date with scientific knowledge.

TRANSFORMING THE RESOURCE MANAGEMENT SYSTEM IN AOTEAROA

State of the environment



7.8. 2021-2022 Regional Pest Management Plan Biosecurity Operational Plan

Prepared for: Council
Report No. BIO2112
Activity: Environmental: Land
Author: Andrea Howard, Manager Biosecurity and Rural Liaison
Murray Boardman, Performance and Delivery Specialist
Endorsed by: Gavin Palmer, General Manager Operations
Date: 23 June 2021

PURPOSE

- [1] To seek Council's approval to adopt the Otago Regional Council's Regional Pest Management Plan - 2021/2022 Operational Plan.

EXECUTIVE SUMMARY

- [2] In accordance with the Biosecurity Act 1993, the Council's Otago Pest Management Plan 2019-2029 (RPMP) was adopted in November 2019. The RPMP details the plants and animals that are declared pests in the Otago region, explains why they are pests, and outlines how each pest will be managed over a ten-year period.
- [3] A RPMP Operational Plan is also required by law to detail the nature and scope of activities the Council intends to undertake in the annual implementation of the RPMP. For reasons of operational simplicity and efficiency, an Operational Plan has been developed that aligns with Council's financial year (1 July to 30 June). The Operational Plan details the range of activities that will be undertaken by Council on pest control implementation in two categories – pest plants and pest animals, and the five management programmes used to manage pests in Otago. The proposed Operational Plan delivers the programme of biosecurity work described as Option 2 in public consultation on the Draft 2021/31 Long Term Plan¹.
- [4] Expanded areas of work for the 2021/2022 year that are provided for in the proposed Operational Plan include:
- a. increased property inspections checking for compliance with feral rabbit rules on private land and land owned by territorial authorities and crown entities,
 - b. focus on actively implementing ORC's new Biosecurity Compliance and Enforcement Policy²,
 - c. greater focus on the creation and dissemination of information about biosecurity threats and management solutions to Otago's communities,
 - d. identification of five regional priorities - providing a heightened focus, which is supported through greater resourcing and management oversight,
 - e. expanded wallaby detection programme,

¹ <https://www.orc.govt.nz/plans-policies-reports/corporate-plans-and-reports/long-term-plan-ltp>

² *Biosecurity Compliance Policy*, prepared for 9 June 2021 meeting of the Implementation Committee, Report No. BIO2110, 9 June 2021.

- f. focus of effort based on ecosystems and habitat mapping data, and subsequent ecological prioritisation model,
- g. continuation of a range of business improvement initiatives to support better delivery of the 2021/2022 Operational Plan and to achieve enhanced biosecurity and biodiversity outcomes.

RECOMMENDATION

That the Council:

- 1) **Receives** this report.
- 2) **Approves** the Otago Regional Council's Regional Pest Management Plan - 2021-2022 Operational Plan.
- 3) **Agrees** to provide a copy of the Otago Regional Council's Regional Pest Management Plan – 2021/2022 Operational Plan to the Minister for Biosecurity as required under Section 100B of the Biosecurity Act 1993.
- 4) **Notes** that staff will report back to Council any response from the Minister for Biosecurity.

DISCUSSION

- [5] Biosecurity is important for the sustainable wellbeing of the Otago region and its communities and is one of the Council's top four strategic priority areas.
- [6] Under the Biosecurity Act 1993 (the Act), regional councils are mandated to provide:

"...leadership in activities that prevent, reduce, or eliminate adverse effects from harmful organisms that are present in New Zealand (pest management) in their region".
- [7] The Act provides a framework to allow activities such as:
 - promoting the alignment of pest management;
 - facilitating the development and alignment of regional pest management plans;
 - promoting public support for pest management; and
 - facilitating communication and co-operation among those involved in pest management to enhance effectiveness, efficiency, and equity of programmes (section 12B(2) of the Act).

Regional Pest Management Plan

- [8] Between 2017 and 2019, the Otago Regional Council developed, consulted on and ultimately adopted the Otago Regional Pest Management Plan 2019-2029 (RPMP).
- [9] The RPMP details the range of regulatory and non-regulatory mechanisms the Council will utilise for effective biosecurity leadership in Otago over the next 10 years. It contains pest control programmes, objectives and rules to manage pests that cause harm to the wellbeing of Otago's people, economy and environment.

Regional Pest Management Plan – Operational Plan

- [10] In order to deliver on the objectives of the RPMP, the Act (Section 100B), requires that an Operational Plan is prepared. The Operational Plan outlines the nature and scope of activities the Council intends to undertake in the implementation of the RPMP.
- [11] The Operational Plan must be entirely consistent with the Council's RPMP in that it cannot introduce any new objectives, rules or regulatory tools. Given this, there is no statutory requirement to consult with the community on the details of the Operational Plan.
- [12] The Operational Plan needs to be available to the public, reviewed annually and be submitted to the Minister for Biosecurity. At the conclusion of each year, the Council is required to evaluate progress against the deliverables and key indicators outlined in the Plan.
- [13] For reasons of operational simplicity and efficiency, the Operational Plan has been developed to align with Council's financial year (1 July to 30 June). The 2020/2021 Operational Plan was reviewed by staff and modifications to both format and emphasis have been captured in the 2021/2022 Plan.
- [14] A review of performance against the current 2020/2021 Biosecurity Operational Plan will be provided to Council by the end of September 2021, as required by the Biosecurity Act 1993.

Operational Focus Areas

- [15] The Operational Plan focuses on pest control implementation in two categories – pest plants and pest animals and the five management programmes used to manage pests in Otago:
- Exclusion;
 - Eradication;
 - Progressive Containment;
 - Sustained Control; and
 - Site-led.
- [16] The outcomes sought will be achieved by a range of methods including advocacy and education, inspections, monitoring and surveillance, collaboration with others, regulation and, in some specific instances, direct service delivery.
- [17] The Operational Plan complements the RPMP and provides an additional layer of detail explaining how the objectives in the RPMP will be met through specific deliverables (actions), performance measures and targets.
- [18] In accordance with the RPMP adopted by Council, responsibility for much of the pest control work lies with landowners and occupiers. The Council has responsibilities to ensure land occupiers are aware of and meet their obligations for pest management on their properties.
- [19] The Draft 2021-2031 Long Term Plan proposes a large increase in funding for Council's biosecurity function. If approved, biosecurity will have increased staffing levels and opportunities to better meet our obligations under the Biosecurity Act 1993 and to support others to comply with the RPMP rules and wider biodiversity goals.

- [20] Expanded and new areas of work for the 2021/2022 year include:
- a. increased property inspections checking for compliance with feral rabbit rules on private land and land owned by territorial authorities and crown entities,
 - b. focus on actively implementing ORC's new Biosecurity Compliance and Enforcement Policy,
 - c. greater focus on the creation and dissemination of information about biosecurity threats and management solutions to Otago's communities,
 - d. identification of five regional priorities - providing a heightened focus, which is supported through greater resourcing and management oversight,
 - e. expanded wallaby detection programme,
 - f. focus of effort based on ecosystems and habitat mapping data, and subsequent ecological prioritisation model,
 - g. continuation of a range of business improvement initiatives to support better delivery of the 2021/2022 Operational Plan and to achieve enhanced biosecurity and biodiversity outcomes.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [21] The Operational Plan does not set policies or objectives as those have already been set in the RPMP that has been adopted by Council. The Operational Plan must be entirely consistent with the RPMP in that it cannot introduce any new objectives, rules or regulatory tools. The Minister is not required to approve the Plan but may disallow all or part of it if they believe that it is inconsistent with the RPMP.

Financial Considerations

- [22] The 2021/2022 Operational Plan has been prepared based on the Draft 2021/2031 Long Term Plan budget. Therefore, any changes to the draft budget would necessitate a review of the proposed work programme and associated deliverables.

Significance and Engagement

- [23] There is no statutory requirement to consult with the community on the details of the Operational Plan.

Legislative and Risk Considerations

- [24] The Otago Regional Council's Regional Pest Management Plan - 2021/2022 Operational Plan has been prepared in accordance with the Biosecurity Act 1993. The 2021/2022 Operational Plan is a legislative requirement of the Biosecurity Act 1993.

Climate Change Considerations

- [25] Climate change is widely regarded as one of the greatest challenges facing ecological systems in the coming century. Climate change therefore poses risks to biosecurity through factors such as the establishment of new pests, changes in the status of current pests and shifts in introduction pathways.

Communications Considerations

- [26] Council will disseminate biosecurity priorities, strategics and actions via the usual communications channels and will undertake more active community education and advocacy on the RPMP and then 2021/2022 Operational Plan work programme through a series of public information sessions.

NEXT STEPS

- [27] The next step is to provide a copy of the Operational Plan to the Minister for Biosecurity. As noted above, the Minister is not required to approve the Plan but may disallow all or part of the operational plan if they believe that it is inconsistent with the RPMP.
- [28] Once approved by Council, the full Operational Plan and details of key actions for the forthcoming financial year will be disseminated to the public and other key stakeholders.

ATTACHMENTS

1. Biosecurity Operational Plan 2021-2022 [7.8.1 - 26 pages]



Biosecurity Operational Plan 2021-2022



*Implementing the Otago Regional Pest Management Plan
2019 – 2029*

Executive Summary

Under the Biosecurity Act (1993), the Otago Regional Council (ORC) is the regional management agency responsible for biosecurity and pest control. To achieve this function, the ORC has developed the *Otago Regional Pest Management Plan 2019-2029* (RPMP). This Biosecurity Operational Plan annualises the objectives of the RPMP for the 2021/2022 financial year. For context, this Operational Plan should be read in conjunction with the ORC Biosecurity Strategy Implementation Plan that focuses on wider pest management issues, collaborations and partnerships.

ORC achieves practicable biosecurity outcomes through setting rules that require land occupiers to control pests to established standards; undertaking inspections (to ensure compliance with rules), monitoring (to determine the effectiveness of control) and surveillance (identifying new issues and trends). The ORC takes a lead role in advocacy and education around pest threats, pathways of pest spread and the provision of advice.

ORC focus its biosecurity work on occupiers and landowners who are ultimately responsible for pest management. This is supported by working closely with other organisations involved in implementing and funding biosecurity across the region, including the Ministry for Primary Industries (MPI), Land Information New Zealand (LINZ), the Department of Conservation (DoC), Kāi Tahu, neighbouring local government councils and community groups

Under the RPMP, pest management is classified into five programmes.

1. **Exclusion pest programme:** ORC will prevent six high threat pest plants from establishing in the region throughout the region.
2. **Eradication pest programme:** ORC aims to eliminate spiny broom and eradicate Bennett's wallaby and rooks from the region.
3. **Progressive containment pest programme:** ORC aims to contain and reduce the extent of 11 pest plants (or groups of plants) across the region.
4. **Sustained control pest programme:** ORC will enforce rules to ensure control of rabbits and five widespread pest plants to reduce their impacts and spread.
5. **Site-led pest programmes:** ORC will support community and agency control as outlined in their management plans.

Priority Pests

In terms of the 2021/2022 work programme, four priority pests have been identified as a focus for the Biosecurity Operational Plan:

- Feral rabbits
- Bennett's wallabies
- Wilding conifers
- Lagarosiphon

These four pests are of concern to our communities and have adverse effects (current or future) on environmental, economic and social grounds, and require a significant investment in resources to either control or prevent their spread.

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1. Introduction

1.1 Background

Under the Biosecurity Act 1993, the Otago Regional Council (ORC) developed the *Regional Pest Management Plan 2019-2029* ('the RPMP'). The RPMP is a statutory document that lists specific pests which have the greatest adverse effect on the environment and economy within Otago. In order to control, or eliminate, such adverse effects, the RPMP establishes rules that are legally enforceable. This provides a framework for the effective management or eradication of declared pests in the Otago region over the next decade. The RPMP sits alongside the non-statutory ORC Biosecurity Strategy which focuses on the wider biosecurity issues including the collaboration with stakeholders to manage pests.

The key purpose of the RPMP is to outline how the identified pests will be managed to reduce or remove their threat to the environmental (e.g. ecosystem or species), economic (e.g. farming/forestry) and cultural/social (e.g. Māori and human health) values of the region. The RPMP allows the council to use relevant advice, service delivery, regulatory enforcement and funding provisions as provided by the Biosecurity Act.

The RPMP identifies 30 plants (or groups of plants) and 11 animals (or groups of animals) as pests. The responsibility for most of the pest control work lies with occupiers and landowners. Being the designated Management Agency under the Biosecurity Act, ORC enforces the RPMP to ensure that occupiers are aware of and meet their obligations for pest management on their properties by adhering to RPMP rules.

ORC responsibilities focus on advocacy, inspections, monitoring and surveillance to ensure compliance to the RPMP rules. As required, the ORC has the provision to legally enforce these rules. In some specific cases, the ORC may coordinate and undertake direct control of some pests.

1.2 Operational plan purpose, duration and linkages

As required under the Biosecurity Act, the ORC is expected to prepare an annual Operational Plan that implements the RPMP. The Operational Plan is reported on each year and submitted to the Minister. The Operational Plan is a publicly available document.

This document (*Biosecurity Operational Plan 2021/2022*) outlines the nature, scope and priority activities that ORC intends to undertake for pest management across the Otago region for the financial year 1st July 2021 through to 30th June 2022.

The key purpose of this Operational Plan is to identify what will be done during the 2021/2022 financial year in terms of pest prioritisation and the associated actions to implement the RPMP. For context, it is essential that this Operational Plan is read in conjunction with the RPMP, as well as the supporting context of the Biosecurity Strategy and its related implementation plan.

2. Summary of Regional Pest Management Plan

2.1 Pest management programmes

The RPMP is implemented through five pest management programmes¹, as summarised below. The pests listed under each programme are given in Table 1.

1. **Exclusion:** The objective is to search for specific pests that are present in New Zealand yet not established in Otago and to prevent their establishment. Under Section 100V of the Biosecurity Act, there is provision to start emergency control of new pest incursions that are not listed in the RPMP.
2. **Eradication:** The objective is to eradicate identified pests from the areas where they occur in the region. Eradication involves reducing the infestation density of the pest to zero.
3. **Progressive Containment:** The objective is to contain and reduce the geographic spread of the listed pests to specific areas. Containment usually arises where the pest is at high densities in part(s) of the Otago region, but in low densities or limited range in other parts. While eradication is not feasible, it is realistic to prevent the pest from spreading to other 'clear' parts of the region.
4. **Sustained Control:** The objective is for ongoing control of the listed pests to reduce their impacts and spread to other properties. The focus is to manage the densities of the pests and ensure they do not reach a level where they cause significant environmental impact. Sustained control is a strategy for pests of low to moderate densities but with a wide geographical spread that they cannot feasibly be eradicated.
5. **Site-led:** The intermediate objective is to exclude, or eradicate, from places (or sites); or to contain, reduce or control within that place or site.

2.2 Methods and resources – how pest control will be carried out

The ORC achieves practicable pest management outcomes through the following methods and provision of resources. Table 1 outlines which pest and programmes are related to each method.

1. **Advocacy and education:** ORC will provide education, advice and information to landowners and/or occupiers and the public about the impacts of pests and pathways (vectors) of pest spread and appropriate methods of control. The ORC will ensure land occupiers are informed of their responsibilities under the RPMP. This activity also includes contributing to research and cost-sharing with other agencies and developing/promoting 'good practice' around control methods aimed at pest management contractors and occupiers who are required to act.
2. **Inspections, monitoring and surveillance:** Regular property inspections ensure that RPMP rules are being adhered to. The focus is to achieve voluntary compliance first before enforcement action is initiated. Monitoring is carried out to determine effectiveness of control. Surveillance activities identify new pest issues and ensure that current problem pests and sites are not getting worse.

¹ As prescribed by the National Policy Direction for Pest Management 2015.

3. **Collaboration with others:** ORC works with landowner/occupier groups and central and local government agencies to develop consistent approaches for the effective management of pests.
4. **Requirement to Act (regulation):** RPMP rules are the ‘backbone’ of the pest management. These rules require identified pests to be controlled to specified standards or levels. Failure to comply with RPMP rules can lead to enforcement action by ORC.
5. **Service delivery:** In some specific cases, where special expertise is required, or coordinated control gives benefits to a specific area or the region as a whole, direct control (service delivery) may be undertaken by the ORC. Service delivery includes providing appropriate control tools (e.g. traps, chemicals) and releasing biological control agents.

Table 1: Summary – Programmes, Pests and Principle Measures

Pest	Advocacy and education	Inspections, monitoring & surveillance	Collaboration with others	Requirement to Act	Service delivery
Exclusion					
African feather grass	✓	✓	✓		
Chilean needle grass	✓	✓	✓		
Egeria	✓	✓	✓		
False tamarisk	✓	✓	✓		
Hornwort	✓	✓	✓		
Moth plant	✓	✓	✓		
Eradication					
Bennett’s wallaby	✓	✓	✓	✓	✓ ¹
Rooks	✓	✓	✓	✓	✓ ¹
Spiny broom	✓	✓	✓	✓	✓ ¹
Progressive containment					
African love grass	✓	✓	✓	✓	✓ ¹
Nassella tussock	✓	✓	✓	✓	
Old man’s beard	✓	✓	✓	✓	
Spartina	✓	✓	✓	✓	✓ ²
Six grouped plants	✓	✓	✓	✓	✓ ²
Wilding conifers	✓	✓	✓	✓	✓ ³
Sustained control					
Gorse and broom	✓	✓	✓	✓	
Nodding thistle & ragwort	✓	✓	✓	✓	
Russell lupin	✓	✓	✓	✓	
Feral rabbits	✓	✓	✓	✓	
Site-Led					
Contextual to Site	For site-led programmes, pest infestations are contextual to the geographical areas. Hence, the pests of concern will be identified in each site-led annual project plan. The site-led project plans are formally part of this Operational Plan.				
[1] ORC will undertake direct control where agreed with occupiers.					
[2] ORC will facilitate direct control, only where access, spraying or safety issues require expert involvement.					
[3] ORC will facilitate or undertake direct control as required, and alongside established groups.					

2.3 Progress of the RPMP

The RPMP is a 10-year plan. The biosecurity space is dynamic, with changes occurring within the 10 years due to environmental and ecological conditions and as a result of the actions undertaken to implement the RPMP and Biosecurity Strategy. In addition, significant increase in funding has been afforded to biosecurity activities under the 2021-31 Long Term Plan. This has reshaped the capacity to deliver programmes.

Due to this, there are specific changes to the Operational Plan from the previous year. The following points highlight areas of new work that are anticipated this year:

- Stepped up engagement and co-ordination with occupiers over feral rabbits, especially in peri-urban areas and lifestyle blocks.
- Increased compliance activities for rural properties regarding rabbits.
- Increased wilding conifer engagement, inspections and monitoring.
- Increasing wallaby surveillance and compliance, and liaison with neighbouring councils.
- Improved alignment of practice to improve the performance of activities in real time.
- Development of a meaningful partnership with Kāi Tahu in order to connect regularly on biosecurity issues, to identify areas of importance to Kāi Tahu and actively promote collaborative action.
- Prioritisation of effort to better maximise biodiversity gains
- Greater spread of activities across the region based on freshwater management units (FMUs)
- Streamlining operating procedures that allow for better use of Biosecurity Act powers.

2.4 Regional Prioritisation of Pest Control

The continuing lessons of pest management across the region have identified four pests that will be prioritised in the 2021/2022 delivery period. These pests, and the reasons for prioritisation, are identified in Table 2. Prioritisation of these pests provides a heightened focus, which is supported through greater resourcing and management oversight.

Table 2: List of priority pests for 2021-2022

Pest	Programme	Reason to Prioritise
Exclusion Pests	Exclusion	Exclusion of pests not established in Otago is a critical responsibility of the RPMP. To ensure new pests are excluded there is a need to develop and implement a proactive surveillance approach. This will identify pathways of potential spread (e.g. product movement).
Feral rabbits	Sustained Control	Feral rabbits, arguably, generate the most significant ecosystem damage to the environment and production systems within Otago. Feral rabbits terraform a landscape. The Ministry of Primary Industries estimate production-related losses exceed \$50 million per year, on top of

		control expenses of \$25 million. Other losses include destruction of habitat for indigenous flora and fauna, changes to landscape value and impacts on social activities.
Bennett's wallaby	Eradication	Wallabies are an ever-present threat due to their high numbers in neighbouring South Canterbury. As wallabies present a significant environmental to the ecosystem and a production risk to the economy, it is imperative that they are prevented from establishing a foothold in Otago.
Wilding conifers	Progressive containment	Wilding conifers interfere with ecosystems where they can shade out native species. This has consequential effects on the wider environment, especially water availability. From a social perspective, they interrupt Otago's iconic landscape and present a fire risk to farmlands and communities. If not controlled, they will significantly change the landscape, hydrological cycle and conservation values, especially high country and tussock grasslands.
Lagarosiphon	Site-led programme	Lagarosiphon is an aquatic plant pest that threatens the aquatic environment. It is fast growing; displacing and shading out aquatic native plants. Thick areas of lagarosiphon disturb water flows and cause localised deoxygenation of water changing the aquatic ecosystem for animals. Lagarosiphon blocks water bodies, resulting in negative visual effects, reduces recreational activities and chokes water supply intakes. If lagarosiphon is left uncontrolled, large beds can form and wash ashore, leaving an unpleasant heap to decay.

2.5 Operational Plan Reporting

Pest management activities are undertaken through a mix of council staff, other agencies, contractors and volunteers. As the management agency lead, ORC is responsible for reporting on activities and progress during the year. ORC audits information received from various sources and reports that information and progress against the targets set out in this Operational Plan through an RPMP Annual Report, as required by Section 100B of the Biosecurity Act 1993. ORC also report to Council implementation performance, including the instances staff have used the powers in the RPMP to enforce rules or act on default.

For some pests within the RPMP, management is led by an external another agency. For example, LINZ is the lead agency for lagarosiphon management and national pest programmes cover wilding conifer and wallabies. In these instances, reporting to funders on progress is a joint responsibility.

It is a requirement that the implementation of this Operational Plan is to be reported on each month with respect to the following details.

- A brief narrative on the actions undertaken for each deliverable
- The KPIs are measured at the end of each month (cumulatively, year-to-date)
- Where targets have not been met, a satisfactory explanation is provided

Reporting will be aggregated quarterly and annually for Council reports and Ministerial submission. Quarterly and annual reports are to include recommendation of changes for future management of identified, and/or potential, pests.

A strong focus on reporting for this Operational Plan will be the progressive adoption of GIS systems to allow for spatial analysis and trend analysis of changes in pest densities. To this extent, all data collected will be timestamped and georeferenced to a point, polyline or polygon.

3. Pest Management Activities to Enact the RPMP

3.1 Exclusion pest programme

Regional Priority

The exclusion pest programme is to prevent the establishment of a specified pest that is present in New Zealand but not yet in the Otago region.

Objective:

To prevent the establishment of non-established pests in the Otago region, with a specific focus on:

- African feather grass
- Chilean needle grass
- Egeria
- False tamarisk
- Hornwort (Ceratophyllum)
- Moth plant

Deliverable	KPI	Target
Appropriate actions taken in the event of a confirmed discovery with response implemented as soon as practical	% of risk assessments completed in 48 hours	100%
	% of control/response plan defined within 5 working days	100%
Prompt response to all reports and sightings	% of reported sightings investigated within 24 hours of ORC becoming aware of a report	100%
Undertake regular liaison and work closely with neighbouring regional councils	Regular operational level meetings focused on exclusion strategies held with biosecurity counterparts in Canterbury and Southland	4

3.2 Eradication pest programmes

The eradication programme is restricted to three contrasting pest species in the region. They belong in this programme as their infestation levels are considered low enough for eradication to be feasible in the long-term. The pests include one marsupial (Bennett's wallaby), a bird (rook) and a plant (spiny broom). Implementation of management programmes for each pest is described separately in the following subsections due to the different approaches taken.

3.2.1 **Bennett's wallaby**

Regional Priority

Objectives

- Reduce known wallaby populations to zero density, in an attempt to eradicate them, and prevent their further expansion in the region,

- Prevent further spread of wallaby into North Otago from Canterbury, and
- Inform the Otago community on the wallaby threat and encourage vigilance and reporting to council.

Deliverable	KPI	Target
Prompt response to all reports and confirmed sightings of wallabies	% of sightings, notifications and complaints responded to within 3 working days	100%
Inspect known hotspots where previous control work has been undertaken using trained indicator dogs, and thermal imagery and artificial intelligence cameras	# of known hotspots and areas of previous control inspected	20
Follow-up and monitor past locations of wallaby sightings	% of property owners where wallabies have been located in past year are spoken to at least twice a year and provide an update on the current status	100%
Ensure MPI contract outputs are met	% of outputs as listed in MPI contracts are met	90%
Collaborate and coordinate with ECan on Wallaby Management	Implement joint Memorandum of Understanding	Met
Partnerships maintained with the interregional team (comprising ORC, Ecan and MPI)	# of national wallaby meetings attended as per MPI contact	All
	# of regional coordination group of wallaby management attended as per Terms of Reference.	4

3.2.2 Rooks

Objective

Reduce rook populations to zero density and maintain this status until eradication is attained.

Deliverable	KPI	Target
Prompt response to all reports and sightings	% of reports, notifications and complaints responded to no later than 3 working days.	100%
Monitor known rookeries and known hotspots where previous control work has been undertaken	# of known rookeries inspected annually	40

3.2.3 Spiny broom

Objective

Reduce spiny broom populations to zero density, focusing on the Waihola, Chain Hills and Brighton areas, and maintain this status until eradication is attained.

Deliverable	KPI	Target
Prompt response to all reports and sightings	% of reports, notifications and complaints responded to within 5 working days	100%
Engage specialists to assess likely high-risk sites at least annually	Report of high-risk sites submitted	1
Undertake twice-yearly inspection programme	# of inspections undertake at known infestations sites	10
	Report of current level of infestation prepared identifying any implications	Met

3.3 Progressive containment pest programmes

The 11 pest plants (or groupings of plants) in this programme are reasonably well established in the region. While eradication is unlikely, densities can be progressively reduced over the duration of the RPMP. Operational programmes for these plants are divided into six sub-sections below:

- Wilding conifers – occupier control, with several conifer specific rules.
- African love grass – managed by ORC due to identification difficulty;
- Nassella tussock – occupier control, distinct inspection regimes;
- Old man’s beard – occupier control, large budget and several distinctive KPIs;
- Spartina – occupier control, an aquatic/estuarine species;
- Six grouped plants – all managed by occupiers to the same requirements; and

3.3.1 Wilding conifers

Regional Priority

Wilding conifers are any introduced conifer tree, particularly contorta, Corsican, Scots, mountain and dwarf pine and European larch, as outlined in the RPMP. Wildings are established through natural means and do not relate to plantation forests and windbreaks/shelterbelts under 1 ha that existed before March 2019.

Objective

Contain wilding conifers within the region (in accordance with national strategy and programme aims), reduce infestation densities where practicable and prevent their spread to new locations.

Deliverable	KPI	Target
Collaborate with regional partnerships through attending the Wakatipu Wilding Conifer Control Group (WWCCG) and Central Otago Wilding Conifer Control Group (COWCCG)	# of meetings attended	All
Demonstrate regional leadership through leading the Regional Coordination Group for Wilding Conifers management	# of meetings held	4
Collaborate with national partnerships through attending national-focused Operations Advisory Group (OAG)	# of meetings attended	All
Ensure MPI contract outputs are met	% of outputs as listed in MPI contracts are met	90%
Undertake proactive monitoring by remote sensing ² in Queenstown Lakes and Central Otago districts	# of hours of remote sensing analysis of Wilding conifers carried out	50
Advocate to landowners including identification guides for species and increased liaison with forestry companies	# of face-to-face visits to properties on wilding conifer actions	>200

3.3.2 African love grass

Objective

Contain African love grass to its 20 known sites (around Earnsclough, Clyde, Omakau, Queensbury and Pisa Moorings) within the region, reduce its densities at these sites and prevent spread to new sites.

Deliverable	KPI	Target
Engage contractors to undertake direct control operations as required to 'best practice' standards.	# of direct control operations carried out	20
Establish monitoring sites to compare change in densities over RPMP period.	# of suitable monitoring sites identified	5
	# of density calculations at monitoring sites (at least two per year per site).	10
Bi-annual inspections at known sites undertaken	# of known sites inspected at least once a year	40

² Remote sensing can include aerial inspections, aerial photography and satellite data.

3.3.3 Nassella tussock

Objective

Contain nassella tussock to known areas within the region – around Roxburgh/Alexandra (Galloway and Knobby Range areas – approx. 32,000 ha.), lower Cardrona Valley (Deep Creek to Riverbank Road – approx. 4,500 ha.) and the lower Waitaki Valley (Georgetown and Tussocky/Ridge Roads – approx. 4,100 ha.), reduce its densities at these sites and prevent spread to new sites.

Deliverable	KPI	Target
Undertake at least bi-annual inspections at known sites between March and October (prior to seeding)	% of know sites inspected twice a year	90%
	List of known sites maintained and is up-to-date	1
Establish monitoring sites to compare change in densities over RPMP period	# of suitable monitoring sites identified	5
	# of density calculations at monitoring sites (at least two per year per site)	10
Undertake proactive monitoring by remote sensing outside of traditional and known areas, focusing on likely high-risk habitats currently free of Nassella tussock	# of hours of remote sensing analysis of Nassella tussock carried out	50
	# of hectares covered in remote sensing and ground operations	40,000
	Report on findings from remote sensing monitoring completed	1

3.3.4 **Old man's beard****Objective**

1. Contain and reduce old man's beard to known areas within the region
2. To prevent spread to new locations.

Deliverable	KPI	Target
Identify properties to be inspected for Old Man's Beard as prioritised by an appropriate biodiversity assessment	A list of properties identified and prioritised for Old Man's Beard inspections	1
Undertake inspections for Old Man's Beard as prioritised by biodiversity assessment	# of properties inspected for Old Man's Beard	500
	% of properties inspected for Old Man's Beard within high biodiversity areas	50%
Re-inspect all non-compliant properties to ensure as prioritised by biodiversity mapping	% of non-compliant properties that have been re-inspected within set timeframes	80%
	# of suitable monitoring sites identified	10

Establish monitoring sites to compare change in densities over RPMP period	# of density calculations at monitoring sites (at least two per year per site).	20
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3.3.5 Spartina

Objectives

1. Contain spartina to known areas within the region, such as in and around Waikouaiti Estuary, Karitane Estuary and in Te Hikapupu/Pleasant River Estuary, reduce its densities at the above sites
2. Prevent spread to new locations.

Deliverable	KPI	Target
Regularly inspect known sites of Spartina	# of bi-annual inspections at current sites	6
Collaborate with DOC, LINZ and KiwiRail at Karitane and Te Hikapupu/Pleasant River sites	# of meetings held with DOC, LINZ and KiwiRail	1
Establish monitoring sites to compare change in densities over RPMP period	# of suitable monitoring sites identified	2
	# of density calculations at monitoring sites (at least two per year per site).	4
Undertake surveillance at historic sites (Harwood [Otago Peninsula], Blueskin Bay, Taieri Mouth and Catlins Lake)	# of new infestations found at historic sites	0
Facilitate service delivery of direct control using contractors	# of contractor days providing direct control	20

3.3.6 Six containment pest plants

Six pest plants have been grouped for ease of reporting, although they all occur in different parts of the region they are all required to be managed by occupiers to the same RPMP requirements, being elimination wherever they occur on properties.

- Bomarea Dunedin City, Otago Peninsula, Waldronville and West harbour – 650 active sites/properties
- Boneseed Dunedin (Portsmouth Drive, Forbury, Port Chalmers and Aramoana); Taieri Mouth and Moeraki
- Bur daisy Georgetown, Waitaki Valley
- Cape Ivy Dunedin City and Otago Peninsula – 65 sites/properties
- Perennial nettle South Otago (Balclutha, Lawrence, Clydevale – along the Clutha / Mata Au River)
- White-edged nightshade One site at Hampden – historical sites on Otago Peninsula islands

Objective

Contain the six pest plants listed above within the region for the duration of the RPMP, reduce their densities at known sites and prevent spread to new sites.

Deliverable	KPI	Target
Undertake inspections of the six plants at all known sites	# of inspections at current and historic sites completed	250
Collaborate with ECan over bur daisy control either side of the regional boundary	# of meetings with ECan	2

3.4 Sustained control pest programmes

The six pests in this category are well-established legacy pests in most regions of New Zealand. Although eradication isn't viable, opportunities exist to prevent spread from infested areas to clear areas and to reduce 'externality impacts' on adjoining occupiers' values where those adjoining occupiers are motivated to undertake control.

- Feral rabbits
- Gorse and broom
- Nodding thistle and ragwort
- Russell lupin

3.4.1 Feral rabbits

Regional Priority

Objective

Ensure the continuing control of feral rabbits to under 3 on the Modified MacLean's Scale, manage their spread and to reduce adverse effects and impacts on the economic wellbeing of occupiers.

Deliverable	KPI	Target
Identify and prioritise properties to be inspected for rabbits based their proneness of rabbit infestation	A list of properties generated based on rabbit proneness	Met
Undertake inspections of properties focusing on rabbit prone areas	# of property inspections carried out	>250
	% of properties inspected that are on high or extreme proneness to rabbits	>60%
	% of non-compliant properties that have been re-inspected within set timeframes	80%
Undertake night count monitoring (along pre-set transects/routes) are carried out across identified locations	# of night count monitoring locations completed	14
	Report on rabbit sampling for RHD virus completed	Met
	Results disseminated to relevant parties to ensure feral rabbits are appropriately controlled	Met
Undertake analysis of rabbit prevalence to assess the trends of rabbit densities and spatial movement	Report to Council on rabbit analysis completed by staff	Met
Prompt response to all rabbit complaints	% of complaints responded to within 5 working days	100%
	% of complaints that are inspected within 15 working days	100%
Facilitate and lead community-led responses to reduce rabbit populations in areas of high need ³ across Otago	Landowner-led rabbit control groups established and supported	>8

³ Such as Lake Hayes, Gibbston Valley, Hidden Hills, Albert Town, Pisa Moorings, Queensbury, Moeraki and Otago Peninsula.

3.4.2 Gorse and broom

Objective

Ensure continuing control of gorse and broom, that prevents land free of these pests from becoming infested (primarily in Central Otago and Queenstown Lakes districts) and reduces adverse effects on the economic (and environmental) wellbeing of occupiers regionwide.

Deliverable	KPI	Target
Undertake inspections in three management blocks (Central Otago, Earnsclough and Lindis)	# of properties inspected and assessed for compliance	90 ⁴
Undertake proactive monitoring by remote sensing in the Queenstown Lakes management block (November/December) ⁵	# of hours of remote sensing analysis of Gorse and Broom	50
	Report on findings from remote sensing completed and non-compliance is followed up.	Met
Advocate with occupiers and landowners on new control rules that come into effect in 2024 regarding extensions to the current gorse and broom free areas ⁶	# of meetings with occupiers and landowners	4

Note: Remote sensing of management blocks rotate through the four blocks over four years (one block each year)

3.4.3 Nodding thistle and ragwort

Objective

Ensure continuing boundary control of nodding thistle and ragwort to reduce adverse effects on the economic wellbeing of rural land occupiers regionwide.

Deliverable	KPI	Target
Undertake inspections as initiated by ORC receiving a valid complaint from adjoining occupiers who are undertaking effective control work	% of inspections undertaken following a complaint responded to within 10 working days.	100%

⁴ Earnsclough – 25 properties; Central Otago – 50 properties; Lindis – 15 properties.

⁵ In conjunction with the wilding conifer remote sensing work.

⁶ For example, the gorse and broom free extension in the Cardrona Valley covers approx. 500 ha of land, where currently the 10m boundary clearance rule (on complaint) applies, until October 2024.

3.4.4 Russell lupin

Objective

Instigate boundary controls of Russell lupin (clearance distances differ depending on the infestation situations) to prevent spread (e.g. the planting and subsequent seeding) of wild lupin plants, and to reduce adverse effects in rural zoned land.

Deliverable	KPI	Target
Undertake inspections based on risk and available resources	# of inspection of high-risk areas where Russell lupin is planted as production crop to ensure there is no spread (e.g. tussock country and braided riverbeds).	20
Collaborate with landowners in high-risk areas for Russell lupins on management and control	# of lupin management plans approved within 25 working days of being received from occupiers	20
Establish relationships with commercial suppliers and advise them about the rules and obligations	# of commercial suppliers of Russell lupins that have an on-going relationship	10
Establish monitoring sites to compare change in densities over RPMP period	# of suitable monitoring sites identified	2
	# of density calculations at monitoring sites (at least two per year per site)	4

3.5 Site-led pest programmes

The RPMP site-led programme is about protecting the environmental values at several named sites from the ravages of multiple pests. As a result, the management programme focuses on specific threats to each site and provides for the control of many pests, often those that are not managed elsewhere in the region (e.g. possums, rats).

The RPMP includes four site-led programmes. For the Operational Plan three of them, Otago Peninsula, West Harbour-Mount Cargill and Quarantine and Goat islands (all within Dunedin City) are grouped, as the same six pest plant species and 15 pest animal species are managed generically across all three places. The fourth site-led programme concerns the LINZ-led management of lagarosiphon (oxygen weed), where different controls are implemented in different lakes. New site-led programmes will be considered via the RPMP in the future.

3.5.1 Otago Peninsula, West Harbour – Mount Cargill and Quarantine and Goat Islands

Objective

Support community groups and other agencies to protect the ecological integrity of the Otago Peninsula (9,000 ha), West Harbour-Mt Cargill (12,500 ha) and Quarantine and Goat islands as defined in the project plan.

Deliverable	KPI	Target
Confirm current and identify new site-led programmes	# of site-led programmes confirmed by 30 th September 2021	Met
Support is provided where needed for site-led programmes	A plan for all site-led programmes is created	All
Celebrate the success of site-led programmes	# of success stories provided by site-led programmes	10

3.5.2 Lagarosiphon

Regional Priority

Objective

To support LINZ in controlling and eradicating lagarosiphon in the region's rivers and lakes:

- Prevent its establishment in Lake Wakatipu and other regional water bodies
- Progressively reduce its spread in Lake Wanaka and the Kawarau River
- Undertake sustained control in Lake Dunstan

Deliverable	KPI	Target
Survey priority water bodies ⁷ twice a year that are not the responsibility of LINZ	# of surveys at nine priority 'non-LINZ' managed sites.	18
	% of sites where lagarosiphon was not found	100%
Ensure monitoring is carried out at Wanaka, Dunstan and Wakatipu/Kawarau sites	# of days identified sites monitored	10
	# of monitoring events where lagarosiphon was not found in Lake Wakatipu	100%
Monitor water users, before leaving lakes Dunstan, Wanaka or Roxburgh, and the Clutha/Mata-Au and Kawarau rivers for lagarosiphon fragments from boats and equipment and safely dispose of them	# of interactions in the 'Check, clean, dry' programme	650
Joint planning and meetings with LINZ, DOC and other stakeholders	# of meetings attended with LINZ, DOC and other stakeholders.	4
Attended annually with three groups – Wakatipu/Kawarau River Group, and Lake Dunstan and Wanaka community groups	# of meetings attended with the identified community groups	6

⁷ Moke Lake; Manorburn, Poolburn, Butchers, Conroys, Falls, Fraser Dams, Albert Town stormwater detention ponds and Bullock Creek sites.

Actively understand and report on lagarosiphon trends and advocate strongly for solutions to be implemented	Report on findings completed	Met
	Results disseminated to relevant parties to ensure lagarosiphon is controlled	Met

4. RPMP Administration

4.1 Compliance and Enforcement Actions

As the RPMP is a rules-based approach to pest management, there is need to ensure actions are taken to ensure compliance. The specific approach to compliance and enforcement is covered in the ORC Biosecurity Compliance and Enforcement Policy. To achieve this, the following actions will be delivered.

Deliverables	KPI	Target
Effective administration of compliance and enforcement		
Provide occupiers and landowners with the declared pest status following an inspection	% of occupier/landowner advised of inspection status within four weeks of the inspection	100%
RPMP rules enforced as required and formal notices issued as necessary	% of 'Notices of Direction' (NOD) assessed as compliant at the expiry of the stated NOD period	100%
Undertake default action where required by the BSA to 'best practice' standards and in accordance with animal welfare legislation	% of properties deemed to be compliant following default actions	100%
	% of properties paying default action charges	100%

4.2 Biosecurity Operational Plan Administration

For the administration of this operational plan, two key deliverables are listed.

Deliverables	KPI	Target
Revise the Biosecurity Operational Plan		
Review and, if needed, revise the Biosecurity Operational Plan annually as required by the BSA.	Biosecurity Operational Plan for 2022/23 approved by Council	Approved
Responsiveness to Pest Inquires		
The prompt response to all pest inquires ⁸ as listed. <ul style="list-style-type: none"> • Wallabies and rooks: 3 days • Rabbits: 5 days • Plants: 10 days (unless varied for specific plants in Section 3). 	% of pest inquires responded to expected timeframes.	95%

⁸ Inquiries are defined as either 'reports, notifications and complaints'

4.3 Biosecurity Communication Plan

The communication of biosecurity information is a key approach to achieving the RPMP. For this year, the focus relates to the following deliverables.

Deliverables	KPI	Target
Prepare a Biosecurity Communication Plan		
Prepare a Biosecurity Communication Plan	A Biosecurity Communication Plan is implemented by 30 th September 2021	Met
Biosecurity Advocacy and Education		
Provide pest specific advocacy and education, focusing on:	An advocacy and education programme developed by 1 October 2021 and implemented from 1 December 2021	Met
<ul style="list-style-type: none"> • Regional Priority Pests, including peri-urban rabbits • Eradication Pests • Gorse and Broom • Nassella Tussock • Old Man's Beard 	# of community events attended (e.g. field days, A&P shows)	20

5. Glossary

For this operational plan the following definitions are provided. A fuller glossary is given in the RPMP.

Adjacent: means a property that is next to, or adjoining, another property.

Compliant: refers to when a rule in the RPMP is adhered to.

Default Action: means work undertaken by the management agency to carry out pest control when a 'Notice of Direction' or 'Compliance Order' has not been complied with by an occupier, under section 128 of the BSA. The management agency can then recover costs and expenses reasonably incurred under section 129 of the BSA.

Landowner: has the same meaning as occupier in the Biosecurity Act 1993.

Management agency: has the same meaning as in the Biosecurity Act 1993: "means the body specified as the management agency in a pest management plan or a pathway management plan". For the purposes of the RPMP and Operational Plan, Otago Regional Council is the management agency (MA) for pests to be controlled in the Otago region.

Modified McLean Scale: this scale assesses rabbit population levels – refer to Appendix 2.

Notice of Direction (NOD): means the actions required and notice issued pursuant to section 122 of the Biosecurity Act 1993. A NOD can require a person to take action to address pest plant or animal problems or to comply with a rule in an RPMP.

Occupier: see landowner.

Non-compliance⁹: refers to any breach in a RPMP rule. Non-compliance is liable for enforceable under the provisions of the BSA. For clarification, a breach of a RPMP rule does not have to be widespread across a property and may relate to a single location (or a defined area) within a property.

Operational plan: means a plan prepared by the MA under Section 100B of the Act.

Pest: has the same meaning as in the Biosecurity Act 1993: “an organism specified as a pest in a pest management plan.”

Surveillance: means survey work undertaken to determine the status of pest species.

Water body: means fresh water in a river, lake, stream, pond, wetland, or aquifer, or any part thereof, that is not located within the coastal marine area.

Wilding conifer: wilding conifers are any introduced conifer tree, including (but not limited to) any of the species listed in Table 3 of the RPMP, established by natural means, unless it is located within a forest plantation, and does not create any greater risk of wilding conifer spread to adjacent or nearby land than the forest plantation that it is a part of. For the purposes of this definition, a forest plantation is an area of 1 hectare or more of predominantly planted trees. This also excludes existing planted conifers of less than 1ha, such as windbreaks and shelterbelts at March 2019.

Zero level/zero density: where the pest is destroyed from an area and is not detectable, but biosecurity managers accept that the pest may continue to appear in the area afterwards due to plant seed sources or animal migration from an unmanaged area.

⁹ Note: this definition is not listed in the RPMP rather it is defined in the ORC Biosecurity Compliance and Enforcement Policy.

8.3. Recommendations of the Data and Information Committee Resolution

That the Council:

- 1) **Adopts** the resolutions of the 9 June 2021 Data and Information Committee meeting.

Report	Resolution - That the Committee:	Mover/Seconder Result
Otago Greenhouse Gas Profile 2018/19	<ol style="list-style-type: none"> 1) Receives this report. 2) Notes that the Otago Greenhouse Gas Inventory has been prepared in collaboration with Otago's Territorial Authorities as a compilation of emissions for each District/City. 3) Notes the Inventory Report and the baseline data that will be publicly available to build understanding and support further investigations and future regional planning in Otago. 4) Notes the further use of the inventory to inform development of mitigation options and scenarios for Otago. 5) Notes that the Otago Regional Council will seek to lead/initiate the Otago Greenhouse Gas Inventory every two years in cooperation with Otago's District/City councils. 6) Refers this report to the 13 October Strategy and Planning Committee meeting to review the five-metre tree rule and other methods of capturing carbon sequestering of tussocks, soil, and other horticultural activity. 7) Refers this report to the Mayoral Forum to establish a collaborative operation with the Otago Territorial Local Authorities. 	Cr Laws / Cr Wilson CARRIED
Lake Buoy Programme	Receives the report.	Cr Malcolm / Cr Noone CARRIED
Coastal Monitoring Programme	<ol style="list-style-type: none"> 1) Receives this report. 2) Notes that Otago's SOE Coastal Monitoring programme is currently under development and will follow a four-staged process over 6 years. A paper will be presented to the Strategy and Planning Committee in 2022 outlining monitoring options for an SOE (State of the Environment) network and seeking Council 	Cr Noone / Cr Robertson CARRIED

	<i>approval for programme implementation.</i>	
Contact Recreation 2020/21	<ol style="list-style-type: none"> 1) Receives this report. 2) Expresses its congratulations and appreciation for the work of Dame Carolyn Burns to increase public awareness of the importance of the ecological health of lakes in New Zealand. 	Cr Wilson / Cr Noone CARRIED
Quarterly Urban Monitoring Report	Receives this report.	Cr Noone / Cr Wilson CARRIED
Active Faults in the Dunedin City and Clutha Districts	<ol style="list-style-type: none"> 1) Receives this report. 2) Notes that this information will be publicly available through ORC's Natural Hazards Database. 3) Notes this information will be provided to Dunedin City and Clutha District councils for incorporation into building control, utility infrastructure and land use planning decisions. 4) Directs that a report be provided to the Strategy and Planning Committee by 31 December 2021 on options for incorporating this information and other fault information held by ORC into planning frameworks across Otago. 	Cr Calvert / Cr Kelliher CARRIED
Queenstown and Dunedin Q3FY21 Patronage Report	Receives the report.	Cr Malcolm / Cr Kelliher CARRIED

8.4. Recommendations of the Public Portion of the Finance Committee Resolution

That the Council:

- 1) **Adopts** the resolutions of the 26/27 May 2021 Finance Committee meeting.

Report	Recommendation – That the Committee:	Mover/ Seconder Result
7.1 Long Term Plan Deliberation and Recommendations	<p>1) Receives with thanks the public submissions to the Consultation Document for the Otago Regional Council Long-term Plan 2021-31 ‘Have Your Say on Our Future’.</p> <p>2) Notes the four proposals and associated options as consulted in the Otago Regional Council Long-term Plan 2021-31 Consultation Document.</p>	Cr Wilson / Cr Deaker CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Directs Council staff to apply option ‘B’ for ‘funding Pest Management’ in Council biosecurity activity being a ‘Regional Targeted Rate shared across all ratepayers based on their land value from year one Long-term Plan 2021-31	Cr Scott / Cr Hobbs CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Directs Council staff to apply option two for ‘delivering pest management’ in Council biosecurity activity being expenditure of \$3.3 million from year one onwards in the Long-term Plan 2021-31	Cr Calvert / Cr Scott CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Directs Council staff to apply the approach in option one for ‘balancing the budget’ being an increase in total rates to achieve an immediate and sustainable funding source for our operational expenditure of the Long-term Plan 2021-31.	Cr Hobbs / Cr Robertson CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Directs Council staff to apply option two for funding Council’s ‘Lake Hayes work programme’ via the existing river and water management targeted rate for year one and two of the Long-term Plan 2021-31	Cr Robertson / Cr Scott CARRIED DIVISION For (6): Cr Calvert, Cr Malcolm, Cr Noone, Cr Robertson, Cr Scott, Cr Wilson Against (5): Cr Deaker, Cr Forbes, Cr Hobbs, Cr Hope, Cr Laws

7.1 Long Term Plan Deliberation and Recommendations	<ol style="list-style-type: none"> 1) Directs staff to develop a region-wide methodology for water improvement funding for 2022/23 annual plan. 2) Directs staff to conduct an Implementation Committee workshop to discuss liaison and/or strategy groups prior to the 8 September 2021 Implementation Committee meeting. 	Cr Wilson / Cr Scott CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Notes that attachment four of this report schedules level of service requests submitted by the community on the Long-term Plan 2021-31 and associated staff recommendations that are in addition to the four significant proposals consulted on in the Consultation Document	Cr Calvert / Cr Noone CARRIED
7.1 Long Term Plan Deliberation and Recommendations	<ol style="list-style-type: none"> 1) Requests a report from staff on a policy for assisting with resource consent costs for environmental enhancement projects in time for LTP adoption and that a budget of \$50,000 be included for each of the first three years of the 2021-31 LTP. 2) Request establishment of a harbour facilities and management plan in a collaboration with Iwi, Community boards and groups, Dunedin City Council and Port Otago with budgeted funds of \$100,000 in each of financial years two and three of the LTP 2021-2031. Staff and Councillors will determine terms of reference. 3) Requests staff to report back on options around an independent review of the existing rating basis for all flood protection and drainage schemes and provide potential cost details by the end of December 2021. 4) Requests establishment and funding of a scoping study for an Otago Lakes Strategic Plan, in association with relevant stakeholders, that creates lake management plans aimed at improving the environmental and amenity value of these water bodies, and acquire the science, partnerships and information for these purposes with an initial budget of \$100,000 in each of years one and two of the LTP 2021-31. 5) Requests that staff consider as they upgrade or invest in assets that the potential of real time data and input of citizen science are considered and if extra funding is required then those purchases be brought back to Council for consideration. 	Cr Laws / Cr Noone CARRIED

	<p>6) Requests the Chair and Chief Executive to meet with University of Otago for the purpose of progressing the existing MoU and report back to Council.</p> <p>7) Notes that Council bring forward the Integrated catchment work which has a budget impact of \$200,000 in year one and \$690,000 in year two of the 2021/31 LTP.</p> <p>8) Notes that the total of these options would impact the budget with an increase in year one of \$390,000, in year two of \$1,030,000, and in year three of \$240,000 and notes total rates would be increased by 49% for year one, 18.4% for year two, and 8.7% for year three.</p>	
7.1 Long Term Plan Deliberation and Recommendations	1) Requests an additional \$40,000 per annum be included in each of years one, two and three of the LTP 2021-2131 for ECO Fund grant awards.	Cr Deaker / Cr Forbes CARRIED
7.1 Long Term Plan Deliberation and Recommendations	1) Requests staff to provide a paper by 31 December 2021 discussing re-establishment of the Otago Regional Council Environmental Awards.	Cr Deaker / Cr Laws CARRIED
7.1 Long Term Plan Deliberation and Recommendations	<p>1) Directs Council staff to implement the direction provided at the 25 May 2021 Finance Committee meeting to complete and present the Long-term Plan 2021-31 for Council approval at its 23 June 2021 meeting</p> <p>2) Notes that the Council's external auditors will complete the legal requirement of auditing and reporting on the Long-term Plan 2021-31 based on the recommendations of the 25 May 2021 Finance Committee meeting</p> <p>3) Notes that the Council Rates Resolution will be put to the 23 June 2021 Council meeting following adoption of the Long-term Plan 2021-31.</p>	Cr Wilson / Cr Noone CARRIED
7.2 Activity Review 2020/21, 1 July 2020 to 31 March 2021 (Q3)	1) Receives the Council Activity Performance Report for the period 1 July to 31 March 2021 (Q3).	Cr Calvert / Cr Robertson CARRIED
7.3 Finance Quarterly Report – March 2021	1) Receives this paper and notes the Financial Reports for the period ended 31 March 2021.	Cr Calvert / Cr Robertson CARRIED

8.5. Recommendations of the Implementation Committee Resolution

That the Council:

- 1) Adopts the resolutions of the 9 June 2021 Implementation Committee meeting.**

Report	Resolution – That the Committee:	Mover/Seconder Outcome
7.1 Draft Lake Tuakitoto Management Plan	1) Receives this report. 2) Approves the draft outline management plan for further community engagement to prioritise projects and finalise an implementation plan, in 2021/22, subject to Long Term Plan decisions. 3) Notes that the Implementation of projects would proceed in 2021/22, subject to Long Term Plan decisions.	Cr Calvert / Cr Kelliher CARRIED
7.2 Biosecurity Compliance Policy	1) Receives this report. 2) Approves and adopts the Otago Regional Council Biosecurity Compliance and Enforcement Policy. 3) Requests staff to include in the draft biosecurity compliance and enforcement policy an explanation that the Crown, under existing legislation, is exempt from the same compliance rules enforced upon individuals and/or other agencies.	Cr Forbes / Cr Robertson CARRIED

Recommendations of the 10 June 2021 Regulatory Committee

Report on 11 June 2021 agenda	Recommendation - That the Regulatory Committee:	MOVER/SECONDER	OUTCOME
7.1 Regulatory Group – Quarterly Activity Report	<ol style="list-style-type: none"> 1) Receives this report. 2) Notes the update report from the Regulatory Group for the period 1 March 2021 to 31 May 2021. 3) Approves the Compliance Audit and Performance Monitoring Schedule for the 2021/2022 year. 4) Notes that activity against the approved Compliance Audit and Performance Monitoring Schedule will be measured as part of the 2021/2022 Long Term Plan Community Outcomes. 5) Requests that staff provide an update on closed landfills in Otago for the next Regulatory Committee meeting. 6) Notes that staff will provide an update to us on allocation amounts within the outstanding deemed permits 	Cr Laws / Cr Malcolm	CARRIED
7.1 Regulatory Group – Quarterly Activity Report	<ol style="list-style-type: none"> 1) Requests that staff to arrange a confidential briefing on updates on plan changes 7 and 8 to Councillors. 	Cr Laws / Cr Malcolm	CARRIED
7.2 Intensive Winter Grazing 2021	<ol style="list-style-type: none"> 1) Receives this report. 2) Notes the work underway by staff to implement the new Intensive Winter Grazing rules in the National Environmental Standards – Freshwater and Otago Regional Council Plan Change 8, and to meet central government expectations around monitoring and reporting for the 2021 winter. 	Cr Wilson / Cr Malcolm	CARRIED

Recommendations of the 11 June 2021 Otago and Southland Regional Transport Committee

Report on 11 June 2021 agenda	Recommendation - That the Regional Transport Committee:	MOVER/SECONDER	OUTCOME
1. Staff Report – Regional Land Transport Plan 2021-2031 - Approval	<p>1) Approve the updated draft Regional Land Transport Plan, as recommended by the hearing panel.</p> <p>2) Lodges the updated RLTPs document with Otago Regional Council or Environment Southland, as appropriate, for approval and submission of the RLTPs to Waka Kotahi.</p> <p>3) Delegate to the two Chairs, to make any minor changes.</p>	<p>Environment Southland: L McCallum / A Baird</p> <p>Otago Regional Council: A Forbes / K Wilson</p>	<p>CARRIED</p> <p>CARRIED</p>
2. Proposed Land Transport Rule – Setting of Speed Limits 2021	1) Note the report and provide staff with direction as to feedback that the Committees wish to be provided to Waka Kotahi NZ Transport Agency on the proposed Rule.	L McCallum / J O'Malley	CARRIED
3. KiwiRail Update	1) Note the report and provide any feedback to KiwiRail on the topics included in the presentation.	L McCallum / J O'Malley	CARRIED
4. Department of Conservation Update	2) Note the report and provide any feedback to the Department of Conservation on the topics included in the presentation.	A Forbes / A Baird	CARRIED
5. Waka Kotahi NZ Transport Agency Update	1) Note the report and provide any feedback to the Waka Kotahi NZ Transport Agency on the topics included in the presentation.	L McCallum / S Duncan	CARRIED
6. Waka Katohi Presentation on Land Transport Rule: Setting of Speed Limits 2021	1) Resolve to prepare a submission from the Joint Regional Transport Committee, with delegation to the Chairs.	A Baird / J O'Malley	CARRIED

9.1. Chairperson's Report

Prepared for: Council
Activity: Governance Report
Author: Cr Andrew Noone, Chairperson
Date: 23 June 2021

KEY MEETINGS ATTENDED

- Attended Transport Governance Group meeting in Queenstown with Councillors Forbes and Wilson. We received an update on a number of projects and workstreams. ORC Transport Manager Garry Maloney provided updates on public consultation on both the RPTP and the RLTP, scheduled for adoption by Council later this month on 23 June.
- Attended Manuherehia consultation at Omakau. Thanks to all Councillors and staff that were at the Omakau and Alexandra meetings.
- Connecting Dunedin Governance Group meeting on 3 June was postponed and is proposed to be held late July early August.
- Met with Yellow-eyed Penguin Trust General Manager Sue Murray, and Trust Chair Eric Shelton.
- Civil Defence Emergency Management (CDEM) meeting. Discussion on uptake of Otago Gets Ready App. This emergency management tool allows households to register resources and capability, and also flags the more vulnerable in a community. Please get ready and download from the App Store!
- Richard Saunders (GM Regulatory), Jo Gilroy and I met with the ANZ Ag team. Richard and Jo spoke to a PowerPoint presentation on regulatory/consent issues relating to the rural sector.
- I was interviewed by Owen Rooney on the LTP consultation outcomes, the Regional Policy Statement and intensive winter grazing.
- Gwyneth Elsum (GM Policy, Science and Strategy) and I met with Mayor Hawkins (Chair Cosy Homes Trust) to discuss who an ORC appointment might be. A paper/recommendation is coming to Council on 25 August.
- Cr Wilson and I met with Dunedin North MP David Clark to discuss the possibility of improved internet connectivity where services in Otago were currently deficient. Minister Clark would like us to share information from areas such as the Catlins to emphasise the issue and strengthen the business case for greater investment into internet infrastructure.
- Sent a message to Rex Graham (former Chair Hawkes Bay Regional Council) who recently resigned as Chair and Councillor to focus on his health.
- Congratulations to Cr Wilson on achieving the RMA Chair Certification.

RECOMMENDATION

That the Council:

- 1) ***Receives this report.***

ATTACHMENTS

Nil

9.2. Chief Executive's Report

Prepared for: Council
Activity: Governance Report
Author: Sarah Gardner, Chief Executive
Date: 23 June 2021

KEY MEETINGS ATTENDED

- 28 May – met with Youssef Mourra & Sarah Gill from Nonsuch Consulting on portfolio management considerations for ORC
- 28 May – Three Waters Steering Group pre-meeting: LGNZ and Taituarā reps (Zoom)
- 31 May – Three Waters Steering Group (Wellington)
- 1 June – Office of the Auditor-General relationship meeting attended by Chair Noone and Executive Leadership Team (ELT)
- 1 June – Three Waters Reform Programme webinar
- 2 June – all day meeting between WAI Wanaka leaders and ELT
- 4 June – Otago Chief Executives Forum
- 4 June – CDEM CEG meeting
- 8 June – Sector Strategic Directions workstream (Zoom)
- 8 June – met with Charlotte Young re bylaw issue
- 9 June – Committee meetings
- 10 June – Regulatory Committee
- 10 June – met with CEOs of West Coast RC, Environment Canterbury and Environment Southland (Zoom)
- 11 June – met with Morgan Trotter and Peter Aitken from Tiaki Maniototo to discuss how they can work together with ORC and the appointment of an ORC representative onto their committee
- 11 June – Regional Sector/Fonterra – Potential Partnership (Zoom)
- 11 June – Three Waters update to Mayors, Chairs and Chief Executives (Zoom)
- 15 June – Team ORC meeting
- 16 June – Introductory meeting with Rachel Wesley (Aukaha CEO), Kate Faulks, and Lyndon Strang (NOSLAM)
- 16 June – Extraordinary Council meeting – Notification of RPS
- 17 June – CDEM Otago Joint Committee meeting
- 18 June – Otago Mayoral Forum
- 21 June – Three Waters Steering Committee Comms sub-group meeting (Zoom)
- 23 June – Joint Aukaha / ORC ELT catch-up prior to Mana to Mana meeting on 6 July

DISCUSSION

Building Announcement

At our recent Team ORC meeting I announced to staff the decision on our new headquarters for Dunedin. The staff reaction was extremely positive. They are looking forward to working together in one space and maximising the opportunities this provides. In particular, staff were encouraged by the location of the site on a bus route, the increased potential for mode shift facilities such as bike storage and the plan to install infrastructure to support electric vehicles.

Tiaki Maniatoto Freshwater Improvement Project

I met with Peter Aitken and Morgan Trotter to discuss further arrangements for this project on the Taieri Scroll Plain that has garnered government support. In particular, we discussed the desire of the project to continue ORC involvement and to have an ORC staff member on their project committee. I have agreed to provide a staff member for the committee and internal conversations are underway about who that will be. In the meantime, Lidar work is planned to support wetland boundary identification and staff are working with the project supplying in kind support.

Wai Wanaka and ORC Executive Team Meeting

The Executive Team met for a full day with Wai Wanaka in Dunedin recently to share work programmes and to discuss opportunities for further future collaboration. The meeting canvassed work areas such as fresh water, biodiversity and biosecurity. Discussion enabled the identification of several possible ways in which we might leverage the skills we have for Otago. In particular, we discussed community leadership, the success of Wai Wanaka in obtaining funding and how those skills might be passed onto others and the role we play in facilitated arrangements for pest management such as for our rabbit programme.

RECOMMENDATION

That the Council:

- 1) **Receives** this report.

ATTACHMENTS

Nil

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
<p><i>1.1. Minutes of the 14 April 2021 public excluded Council Meeting</i></p>	<p>To protect information where the making available of the information— would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information – Section 7(2)(b)(ii)</p> <p>To protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information— would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied – Section 7(2)(c)(i)</p> <p>To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h)</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i)</p>	
<p><i>1.2 Minutes of the 27 May 2021 public excluded Council Meeting</i></p>	<p>To protect the privacy of natural persons, including that of deceased natural persons – Section 7(2)(a)</p> <p>To protect information where the making available of the information— would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information – Section 7(2)(b)(ii)</p> <p>To protect information which is subject to an obligation of confidence or which any person has been or could be</p>	

	<p>compelled to provide under the authority of any enactment, where the making available of the information— would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied – Section 7(2)(c)(i)</p> <p>To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h)</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i)</p>	
<p><i>3.1. Approval to Proceed with Funding Agreements</i></p>	<p>To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h)</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i)</p>	<p>Section 48(1)(a) - Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds: (a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist,</p>
<p><i>3.2. Facilitation of Landholder Access to Poisoned Rabbit Bait</i></p>	<p>To maintain legal professional privilege – Section 7(2)(g)</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i)</p>	<p>Section 48(1)(a) -Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds: (a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding</p>

<p><i>4. Approve recommendations of the 12 May 2021 public-excluded Strategy and Planning Committee</i></p>	<p>To protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information— would be likely otherwise to damage the public interest – Section 7(2)(c)(ii)</p> <p>To enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) – Section 7(2)(i)</p>	<p>would exist.</p> <p>Section 48(1)(a) -Subject to subsection (3), a local authority may by resolution exclude the public from the whole or any part of the proceedings of any meeting only on 1 or more of the following grounds: (a) that the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.</p>
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This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by [section 6](#) or [section 7](#) of that Act or [section 6](#) or [section 7](#) or [section 9](#) of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.