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Minutes of an ordinary meeting of Council held
in the Auditorium, Toitu Museum, Dunedin on
Wednesday 16 May 2018, commencing at 9:00 am

Membership

Cr Stephen Woodhead	<i>(Chairperson)</i>
Cr Gretchen Robertson	<i>(Deputy Chairperson)</i>
Cr Graeme Bell	
Cr Doug Brown	
Cr Michael Deaker	
Cr Carmen Hope	
Cr Trevor Kempton	
Cr Michael Laws	
Cr Ella Lawton	
Cr Sam Neill	
Cr Andrew Noone	
Cr Bryan Scott	

Welcome

1. APOLOGIES

It was noted that Cr Laws attending the meeting via teleconference link. Best wishes were sent to Cr Woodhead for his recovery and full return to full health.

Resolution

That the apologies for Cr Woodhead be accepted.

Moved: Cr Noone
Seconded: Cr Lawton
CARRIED

2. LEAVE OF ABSENCE

Leave of Absence was noted for Cr Bell.

Resolution

That the request for leave of absence from Cr Kempton be accepted.

Moved: Cr Noone
Seconded: Cr Lawton
CARRIED

3. ATTENDANCE

Sarah Gardner	<i>(Chief Executive Officer)</i>
Nick Donnelly	<i>(Director Corporate Services)</i>
Tanya Winter	<i>(Director Policy, Planning & Resource Management)</i>
Gavin Palmer	<i>(Director Engineering, Hazards and Science)</i>
Sally Giddens	<i>(Director People and Safety)</i>
Ian McCabe	<i>(Executive Officer)</i>
Lauren McDonald	<i>(Committee Secretary)</i>
Emma Schranz	<i>(Senior Media Advisor)</i>
Gerard Collings	<i>(Manager, Support Services)</i>
Chris Hawker	<i>(Group Manager Otago CDEM) Item 11.2</i>

4. CONFIRMATION OF AGENDA

The agenda was confirmed as tabled.

Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.

5. CONFLICT OF INTEREST

No conflicts of interest were advised.

6. PUBLIC FORUM

Otago Peninsula Bus Service petition "Improving the Peninsula Bus Service"

Speaker – Mr Paul Pope

Peninsula Bus Service

Speakers: Mr Jason Graham and Mr Paul Pope

Mr Jason Graham presented the petition "Improving the Peninsula Bus Service" and the "Peninsula Travel to School" survey results to the meeting. He summarised the work in gathering the petition and acknowledged the community support given. Mr Graham summarised the changes being sought via a power point presentation as:

1. An additional bus for the 3:08 pm service to the peninsula (in line with other services)
2. Route change (Option A, preferred or Option B)
3. A ten minute change for a 7.47 am service from the peninsula

Mr Graham formally presented the petition, which was accepted by the Acting Chairperson, Cr Robertson.

Mr Pope and Mr Graham responded to questions of clarification from councillors including routes for Options A and B and predicted passenger numbers.

Cr Robertson thanked the speakers for the clarity of the presentation and for formal receipt of the petition. She confirmed the options presented would be formally considered and responded to via the Finance & Corporate committee.

The public forum concluded at 9:23 am.

7. PRESENTATIONS

No presentations were held.

8. CONFIRMATION OF MINUTES

Resolution

That the minutes of the (public portion of the) Council meeting held on 11 April 2018 be received and confirmed as a true and accurate record.

Moved: Cr Hope
Seconded: Cr Robertson
CARRIED

9. ACTIONS

Status report on the resolutions of Council.

Item	Meeting	Resolution	Status
11.4	Otago Navigational Bylaws 2018	<i>The ORC being discussions with central government around the issue of the legality of operating water craft under the influence of alcohol.</i>	in process

Status report on the resolutions of Council.

Item	Meeting	Resolution	Status
11.4	Otago Navigational Bylaws 2018	<i>The ORC being discussions with central government around the issue of the legality of operating water craft under the influence of alcohol.</i>	

10. CHAIRPERSON'S AND CHIEF EXECUTIVE'S REPORTS

10.1. Chairperson's Report

Prepared for: Council
Activity: Governance Report
Prepared by: Cr Stephen Woodhead, Chairperson
Date: 10 May 2018

1. Ministry Civil Defence and Emergency Management

Mrs Gardner, Mr Palmer, Mr Hawker, Mayors Cull, Bryan Cadogan, Steve Hill, with Mayor Tim Cadogan via skype, and I, met with Minister Hon Kris Faafoi, the Director of Ministry of Civil Defence & Emergency Management and their support staff.

The Minister's visit was part of a tour he has undertaken around the country meeting local civil defence groups. The Minister was interested in the journey and lessons we had learned during the formation of our Regional entity, Emergency Management Otago. He also met with Iwi and EMO staff. The Minister is on target to report back in August on the Government's decisions from the recommendations of the national review "Better responses to natural disasters and other emergencies in New Zealand" undertaken in 2017.

2. Freedom Camping Forum and Zone Meetings

Councillors Lawton, Laws and I attended these meetings in Nelson. The Freedom Camping symposium was a constructive session with good representation from all agencies involved. Ministers Mahuta and Sage spoke on behalf of the Government and explained the need for collaboration to manage the growing visitor numbers – tourism is 7% of GDP and freedom campers spend an average total of \$4,200 or \$160/day each while on holiday. They acknowledged the challenge smaller Councils have funding infrastructure to cater for large numbers of visitors. It is clear that there isn't a one size fits all solution to the issues, and that local approaches are needed for specific local issues.

A presentation by the owner of the app Campermate on mobile app solutions was popular, suggesting technology partnerships supplying good information and tracking movements could be a way forward to assist understand trends and inform decisions on infrastructure and policy needs.

The Zone meeting discussed and supported initiatives underway to stop health cuts in the South and ensure ongoing funding for Project AF8. Updates were presented on the Biodiversity think piece, the Tourism infrastructure fund, and Civic Financial Services who are now operating a LG superannuation scheme.

Department of Internal Affairs presented on their Central/Local Government Partnerships Group work, the aim is for greater alignment between the two systems of Government.

3. Regional Sector

Local Government NZ update covered the key issues of strategic focus for LGNZ. They are Localism and Funding mechanisms, Risk and Resilience, especially climate change, Water policy – standards to affordability and Housing. Malcolm Alexander, LGNZ Chief Executive, also acknowledged the release of the first LGNZ Water 2050 discussion paper: *Governance – A better framework for drinking water regulation* which discusses both an independent regulator but with a co-regulatory entity for standards setting. Other key projects are the Climate Change project and the tourism workstream. He also spoke to the latest Government policy initiatives such as the Three Waters review, the impending release of the second Havelock North report, the GPS on Land Transport, The Productivity Commission report on a low emissions economy, and the OAG local government audit results.

4. Queenstown Transport Governance Group

Updates on the Kawarau Bridge which is now officially open, the business cases for Queenstown to Frankton Road and Queenstown Centre which are still being scoped. The airport master plan outlining options to manage passenger growth in the future, including the site of terminal and other sites for secondary airports. The master plan was out for community feedback late 2017. The Wanaka Town Centre Master Plan project plan has been approved by NZTA which allows the project to start. There are a number of other projects that are in their early stages looking at parking buildings, park and ride opportunities, water taxis etc.

5. Other Meetings

I attended Jolyon Manning's funeral service in Clyde, laid a wreath at the Anzac Day Service in Dunedin, attended the Ballance Farm Environment awards, NZTA briefing on the new GPS, and a number of LTP "For our Future" meetings.

6. Recommendation

That the report be received.

Endorsed by: Cr Stephen Woodhead
Chairperson

Attachments

Nil

10.2. Chief Executive's Report

That the report be received.

The report provided a summary of the key meetings and events attended by the Chief Executive, including; Guardians of Lake Wanaka, Fish and Game Chief Executives meeting; Ministry for Primary Industries (MPI), and Civil Defence Chief Executives Group meetings.

Mrs Gardner summarised her presentation to the Federated Farmers AGM.

Resolution

That the Chairperson's and Chief Executive's reports be received.

Moved: Cr Hope
Seconded: Cr Noone
CARRIED

11. MATTERS FOR COUNCIL DECISION

12. MATTERS FOR NOTING

12.1. Ministerial Review - Better Responses to Natural Disasters and Other Emergencies

The report outlined the Council's and the Otago Civil Defence Group's joint submission to the Technical Advisory Group (TAG) as part of the Civil Defence Emergency Management (CDEM) National Review. The Technical Advisory Groups' recommendations were also provided in the report.

Mr Hawker, Director of Otago Civil Defence Emergency Management (Otago CDEM) provided an overview of the key points of the joint submission and responded to questions from councillors in regard to :

- anticipated release date by central government of the CDEM national review
- central government CDEM responsibilities and guidelines
- need for consistent CDEM approach regionally and nationally (including with territorial authorities)
- priority and progress of community response plans
- Health and Safety legislation for controller responsibilities

Mrs Gardner confirmed that the Otago CDEM had been re-aligned into the Engineering, Hazards and Science Directorate, lead by Dr Palmer.

Resolution

a) *That the report be received and noted.*

Moved: Cr Deaker
Seconded: Cr Lawton
CARRIED

12.2. ORC and Environment combined submission on draft GPS 2018

The report provided copies of the submissions made by Otago Regional Council and Environment Southland and the South Island Regional Transport Committee Chairs Group, on the draft Government Policy Statement for Land Transport 2018.

Resolution

a) *That the submissions be noted.*

Moved: Cr Hope
Seconded: Cr Robertson
CARRIED

13. REPORT BACK FROM COUNCILLORS

- Cr Scott - attended the Tomahawk Lagoon workshop stage 2 . He commented it was a well facilitated workshop which provided opportunity for discussion of potential pest control and water quality work with experts in attendance.
- Cr Lawton - attendance at the Roxburgh Debris flow community meeting and the QLDC long term plan submission hearing in Queenstown.
- Cr Hope - attended the Federated Farmers AGM held in Balclutha.
- Cr Noone - attendance of the North Otago Sustainable Land Management (NOSAM) field days.

Cr Robertson thanked councillors for their attendance at the meetings and for their support in covering the Chairman's workload during his recovery.

14. NOTICES OF MOTION

No Notices of Motion were advised.

The meeting adjourned at 10:38 am and recommenced at 11.03 am.

15. RECOMMENDATIONS ADOPTED AT COMMITTEE MEETINGS HELD ON 2 MAY 2018

15.1. Recommendations of the Policy Committee

Resolution

Recommendations of the Policy Committee held on 2 May 2018, for adoption.

Moved: Cr Robertson
Seconded: Cr Hope
CARRIED

15.2. Recommendations of the Regulatory Committee

11.1 Director's Report on Progress

Resolution

That this report is received and noted.

Moved: Cr Woodhead
Seconded: Cr Noone
CARRIED

11.2 Consents and Building Control

Resolution

That this report is noted.

Moved: Cr Woodhead

Seconded: Cr Neill
CARRIED

11.3 Enforcement Activities from 24 February to 4 April 2018

Resolution

That this report be received and noted.

Moved: Cr Hope
Seconded: Cr Kempton
CARRIED

15.3. Recommendations of the Communications Committee

Resolution

Recommendations of the Communications Committee held on 2 May 2018, for adoption.

Moved: Cr Deaker
Seconded: Cr Noone
CARRIED

15.4. Recommendations of the Technical Committee

Resolution

Recommendations of the Technical Committee held on 2 May 2018, for adoption.

Moved: Cr Noone
Seconded: Cr Lawton
CARRIED

15.5. Recommendations of the Public Portion of the Finance and Corporate Committee

Resolution

Recommendations of the public portion of the Finance and Corporate Committee held on 2 May 2018, for adoption.

Moved: Cr Brown
Seconded: Cr Noone
CARRIED

16. RESOLUTION TO EXCLUDE THE PUBLIC

Resolution

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

- ? *Confirmation of the Minutes of the public excluded portion of the Council meeting held on 11 April 2018.*
- ? *Wanaka Depot leasing proposal*
- ? *Dunedin Passenger Transport – Bus Hub*
- ? *Government Policy and Position - What does this mean for ORC?*

I also move that Mr Gerard Collings be permitted to remain at this meeting, after the public has been excluded, because of his knowledge of the Dunedin Passenger Transport -Bus Hub development. This knowledge, which will be of assistance in relation to the matter to be discussed.

Moved: Cr Brown
 Seconded: Cr Noone
 CARRIED

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

- *Confirmation of the Minutes of the public excluded portion of the Council meeting held on 11 April 2018.*
- *Wanaka Depot leasing proposal*
- *Dunedin Passenger Transport – Bus Hub*
- *Government Policy and Position - What does this mean for ORC?*

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>Confirmation of the minutes of the public excluded portion of the Council meeting held on 11 April 2018</i>	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 48(1)(a); Section 7(2)(c)(i) 7(2)(h) 7(2)(i)
<i>Wanaka Depot Leasing proposal</i>	Section 7(2)(c)(i)	
<i>Dunedin Passenger Transport – Bus Hub</i>	To enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities – Section 7(2)(h)	

Government Policy and Position - What does this mean for ORC?	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)	
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The meeting resumed in public session on the motion of Crs Robertson and Hope.

17. CLOSURE

Cr Brown as Chair of the draft Long Term Plan hearing panel advised that Cr Noone would replace Cr Neill (at his request) and Cr Hope, as reserve, would be included as panel members to hear the long term plan submissions.

The meeting was declared closed at 12:06 pm.

Chairperson



DRAFT LONG TERM PLAN 2018 – 2028

For Council Adoption

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Foreword

By the Chair, Cr Stephen Woodhead, and Chief Executive Sarah Gardner

Welcome to our Long-Term Plan for 2018–28 – which builds on our previous plans and advances the Otago Region across important issues relating to the Council’s role.

Our thanks to everyone who took the time to consider the Consultation Document outlining our proposed plans for 2018–28, and who conveyed their thoughts in an informed and intelligent manner during the formal submission period.

We were very pleased to receive a total of 569 submissions from the public on most aspects of the Plan - with a mixture of support, a desire for Council to do more, and in some cases do better.

Public hearings were held in Queenstown, Alexandra and Dunedin in late May 2018, giving people the opportunity to speak to their submissions. All the submissions were compiled as a report to Otago Regional Council (the Council), and they were carefully considered before Councillors made their final decisions.

Importantly this final version now includes changes based on community feedback that Councillors felt aligned with our role, was of value to the region (or communities within it), and affordable.

An overarching message clearly supported the Council’s direction in the consultation document ‘to do more’ with many requesting we go even further.

We are extremely mindful of rating levels and the impact it can have on individuals and the economy. Care has been taken in considering the balance between the cost of doing more and the impact of our rating. Our use of existing financial reserves, Port Otago dividend and increased rates has enabled the additional work outlined below.

The general rate amount that applies to all properties across Otago has increased by 21.1%. While this percentage increase is large, the actual dollar amount is very modest, with an average general rate increase across the region of \$13.22.

Targeted rates that focus on individual activities and those that benefit from those activities have increased by an average of 5.4%.

The Regional Council is responsible for a range of management activities that affect different communities in different ways. The desire of communities to work collaboratively to influence the work of the Council is evident and growing. Examples include the various water catchment groups, and biodiversity interests such as, Predator Free Dunedin and the Yellow Eyed Penguin Trust. This plan has funding to help support these community groups where the results being achieved align with our goals.

Water quality and quantity remains a priority for the Council over the term of this plan. Our emphasis over the early stages of this plan will be on consenting process for deemed permits. We are also committed to extending our water monitoring to an aggressive timeframe. Our investigations into remediation of Lake Hayes was also reconfirmed and initial ‘on the ground’ work has been added in 2018/19.

Public transport in Dunedin and Queenstown is an example where we have improved services but the pressure to keep up this momentum remains. We have committed to work very closely with the Dunedin City and Queenstown Lakes District Councils.

A clear signal has been received by communities associated with drainage and flood protection on the Taieri, and river management in the Rees and Dart Rivers. Both raised concerns about service levels and protecting private and public interests. We have included additional resource to complete urgent river works in the Rees / Dart area and importantly made a commitment to increase engagement with property owners on the Taieri with a view to clarifying direction.

Climate change is an area building in importance and priority with many of our activities, particularly in river control and flood protection. Council was heartened by the strong support to get on with it – and we will.

Otago Regional Council service priorities, programmes, levels of service and targets are outlined in Part 3 of this plan. These comprise our ‘blueprint’ of work and the results sought. This plan is effective from 1 July 2018. As a Long-Term Plan it covers the next ten years, with more focus on the first three years. We intend that it provides a framework to

allow progress in sustainable resource management over this period. We also understand the need to remain flexible to change, from our community, partners and our own learning. We can adapt this plan in the future if required.

The Councillors and Council staff look forward to working constructively with the territorial authorities, other institutions, with urban and rural industries, with Ngāi Tahu and the communities of Otago, to ensure the best possible outcomes for our region and its people.

Thank you once again to everyone who took time to make a submission, providing your views and supporting our activities.

Stephen Woodhead
Chairperson

Sarah Gardner
Chief Executive

Deloitte – Audit Report

Introduction to the Long Term Plan

This Long Term Plan covers a period of ten years. It details the activities of Council, sets out performance targets for each of those activities for the first three years of the plan and then gives some comment on what may be done in the following seven-year period. It also provides financial estimates for the ten-year period, and details how those costs will be funded.

This plan is set out in four parts:

Part 1 – The Otago Region and its Council

This part provides some information on Otago, who your councillors are and what this Council does.

Part 2 – Policies and Strategies

Several policies and strategies are detailed in this section including a summary of Council's Significance and Engagement Policy and its Revenue and Finance Policy.

Part 3 – What we will do over the next 10 years

Activities that represent projects with similar outcomes have been grouped together. Key information around what Council do, what Council wants to achieve and how Council will do it are discussed in this section. Financial information relating to each activity is also provided for in the ten-year period.

Many assumptions have been made in developing the proposed programme of what Council wants to achieve. The key assumptions Council have made are documented here.

Part 4 – Financial Information

This part provides details of the overall financial impact of Council's proposed activities and it explains the various funding sources and how they are calculated.

The key financial assumptions (e.g. interest rates and inflation) are detailed in this section.

This plan also contains prospective financial statements that have been prepared as part of and for the special consultative procedure required under the Local Government Act 2002. The information contained in the prospective financial statements may not be appropriate for purposes other than this.

Actual financial results and financial position achieved over the period covered by this plan are likely to vary from the information contained in the prospective financial statements incorporated into this plan and those variations may be material.

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.

Working together to achieve community outcomes

Purpose of Council

The Local Government Act 2002 specifies the purpose of local government as:

- enabling democratic local decision-making and action by and on behalf of, communities; and
- meeting the current and future needs of communities for good-quality infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.

The role of the Otago Regional Council is to give effect to the purpose of local government as it relates to the Otago Region and to perform the duties and responsibilities of a regional council specified in the Local Government Act 2002 and any other Act.

Community Outcomes

The Long Plan provide a long term focus for Council's activities and describes how those activities will contribute to achieving community outcomes. Outcomes are a desired result. Community outcomes describe what is valued as important to for a good quality life in Otago. It is important to identify the community outcomes that Council aims to achieve to provide the necessary focus for planning our activities and performance over the long term.

The Local Government Act 2002 requires a long term plan to describe the community outcomes for the region. Community outcomes are defined in the Local Government Act 2002 as the *“outcomes that a local authority aims to achieve in meeting the current and future needs of communities for good quality infrastructure, local public services and performance of regulatory functions”*.

Council has sought to update and redefine the community outcomes from previous long term plans to better reflect the expectations of the Otago community of its regional council and its current and future activities. The outcomes are as follows:

- ***A healthy environment:***
A place where people can enjoy their environment safely, productively and respectfully.
- ***A connected community:***
Service delivery that puts the community first and ensures that operations are customer driven, efficient and fit for purpose.
- ***An engaged and proud community:***
Communities empowered to be the champions and custodians of their Otago environment.
- ***A strong economy:***
A region that prioritises sustainability as an economic measure whilst being attractive to industry.
- ***A future-proof region:***
A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone.

The detailed measures and targets associated with each of these outcomes is set out in Part 3 of this plan – “What we will do over the next 10 years”.

How will Council achieve the outcomes

At a broad level when Council thinks about how it achieves community outcomes the following sense of purpose and vision, strategic priorities and roles are applied.

<p>Our purpose What we do and who we do it for</p>	<p>Caring for Otago's environment: enabling communities to thrive</p>
<p>Our vision What we aspire to achieve</p>	<p>For our Future – a sustainable and prosperous future for Otago</p>

Strategic priorities: -

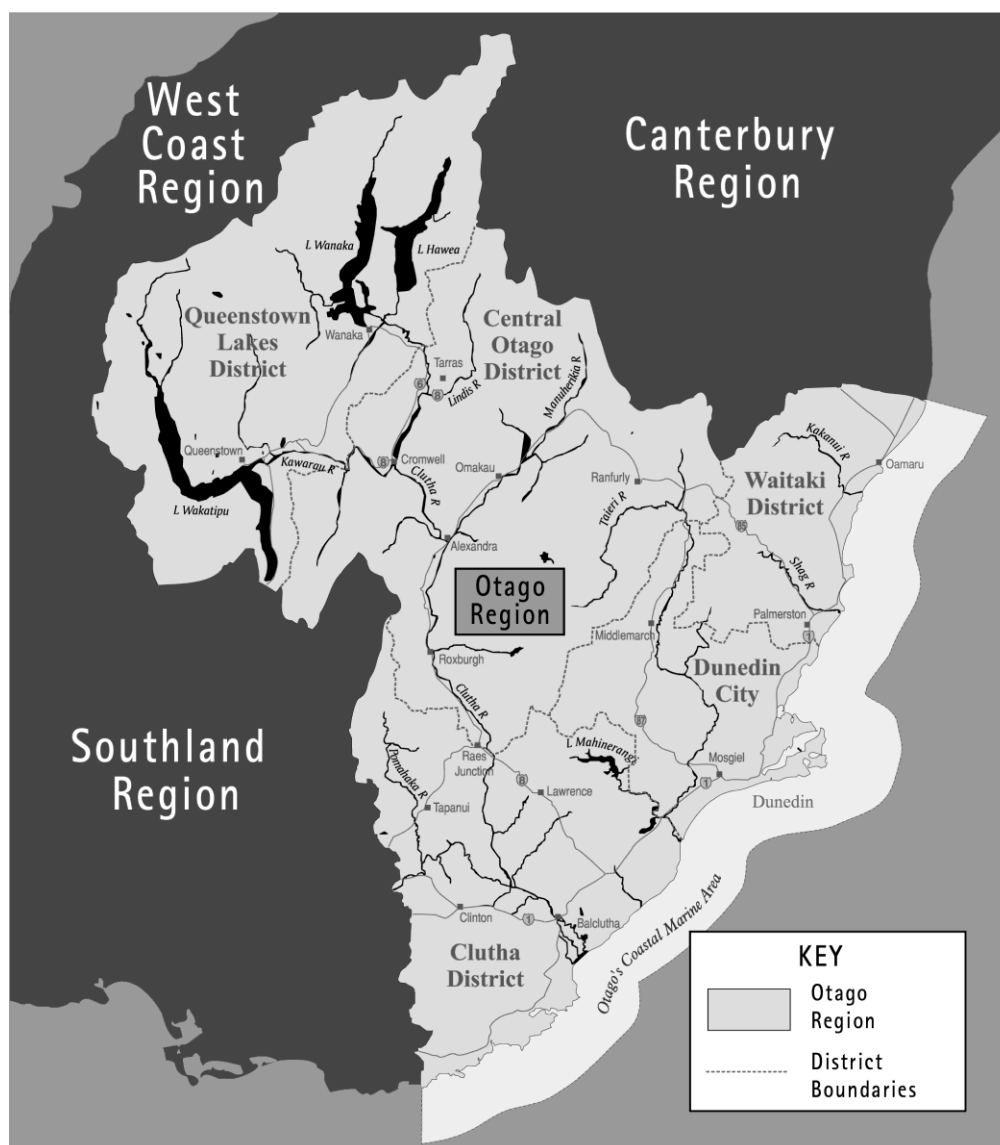
Environment	Community	Future Focus	Operational Efficiency
Maintain and enhance the natural environment	<p>Resilient communities; engaged and connected to the Otago Regional Council</p> <p>Otago Regional Council is accountable and responsible to the communities it serves</p>	<p>Readiness for change; anticipate change, don't just react to the detrimental effects</p> <p>Proactive approach; future focused with Otago Regional Council being seen as a thought leader</p> <p>Risk focused; offer solutions through our education process, not just information</p>	<p>Internal systems and processes; efficient and fit for purpose</p> <p>Capable people; able to deliver the changing nature of the work of Otago Regional Council</p>

Roles:

Funder	Making a financial investment in programmes and activities
Service provider	Carrying out programmes and activities using its own resources
Regulator	Developing and enforcing rules and regulations
Monitor	Gathering information
Advocator	Trying to persuade others to act
Facilitator	Bringing various parties together to carry out a programme or activity
Educator	Providing information and advice

Part 1 – The Otago Region and its Council

The Otago Region

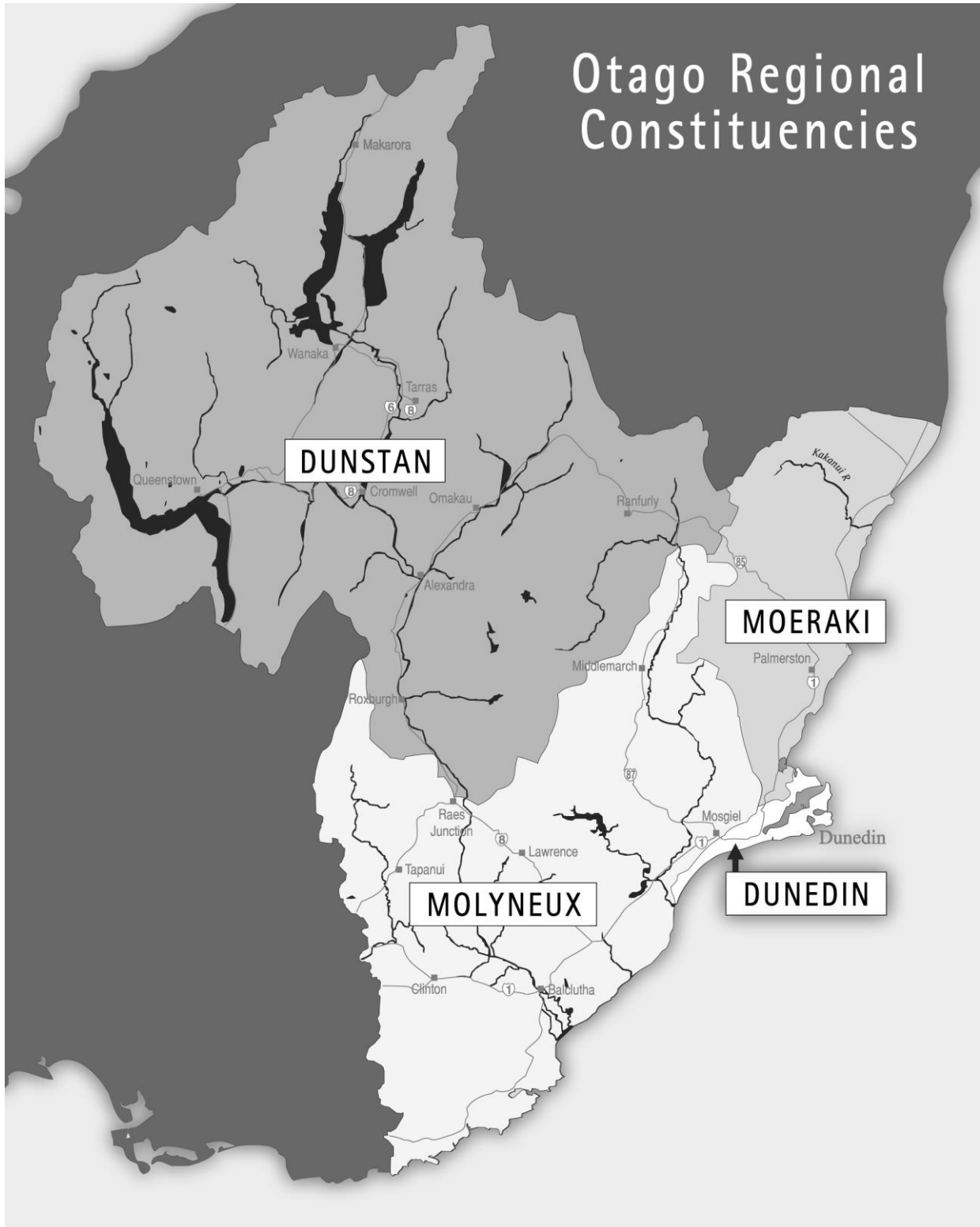


Otago is the second largest region in New Zealand in terms of land area; approximately 32,000 square kilometres or 12% of New Zealand's land area. The coastline stretches approximately 470 km from the Waitaki River in the north to Wallace Beach in the south. The coastal marine area extends out to sea 22.2 km (12 nautical miles).

There are four districts and one city in the Otago region. While the Waitaki District falls partly within the Otago region and partly within the Canterbury region, 90% of its population live in the Otago region. Dunedin City, at approximately 3,300 square kilometres, is the largest city in New Zealand in terms of land area.

Otago's resident population is 224,200, which is approximately 5% of New Zealand's total population of 4.8 million (June 2017 Estimate, Statistics NZ). Approximately 57% of the region's population live in the Dunedin main urban area.

Your Elected Councillors



There are four constituencies in the Otago region, namely Dunedin, with six representatives, Dunstan with three representatives, Molyneux with two representatives, and Moeraki with one representative.

Molyneux Constituency



Cr Stephen Woodhead
Chairperson, Otago Regional Council
Chairperson, Otago Civil Defence Emergency Management Group

Taieri-born and bred, Cr Stephen Woodhead has been a regional councillor for 12 years, including the past six years as Chairperson and three years as Deputy Chairperson before that. His family owns a sheep and beef farm at Milton. Stephen has been a Kellogg Rural Scholar and a member of the Otago TBFree committee. His current community service includes involvement with the Otago Youth Adventure Trust, Milton Rotary Club, and the Tokomairiro A and P Society.

Mobile: (027) 280 1635

Email: stephen.woodhead@orc.govt.nz



Cr Carmen Hope

Carmen Hope represents the Molyneux constituency for Council, farming in the hinterlands of Middlemarch. Her expertise in water and drainage matters has stemmed from an extensive career in local government. She has an understanding of rural matters complemented by a set of urban skills. As a Winston Churchill Fellow recipient, Carmen gained further insights into drainage best practices within local authorities in the United Kingdom.

Home: (03) 464 3450

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Email: carmen.hope@orc.govt.nz

Dunedin Constituency



Cr Michael Deaker

Michael Deaker is an education consultant. He has been a secondary school principal and inspector of schools, a manager in the Ministry of Education, an Invercargill City Councillor and Deputy Mayor, and a journalist and broadcaster.

Home: (03) 473 9922

Mobile: (021) 323 009

Email: michael.deaker@orc.govt.nz



Cr Trevor Kempton

Trevor Kempton is semi-retired after a 40 year career in Engineering and Construction. He was first elected to the ORC in 2010. His council responsibilities include chairing the Otago Regional Transport Committee. Trevor currently has governance roles in the construction and energy sectors and is Chair of Arts Festival Dunedin and Engineering Heritage (Otago). He is a Chartered Engineer and a Fellow of the New Zealand Institute of Management.

Mobile: (027) 221 5208

Email: trevor.kempton@orc.govt.nz



Cr Sam Neill

Sam Neill has been self-employed for most of his life, in farming, transport and tourism. He has been involved in numerous local organisations over the years, and was a member of the Otago Education Board for six years.

Sam played a major role in the setting up of the Otago Peninsula Community Board in 2002 and was Deputy Chairperson for five years to 2007.

Home: (03) 478 0878

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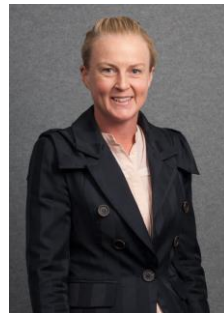


Cr Andrew Noone

Andrew Noone is a first term Councillor having previously served on the Dunedin City Council for six terms. His roots are deeply embedded in the Otago region, growing up in East Otago and farming there for the past 30 years. He has extensive experience as a Resource Management Act Commissioner, having been involved in excess of 500 hearings.

Mobile: (027) 430 1727

Email: andrew.noone@orc.govt.nz



Cr Gretchen Robertson (Deputy Chairperson)

Gretchen is a 7th generation Dunedinite. She graduated from the University of Otago with an honours degree in Ecology specialising in aquatic ecosystems.

Gretchen has a professional background as a water quality scientist and has also project-led integrated, community-led approaches to waterway management.

Gretchen is the mother of two boys and is passionate about Otago's environment. She enjoys sea fishing, native plants, and painting.

Email: gretchen.robertson@orc.govt.nz



Cr Bryan Scott

Bryan Scott is a Project Manager, Engineer and Company Director.

Born and raised in South Otago, he has a B.Eng. from Canterbury University and a MBA from University of Otago.

He is Chair of the Council's Regulatory Committee, previously Chair of the Council Technical Committee and is an accredited chair for resource consents. His number one aim is to retain good water quality throughout Otago.

He is chair of Scott Afforestation Limited and is past chair of the George Street Normal School Board of Trustees. He is a member of the NZ Alpine Club.

Mobile: (027) 204 8872

Email: bryan.scott@orc.govt.nz

Dunstan Constituency



Cr Graeme Bell

Graeme Bell comes from a strong involvement in local and regional community organisations and has served 21 years as an elected member on the Central Otago District Council.

Graeme is in his second term on the Council and is the current Deputy Chairperson of the Otago Regional Transport Committee.

Home: (03) 448 7740

Mobile: (027) 650 2900

Email: graeme.bell@orc.govt.nz



Cr Michael Laws

Michael Laws is a public relations and advocacy director residing in Cromwell. A former MP, Mayor and DHB Board member, Cr Laws has also hosted national TV and radio shows and is a prize-winning writer and columnist. He is married to Cheryl, has five children, and is an active junior sports coach, cyclist and golfer.

Mobile: (027) 453 5575

Email: michael.laws@orc.govt.nz



Cr Ella Lawton

Ella has a strong background in community leadership. She is a first term councillor for Council, lectures with the Otago University MBA programme and was previously on the Queenstown Lakes District Council. Ella is a qualified Resource Management Act commissioner, has a PhD in Resource Accounting, a Masters in Science and a Law degree.

Ella is an active skier, spear fisher, and can often be spotted rock climbing and mountain biking through Otago's magnificent wilderness.

Mobile: (021) 735 981

Email: ella.lawton@orc.govt.nz

Moeraki Constituency



Cr Doug Brown

Doug Brown is a sheep farmer from Maheno in North Otago. He is a B.Ag.Sc. graduate from Lincoln University and a past National President of the Young Farmers Clubs organisation.

Doug has been a Nuffield and Kellogg Rural Scholar and a Director of the Alliance Group Limited.

Home: (03) 439 5693

Mobile: (027) 222 3809

Email: doug.brown@orc.govt.nz

Committee Structure

Otago Regional Council

Cr Stephen Woodhead (Chairperson)	Cr Michael Deaker	Cr Ella Lawton
Cr Gretchen Robertson (Deputy)	Cr Carmen Hope	Cr Sam Neill
Cr Graeme Bell	Cr Trevor Kempton	Cr Andrew Noone
Cr Doug Brown	Cr Michael Laws	Cr Bryan Scott

Employment Committee

Liaise with the Chief Executive, undertake performance assessments, negotiate any matters relating to the Chief Executive's employment contract and agree and review key result areas.

All Councillors

Policy Committee

- Analyse, develop and recommend to Council all policies, plans and strategies, and to assess their effectiveness.
- Make submissions to other authorities and Government.

Cr Robertson (Chair)
Cr Laws (Deputy)
All Councillors

Regulatory Committee

Oversee and monitor the Resource Management Act, Biosecurity Act and Building Act consents and compliance processes, and to take an overview of any Court proceedings associated with these activities.

Cr Scott (Chair)
Cr Neill (Deputy)
All Councillors

Objections Committee

Consider and determine any objections in respect of consent or other statutory decisions.

Cr Neill (Chair)
Cr Robertson, Cr Noone, Cr Scott

Regional Transport Committee

Prepare and recommend to Council a Regional Land Transport Plan for Otago, and any variations to this document, and to advocate for the land transport needs of the region.

Cr Kempton (Chair)
Cr Bell (Deputy)
Cr Woodhead (Alternate)
and appointed members

Communications Committee

Monitor and provide guidance on Council's community, stakeholder and staff engagement including public information and education, corporate profile, publications and media.

Cr Deaker (Chair)
Cr Hope (Deputy)
All Councillors

Finance & Corporate Committee

Guide and monitor the Council's financial affairs and administrative performance, Long Term Plan, Annual Plans, and public passenger transport, and to oversee the implementation of the Local Government Act.

Cr Brown (Chair)
Cr Noone (Deputy)
All Councillors

Otago Civil Defence Emergency Management Joint Committee

Cr Woodhead (Chair)
and Otago Mayors

Commissioner Appointment Subcommittee

- Appoint Councillor and non-Councillor commissioners for hearing consent applications under the Resource Management Act.
- Appoint mediators for consent applications.

Cr Robertson (Chair)
Cr Woodhead, Cr Noone, Cr Scott
Chief Executive

Technical Committee

- Analyse, develop and recommend to Council scientific and technical information needs for Council operations, policy development and environmental monitoring.
- Provide an overview of technical information generated by Council
- Overview Council's management of waterways and drainage and flood protection schemes.
- Monitor and manage natural hazard risk.

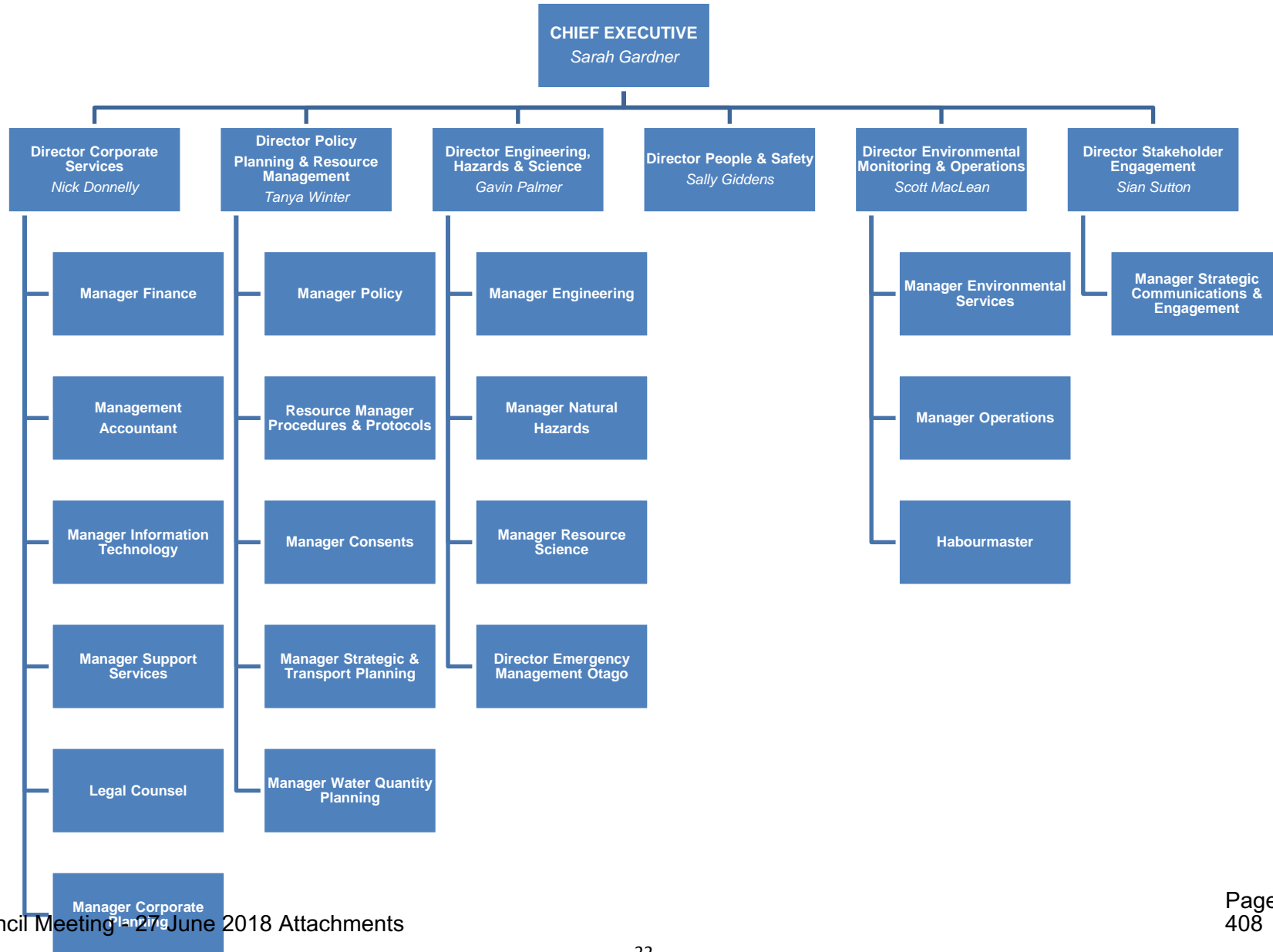
Cr Noone (Chair)
Cr Lawton (Deputy)
All Councillors

Audit and Risk Committee

Assist the ORC in fulfilling governance responsibilities relating to the management systems, financial legislative, health and safety, and reporting practices.

Mr David Benham (Chair)
Cr Woodhead, Cr Robertson, Cr Brown,
Cr Laws, Cr Kempton

Directorate and Management Structure



20

Development of Maori Capacity to Contribute to Decision Making

Council has in place a “Memorandum of Understanding and Protocol between Otago Regional Council, Te Rūnanga o Ngāi Tahu and Kāi Tahu ki Otago Limited¹ for Effective Consultation and Liaison”. The memorandum and protocol were first established in 2001, and are reviewed and updated as appropriate.

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.

The acknowledged practice of Te Rūnanga o Ngāi Tahu is that consultation in the first instance is with the Papatipu Rūnanga. In the Otago Region there are four Papatipu Rūnanga being:

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

Council has statutory responsibilities to consult with Iwi and Maori on relevant management issues in the region and to take into account 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.

Consultation is required when developing, reviewing and implementing Council’s regulatory plans, policies and strategies under the Local Government Act, Resource Management Act and Biosecurity Act. For such plans, policies and strategies, consultation and building of knowledge is mutually supported and facilitated through specific consultancy agreements between the Council and Aukaha.

Meetings are held each year with representatives from the four Papatipu Rūnanga, Te Rūnanga o Ngāi Tahu, and Te Ao Marama and discussions include Council’s work programmes and plans.

Consent approvals and other regulatory permissions, wherever required by statute or plans, when impacting Iwi/Maori interests and understandings, will involve consultation with Iwi/Maori.

Port Otago Limited

Council is the 100% shareholder of Port Otago Limited. Council views its shareholding role as one of trustee for the people of Otago, a position widely supported throughout the region.

Council’s view is that continued ownership is positively supported by:

- the key strategic nature of the port to the economy of Otago; and
- the ability to share the advantages of the port ownership with the Otago community.

Each year Port Otago Limited produces a Statement of Corporate Intent, which is formally approved by Council. As its owner, the Council does not participate in the management and operation of the company; this is left in the care of the Directors of Port Otago Limited and its management. Port Otago Limited reports to Council on a six-monthly basis its performance and results for the period. The principal objective of the company is to operate as a successful business.

The Directors of Port Otago are Dave Faulkner (Chairperson), Paul Rea (Deputy Chair), Ed Johnson, Pat Heslin, Tom Campbell and Tim Gibson.

¹ Now known as Aukaha

Contact Information

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Oamaru Office

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OAMARU 9400

Telephone 0800 474 082

Queenstown Office

Terrace Junction
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QUEENSTOWN 9300

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Facsimile (03) 418-2031

Taieri Depot

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EAST TAIERI

Telephone (03) 474 0827

Palmerston Depot

54 Tiverton Street
PALMERSTON

Telephone 0800 474 082

Cromwell Depot

14 Rogers Street
CROMWELL

Telephone (03) 445 0122

Wanaka Depot

185 Riverbank Road
WANAKA

Telephone 0800 474 082

Website: www.orc.govt.nz; Email: info@orc.govt.nz; Pollution hotline (all offices): 0800-800-033

Part 2 – Policies and Strategies

Financial Strategy

This strategy sets out how the Otago Regional Council will manage its finances over the next 10 years. Key areas of focus for the Council are maintaining and improving Otago's environment, maintaining and improving the resilience of our infrastructural assets, meeting public passenger transport needs in Dunedin and the Wakatipu Basin, and managing the affordability of what we do for our ratepayers.

Council's Vision is "For our future – a prosperous and sustainable future for Otago". 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. Council is mindful of the affordability of what it wants to achieve, and the potential burden on ratepayers to fund the programme. Council's Revenue 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.

With the Revenue Policy as the basis for how our activities are to be funded, this strategy sets out the financial direction Council wishes to take on matters such as levels of future rating, borrowings and investments and discusses factors that influence those. Supporting this strategy is a Treasury Management Policy that covers borrowing and investment terms, including a Statement of Investment Policy and Objectives for our managed funds.

Affordability for ratepayers is a key aspect of this strategy. 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 has a strong balance sheet. Its aim is to use its balance sheet strategically to preserve the financial stability it currently enjoys.

Key issues that have a significant financial impact

Council faces a number of key issues that have significant financial impacts. Those key issues include:

- The requirement for Otago to have high quality water without limiting land use activities that may impact on water quality, in both the rural and urban areas of Otago;
- The community's need for certainty around the availability of our water resources;
- Meeting the need for effective public passenger transport services in Dunedin and the Wakatipu Basin; and
- The significant investment needed in developing the Leith Flood Protection Scheme and the need to invest in new assets to maintain the levels of service provided on existing schemes.

Council is addressing these issues in the following ways:

- New rural water quality standards are to be met by 2020. Council continues to invest in research and development, education and new science and monitoring to assist landholders in achieving the compliance date. Work on urban water quality has commenced. An investment into the development of new policy for stormwater discharges, human waste and industrial and trade waste is also being made.

- Investment is being made in establishing minimum flows and allocation limits on Otago's key rivers and aquifers, which will provide certainty around how much water is available for use. This involves science studies, monitoring of the water resource and policy setting.
- Significant investment is being made to grow patronage and provide quality public passenger transport services, to assist meeting the needs of the Queenstown community with its forecast population growth and traffic issues and to the Dunedin community. New services and alternative modes are being investigated.
- Council is planning to complete construction of the Leith Flood Protection Scheme by 2019/20. It will use its balance sheet to provide internal borrowings for funding construction. Targeted rates will be used to repay those internal borrowings over a period of 20 years through to 2029/30.

Other assumptions that have a financial impact

Population growth

There are approximately 115,000 ratepayers in Otago. The population of Otago is forecast to increase over the 10 year period, particularly in the Queenstown Lakes District, where the resident population is forecast to grow by 2.6% each year over the next 10 years and visitor numbers to grow by 2.4% per annum. This forecasted growth will impact on the level of activity undertaken by Council over the 10 year period, including in the areas of public passenger transport, demand on resource use, civil defence and emergency management, environmental incidents and representation and local democracy.

A representation review is to be completed prior to the next local government elections in 2019 and population change since 2012 will be taken into account in that review.

Climate change

A new activity to look at the effects of climate change on our environment and identifying priority areas within Otago is planned. We are taking account of impacts of climate change on our flood and drainage schemes, and we are extending our flow forecasting activity to not only monitor and provide warnings about high flows, but to also deal with low flow drought situations.

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. We as a community will still require high water quality without limiting land use activities. There may be future demand for new or more flood and drainage protection.

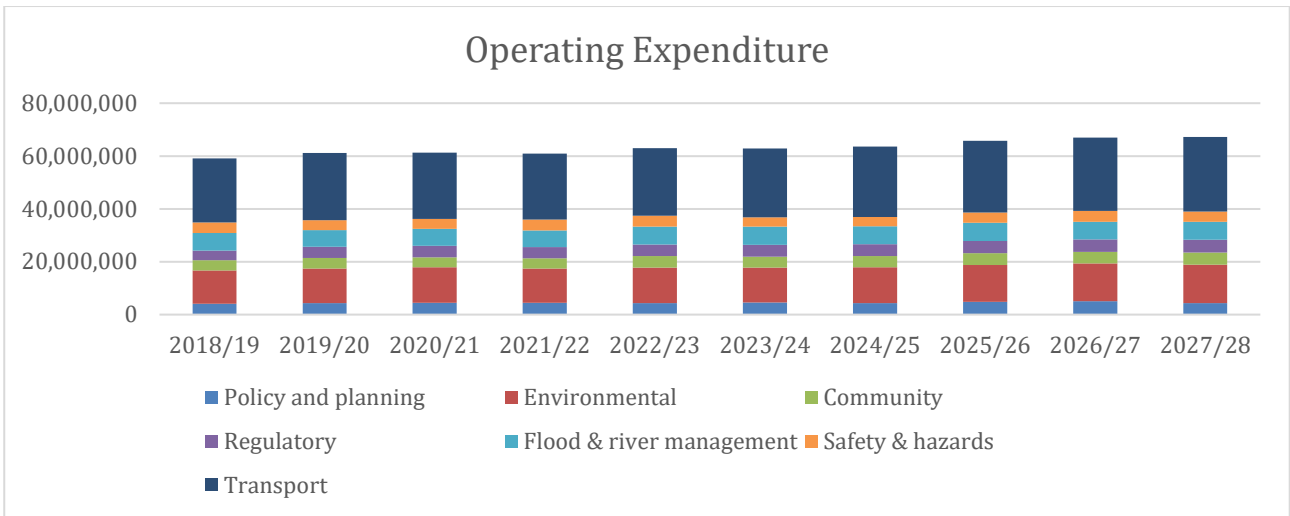
Expenditure

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 special one-off activities.

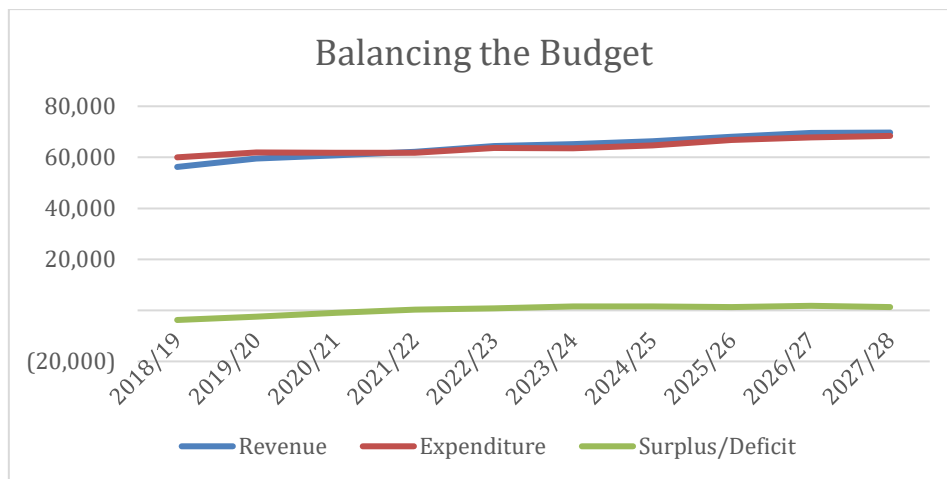
Council has a number of schemes which are funded by targeted rates, such as public passenger transport and our flood and drainage schemes. There are times when scheme reserves may be used to fund scheme operating costs, to allow certainty around the level of rates that are required from year to year. Scheme expenditure can be volatile in nature, with some years spend being very high, and other years very low. Scheme reserves are used to help smooth the impacts of these variations in expenditure.

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



Operating expenditure 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:

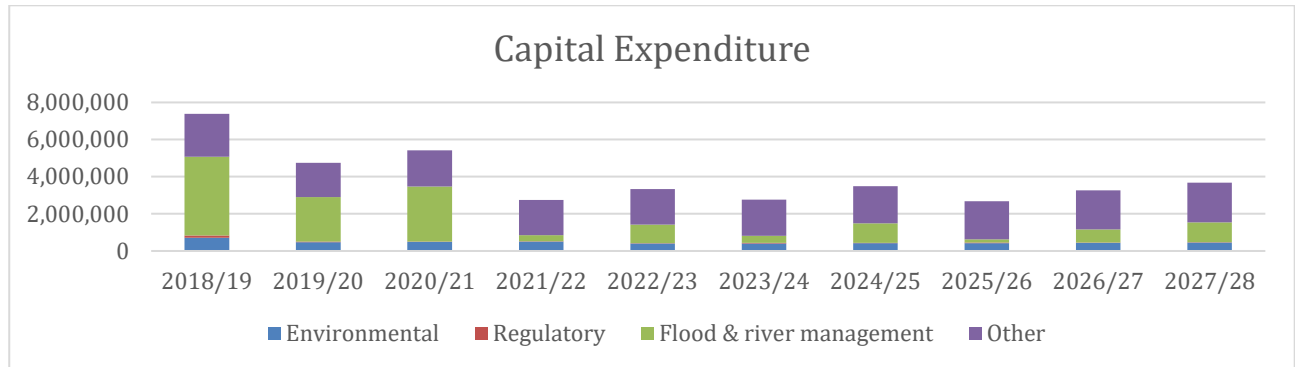
- Environmental Enhancement Fund;
- Designations;
- Climate Change Adaptation; and
- Water Quality Research.

Capital expenditure

Most infrastructural assets, such as floodbanks, pumping stations and drains, belong to 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

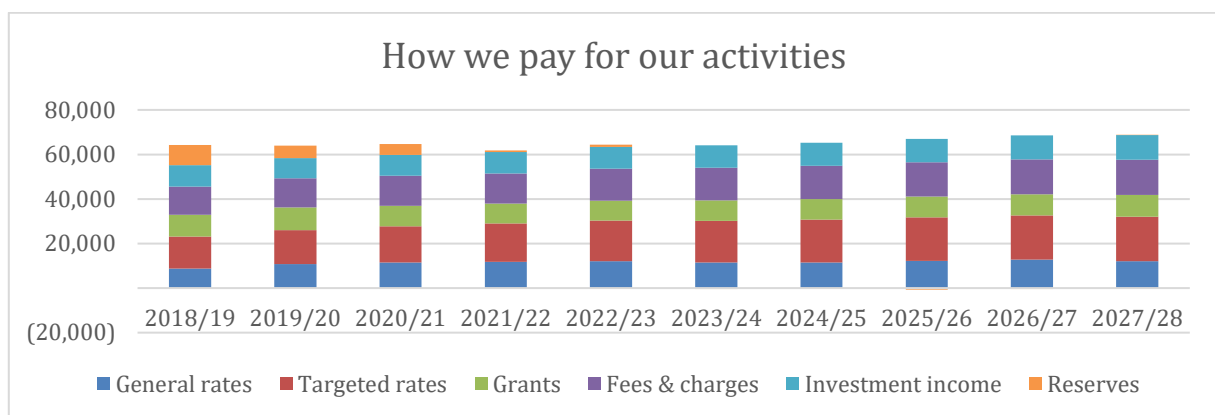
internal or external borrowing will be used. Strategically, Council prefers to use internal borrowing, that is, to lend from its general reserves to the schemes, as the cost of internal borrowing will be lower to the ratepayers than if Council were to borrow externally.

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



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.



Rates and Rate Increases

Council uses general rates and targeted rates to assist funding its various activities. Targeted rates are used where there is a defined area of benefit, or a defined group benefiting from an activity. General rates are charged where there is a wider community benefit.

General Rates

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, subsidies reduce the general rate requirement by more than half.

The graph above shows that the amount of general rates we collect is low, contributing around 14% towards Council's 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 \$88,000. This spread across 115,000 ratepayers, averages out to around \$0.77 per annum, per ratepayer.

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, and this is being done over a few years.

To help us do this, our subsidiary company, Port Otago Limited, made a special payment of \$1.5 million towards our work programme in 2017/18. Council will receive another special payment of \$750,000 in 2018/19. Our general rate increase will however, still need to be 21.1% in 2018/19 to cover our estimated expenditure. In monetary terms, this is around \$1,532,000. A further 22.8% (\$2,008,000) is planned for the 2019/20 year.

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

The movement in rates from year to year ranges from increases in 2018/19 of 21.1%, 2019/20 of 22.8%, to less than 7% in later years. This plan provides for inflation each year of between 2.5% and 2.8% over the 10 year period on its expenses.

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 period of time, ensuring that the full contribution is achieved.

Targeted Rates

Council has around 21 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.

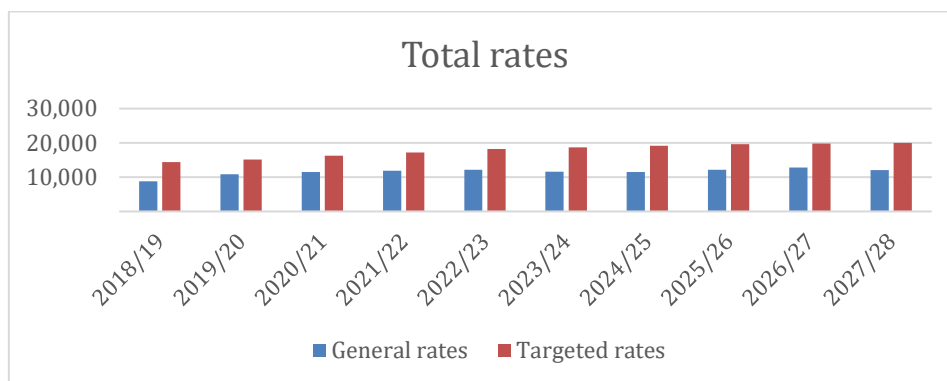
For river management, Council aims to have reserves in funds equating to approximately one year's worth of operating costs. This provides some financial security, should a flood event occur, so that additional work can be undertaken as necessary without the need for a significant rate increase in any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

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, recognises the spread in benefits to future generations.

The movement in targeted rates from year to year ranges from 0.9% to 7%.

Total Rates

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



Rate Limits

Rate increases will be limited to 12% per annum in the first two years of the Plan, and subsequently transitioning from 7% to 3.5% for the remaining eight years reducing 0.5% per annum as follows:

2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
12%	12%	7%	6.5%	6%	5.5%	5%	4.5%	4%	3.5%

Growth in rating base that occurs during the life of the Plan will also be added.

Rates will be no more than \$35 million per annum or rates will not exceed 50% of total revenue in any given year.

Borrowing

Council currently has no borrowing.

Council may borrow for the following primary purposes:

- Fund special one-off type projects.
- Fund expenditure for items of an intergenerational nature.
- Short term borrowing to manage timing differences between cash inflows and outflows.

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 is made that there is no plan for council to borrow during the next 10 years.

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, the Council uses accumulated reserves as a borrowing mechanism primarily for the flood and drainage 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 to the Councils investment rate of return.
- 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.

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 and so increases in targeted rating have been planned where appropriate, along with the utilisation of internal borrowings.

The planned capital expenditure for each scheme is as follows:

Capital Expenditure 2018 - 2028			
	Increase in Levels of Service \$000s	Renew/Replace \$000s	Total \$000s
Alexandra Flood	0	291	291
Leith Flood	4,450	972	5,422
West Taieri Drain	0	1,748	1,748
East Taieri Drain	0	821	821
Lower Taieri Flood		3,758	3,758
Lower Clutha Flood and Drain	0	1,508	1,508
Tokomairiro	0	649	649
Shotover	0	0	0
Total	4,450	9,747	14,197

Each scheme has its designed level of service (or protection) with the Leith Flood Scheme receiving works that will increase current service levels.

Other scheme works involve renewing and replacing existing scheme assets to maintain the levels of services being provided. Such works include the replacement of drainage pumps and the replacement of culverts and bridges.

On the Lower Taieri, there are areas where agreed service levels are not being achieved and works are programmed to rectify this situation. In addition the Council is mindful of issues that are putting pressure on these existing services and will keep engaging with the community about the way forward.

Investments

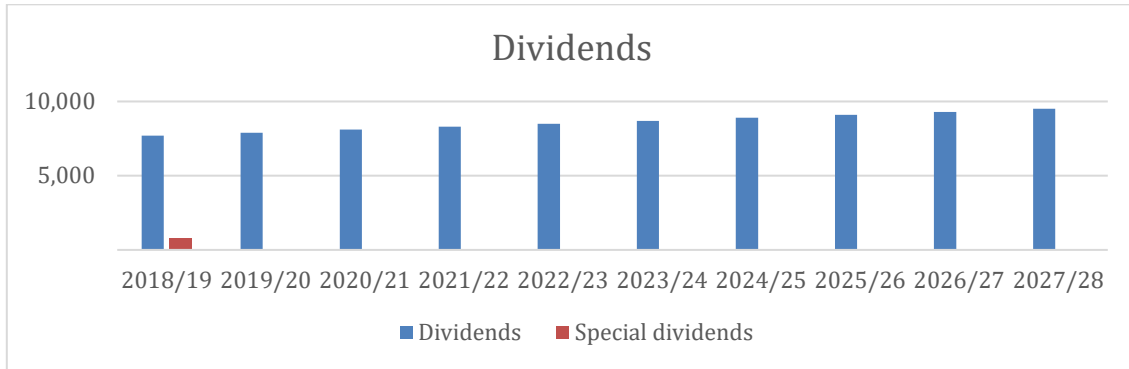
Council's primary objective when investing is to earn a return whilst protecting its initial investment. Accordingly, the risk profile of all investment portfolios must be conservative. Within approved credit limits, Council seeks to maximise investment returns, and manage potential capital losses due 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, a significant dividend is received from Port Otago Limited that is used to 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. Council has decided that it would be prudent to review its ownership of this asset within the first three years of this Long Term Plan. Any proposed changes to ownership would be fully consulted on with the Otago community.

From time to time, special dividends are 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. A special dividend for the first year of the Long Term Plan has been identified to assist transitioning to a sustainable general rate position as discussed above.

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



Investment Property

Council owns investment property within Dunedin City.

Some of the land is leased by the University of Otago and the Otago Polytechnic.

Council also owns land 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

The objectives of the investment portfolio are the preservation of capital and the generation of moderate capital gains and are to be provided through a balanced investment portfolio incorporating classes of New Zealand cash and bonds, Australasian equities and international equities. The asset allocation ranges as set out in our Statement of Investment Policy and Objectives (part of the Treasury Management Policy) for investments are:

Asset Class	Target Allocation	Acceptable Range	
		Minimum	Maximum
NZ Cash	5%	3%	7%
NZ Fixed Interest	40%	35%	45%
International Fixed Interest	5%	3%	7%
Defensive Total	50%	41%	59%
NZ Property	5%	3%	7%
NZ Equities	15%	11%	19%
Australasian Equities	15%	11%	19%
International Equities	15%	11%	19%
Growth Total	50%	36%	64%
Total	100%	77%	123%

Investment income comprises dividends and interest. Our assumption on interest income over the 10 year period is that we will achieve between 3.1% and 4.1% per annum. This income is used to pay interest on reserve balances that are in funds, such as scheme reserves, Emergency Response Reserve etc., and the remaining balance is used to subsidise general rates.

Infrastructure Strategy

Council owns a wide range of assets, including land and buildings, motor vehicles and plant. Infrastructure assets held by council include flood and drainage scheme assets. Their book value is around \$81 million. This strategy focuses on our infrastructure assets, which are made up primarily of over 200km of floodbanks, over 250km of open channel drains, 14 pump stations, and culverts.

Flood protection and drainage assets are grouped into “schemes”. All our schemes have agreed levels of service that they provide to the community. The infrastructure to achieve this level of service is in place, and this strategy ensures that the infrastructure will continue to provide to the community the agreed levels of service.

Construction of the last two stages of the Leith Flood Protection Scheme has not yet been completed. We plan to complete the flood protection stages of this scheme by 2019/20.

The purpose of this strategy is to identify how we will manage our infrastructure assets, identify significant issues around our flood protection and drainage schemes over the next 30 years, and investigate how to mitigate any issues and optimise the performance of the existing assets. We have made assumptions in determining our strategic direction for the 30 year period and these are also discussed in this strategy.

Geographical context

Large developed areas of Otago are in low lying river flats, often close to sea level. Many people live in those areas, and farming is a key use of the land. The continued safe occupation and use of these areas is important to the wellbeing of our communities, and so protection from flooding is important. Our flood protection schemes aim to protect people and property from flooding. Our drainage schemes assist maintaining the productive capability of the land.

We manage eight flood and drainage schemes, protecting both the urban and rural sectors within Otago. Those schemes are as follows:

- Alexandra flood protection scheme;
- Leith flood protection scheme (under construction);
- Lower Clutha flood and drainage scheme;
- Lower Taieri flood protection scheme;
- East Taieri drainage scheme;
- West Taieri drainage scheme;
- Tokomairiro drainage scheme;
- Shotover Delta flood protection;
- Lower Waitaki Scheme; and
- Non-scheme flood assets.

Capital Expenditure

There are four drivers for making capital investment in our flood and drainage schemes and they are:

- The need to renew/replace existing assets;
- The need to adapt to changing environment to maintain the level of service that the schemes currently provide;
- The need for an increase in the level of service that the schemes currently provide; and
- The requirement to meet a new need or demand for flood or drainage scheme protection.

Renew/replace

All assets are appropriately maintained. However, some assets will still need to be renewed/replaced at the end of their useful lives. The types of assets that have a programme of renewal/replacement include:

- Assets associated with pump stations; and
- Bridges, culverts, pipes and other structures.

Floodbanks are maintained in as-new condition to meet service needs (they are not depreciated), some older floodbanks are reconstructed to improve their resilience by use of modern design and construction methods.

The renewals/replacement programme for each of the schemes is based on the assumptions that:

- there will be no deferred maintenance during the 30 year period; and
- there will be no events (flood, earthquake etc.) of a magnitude that will damage the assets.

The majority of the capital work expected to be undertaken by council over the next 30 years will be the renewal/replacement of assets as the schemes are well established.

Increase levels of service

We define levels of service as the level of protection our flood and drainage schemes provide. These may be expressed in terms of the return period of a flood, e.g., the 1 in 100 year flood, in terms of a water level, or in terms of the ability of our pumps to remove water from the catchment. Council may decide to increase the level of service for the following reasons:

- the community may demand a greater level of flood protection or drainage, than is currently being provided; and
- a need for a greater level of environmental protection.

Except for the new Leith Flood Protection Scheme, the current levels of service for all flood and drainage schemes relating to flood protection and drainage standards have not been revisited by Council or the relevant communities of interest for a number of years. Council will consult these communities over the next three years to discuss current levels of service, and to discuss whether there is a desire to increase those levels of service, and if so, the possible options for doing so.

Studies have shown that there will be a possible sea level rise of between 0.3 and 0.5 metres over the next 30 years. Sea level rise may generate additional flooding and drainage risks, particularly for the Taieri and Lower Clutha flood and drainage schemes, which are close to sea level. Council will investigate the effects of sea level rise on agreed levels of service. We believe capital works may be required to mitigate that risk, so that we continue to maintain and provide the agreed levels of service. Investigation works have been budgeted for, capital budgets have been estimated in the latter years of this plan. These budgets will be refined after investigations and community consultation.

As we cannot predict if or when flood or earthquake events may occur, or that they might result in damage to scheme assets, the capital level of service programmes for each of the schemes in this strategy do not include such events taking place. However, the likelihood of such an event occurring during the 30 year period is high.

While our schemes are designed to deal with flood events, we are not prepared for events that will be greater than the levels of service provided. For example, the Leith scheme is being designed to provide protection for a 1 in 100 year flood; we will not be prepared for a flood event of a greater magnitude than this.

New need or demand

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.

Demand is managed through working collaboratively with territorial authorities to manage land use activities in flood prone areas.

Capital estimates assume however, that there will be no new schemes developed over the next 30 years.

Operational Expenditure

Operational expenditure covers the maintenance and operation works associated with each scheme and includes depreciation and the day to day running costs.

In the first three years of this plan Council will be reviewing its asset management and operational and maintenance plans for each type of asset.

Our Priorities

Council's priorities for our future flood and drainage scheme activities include the following:

- Provide agreed level of service (LoS);
- Review scheme performance and consult with the communities on acceptable levels of risk;
- Align schemes with land use changes and population growth;
- Develop/refine asset management plans and Planned Preventative Maintenance (PPM) for each scheme, including determine assets remaining useful life and plan for disposal or renewal at end of life; and
- Strategy includes targets to understand effects of climate change, how we adapt as a community and what will be required of flood and drainage schemes to meet new demand. It considers changes to precipitation Intensity, sea-level rise, and coastal erosion.

These priorities will assist our future planning and decision-making processes.

Assumptions

Future population

We do not expect that there will be any significant increase in the demand on our flood protection and drainage scheme assets because of population growth. These assets are not directly impacted by the population levels within the scheme areas. Further, we assume that our population growth in the whole of the region will not be significant over the next 30 years based on previous years.

Inflation

The financial forecasts for the forecasts for the first 10 years of this strategy are adjusted for projected inflation based on the BERL local government cost index. The forecasts for year 11 to 30 have been inflated to year 10 costs, that is, no further inflation allowance has been added.

Useful lives

The renewal/replacement programme is based on the useful life of each asset. Useful lives are assumed to be in accordance with Council's accounting policies and equipment manufacturers guidelines.

Levels of Service

We are assuming that there will be no changes to the levels of service for each of our flood and drainage schemes, except for the completion of the Leith scheme.

Other assumptions

Other assumptions made in preparing this strategy are as follows:

- There will be no new schemes developed over the 30 year period;
- There will be no deferred maintenance during the 30 year period;
- Floodbanks are maintained in as-new condition to meet service needs;
- It is expected the works programmed in years 1-3 of the LTP will progress. These works are focused on understanding, quantifying and optimising performance; and
- No allowance has been made for repairs to scheme assets resulting from flood events or other natural disasters.

Most Likely Scenarios and their cost

The following sections outline the most likely scenarios for council infrastructure investment in our scheme areas. The scenarios are based around the expected useful lives of the assets, and when they will require replacement.

The significant investment is driven by our priority to provide agreed levels of service throughout the 30 year period of this strategy.

The total projected operating expenditure over the next 30 years is \$153,365,000.

The total projected capital expenditure over the next 30 years is \$61,805,000.

Details of operational and capital expenditure are as follows:

Capital and Operating Expenditure by Scheme

F1 – Alexandra Flood Protection Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	142	145	148	152	155	159	163	166	170	174	1,021	1,021	1,021	1,021
Scheme Maintenance Engineering	60	52	17	18	28	29	29	20	21	21	154	154	154	154
Asset Management and Condition Monitoring	5	5	5	5	5	5	5	5	5	5	25	25	25	25
Structural Assessment	20													
Depreciation	41	42	42	41	43	44	45	46	45	46	277	277	277	277
Total OPEX	268	244	212	216	231	237	242	237	241	246	1,477	1,477	1,477	1,477
CAPEX – Increase LoS														
CPEX – Renew and Replace														
Pump Rebuild					66	95	75				264	264	264	264
New Outlet Screens	50				5									
Pump Station Electrical upgrade/replacement MCB														2,579
Total CAPEX	50				71	95	75				264	264	264	2,843
Total Expenditure	318	244	212	216	302	332	317	237	241	246	1,741	1,741	1,741	4,320

- No change to LOS targets planned for over next 30 years.
- Frequency of flood events associated with LoS target may change due to climate change effects.

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F2 – Leith Flood Protection Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	64	66	68	69	70	73	74	76	76	79	463	463	463	463
Scheme Maintenance Engineering	112	142	73	162	160	354	129	430	135	138	1,474	1,474	1,474	1,474
Structural Assessment	45					75					75	75	75	75
Depreciation	329	347	355	355	360	358	362	362	368	368	2,234	2,234	2,234	2,234
Total OPEX	550	555	496	586	590	860	565	868	579	585	4,246	4,246	4,246	4,246
CAPEX – Increase LoS														
Complete Flood Protection Scheme including Amenity	2,671	1,195	583											
CPEX – Renew and Replace														
Upgrade Historic Channel Walls					309		324		339		614	614	614	614
Total CAPEX	2,671	1,195	583		309		324		339		614	614	614	614
Total Expenditure	3,221	1,750	1,079	586	899	860	889	868	918	585	4,860	4,860	4,860	4,860

- No change to LoS targets planned for over next 30 years.
- Frequency of flood events associated with LoS target may change due to climate change effects.
- Strategy focuses on: Completion of flood protection scheme (Dundas Street Bridge), Asset Management, PPM, scheme operation, and renewal/replace of existing historic assets.

F3 – Lower Clutha Flood and Drainage Scheme	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/33	33/38	38/43	43/48
	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000	\$000
Scheme Maintenance Operations	723	691	706	723	741	758	776	793	812	831	4,874	4,874	4,874	4,874
Scheme Maintenance Engineering	72	193	221	125	125	62	491	113	104	99	968	1,132	968	968
Asset Management and Condition Monitoring	55	55	55	55	57	35	36	37	38	41	441	243	441	441
Pump station Safety and Resilience Improvements	75	12	12	12	15	34	35	36	37	37	200	233	200	200
Scheme performance assessment incl. community risk		126				75					-	-	-	-
Depreciation	192	193	194	196	177	177	157	158	156	82	898	898	898	898
Total OPEX	1,117	1,270	1,188	1,111	1,115	1,141	1,495	1,137	1,147	1090	7,380	7,380	7,380	7,380
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Complete works Factory Road, protect against erosion	130										-	-	-	-
Refurbish pumps	71				45					542	190	190	190	190
Paretai Estuary outfall culverts		50	34	166										
Culvert and Bridge Upgrades	16	15	16	16	20	67	78	70	72	100	153	153	153	153
Adaptation for coastal retreat														5,219
Renew relief wells													393	-
Refurbish – Kaitangata Locks/Lake Tuakitoto Control Weir											583			
Pump Station electrical upgrade and refurbishment											798	331	1,473	2,026
Total CAPEX	217	65	50	182	65	67	78	70	72	642	1,725	675	2,210	7,589
Total Expenditure	1,335	1,335	1,238	1,293	1,180	1,208	1,573	1,207	1,219	1732	9,105	8,055	9,590	14,969

- No change to LoS targets planned for over next 30 years.
- Frequency of flows associated with LoS target may change with time due to climate change effects.
- Investigations are planned in first ten years to better understand the effect of climate change on scheme performance and understand associated coastal erosion along the Paretai Estuary shoreline.
- Strategy focuses on: Asset Management, PPM, Scheme operation and renewal of existing assets including addressing H&S and resilience matters.

F4 – Lower Taieri Flood Protection Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	346	346	353	361	371	380	388	397	406	416	2,441	2,441	2,441	2,441
Scheme Maintenance Engineering	140	89	210	141	390	237	61	84	67	72	804	638	804	638
Undertake Asset Management and Condition Monitoring	34	35	36	37	39	65	66	67	68	71	249	415	249	415
Scheme performance assessment including community risks	100	120	86											
Depreciation	26	37	61	61	66	66	71	71	71	70	428	428	428	428
Total OPEX	646	627	746	600	866	748	586	619	612	629	3,922	3,922	3,922	3,922
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Floodbank integrity – Mill Creek/Silver Stream	409										307			
Riverside Road Spillway – upgrade/invert/manual gates			1259											
Upper/Lower pond spillway											2,210			
Localised crest levelling at floodbanks	219	499	338	22	301	23	315	24	24	26	1,842			
Construct weighting blanket at Outram	100	200												
Adaptation for sea level rise – Lake Waipori and lower Taieri													6,140	6,140
Total CAPEX	728	699	1597	22	301	23	315	24	24	26	4,359		6,140	6,140
Total Expenditure	1,374	1,326	2,343	622	1,167	771	901	643	636	655	8,281	3,922	10,062	10,062
<ul style="list-style-type: none"> • No change to LoS targets planned for over next 30 years. • Disconnect between LoS target and aspects of scheme performance, projects are planned to define and optimise these aspects of the scheme operation. • Frequency of flow associated with LoS target may change with time due to climate change effects, investigations are planned in first ten years to better understand the effect of climate change on scheme performance including sea-level rise impact on Lake Waipori and lower Taieri river. • Strategy focuses on: Asset Management, PPM, scheme operation and renewal of existing assets, addressing resilience matters and scheme performance. • Floodbank integrity investigation and learnings from July 2017 flood will be a key consideration in risk-based performance and consequence assessments planned for years one and two. 														

F5 – West Taieri Drainage Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	365	351	359	368	377	386	395	404	413	423	2,480	2,480	2,480	2,480
Scheme Maintenance Engineering	103	104	71	91	91	49	94	94	88	96	519	519	519	519
Undertake Asset Management and Condition Monitoring	15	16	17	18	21	20	21	22	23	24	134	134	134	134
Pump Station Safety and Resilience Improvements	77					50	10	11	12	14	119	119	119	119
Depreciation	176	176	183	183	178	179	126	123	126	103	807	807	807	807
Total OPEX	736	647	630	660	667	684	646	654	662	660	4,059	4,059	4,059	4,059
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Refurbish pumps	50		74				40			130	147	147	147	147
Bridge and Culvert Upgrades	119	18	123	19	185	21	123	22	202	59	737	737	553	553
Reliability Improvements to Waipori Power Supply			191											
Capacity improvements at Waipori												1,351		
Pump station upgrade and refurbishment	125		75				30			140	307	460	553	553
Total CAPEX	294	18	463	19	185	21	193	22	202	329	1,191	2,695	1,253	1,253
Total Expenditure	1,030	665	1,093	679	852	705	839	676	864	989	5,251	6,755	5,312	5,312

- No change to LoS targets planned for over next 20 years. Allowance made to increase pumped capacity in last 10 years, which may increase drainage modulus achieved in West Taieri.
- Frequency of rain events exceeding the LoS target may change due to climate change. Sea-level rise may also result in additional seepage into drainage scheme from Lake Waipori.
- Strategy focuses on: Asset Management, PPM, scheme operation and renewal of existing assets, addressing resilience matters.

F6 – East Taieri Drainage Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	326	291	297	304	312	319	327	334	342	350	2,054	2,054	2,054	2,054
Scheme Maintenance Engineering	264	97	102	139	130	129	119	133	135	131	786	786	786	786
Undertake Asset Management and Condition Monitoring	17	18	19	20	22	20	21	22	23	24	134	134	134	134
Pump Station Safety and Resilience Improvements	91					19	20	20	21	17	127	127	127	127
Depreciation	36	42	45	45	45	45	45	45	45	14	239	239	239	239
Total OPEX	734	448	463	508	509	532	532	554	566	536	3,340	3,340	3,340	3,340
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Refurbish pumps		161		3	3	3	3	4	4	4	147	209	209	148
Design and undertake Upper Pond Drainage improvements	204	147	188											
Culvert and Bridge Upgrades	21	28	30	2	4	2	3	2	2	2	104	104	104	104
Pump Station upgrade and refurbishment											258	1,351	866	-
Total CAPEX	225	336	218	5	7	5	6	6	6	6	510	1,664	1,179	252
Total Expenditure	959	784	681	513	516	537	538	560	572	542	3,850	5,004	4,519	3,592

- No change to LoS targets planned for over next 30 years.
- Frequency of rain events exceeding the LoS target may change with time due to climate change effects.
- Strategy focuses on: Asset Management, PPM, scheme operation and renewal of existing assets, and upper pond drainage improvements.

F7 – Tokomairiro Drainage Scheme	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	81	81	83	85	87	89	91	94	96	98	575	575	575	575
Scheme Maintenance Engineering	22	20	21	25	26	62	16	15	14	15	150	150	150	150
Undertake Asset Management and Condition Monitoring	4	4	4	5	6	10	11	12	14	15	76	76	76	76
Structural Assessment														
Depreciation	3	5	6	7	8	9	10	11	12	10	63	63	63	63
Total OPEX	110	110	114	122	127	170	128	132	136	138	864	864	864	864
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Bridge/ Culvert Replacement	51	95	53	99	55	56	58	59	60	62	264	264	264	264
Total CAPEX	51	95	53	99	55	56	58	59	60	62	264	264	264	264
Total Expenditure	161	205	167	221	182	226	186	191	196	200	1,128	1,128	1,128	1,128

- No change to LoS targets planned for over next 30 years.
- Aligned with Milton 2060 strategy.
- Hydraulic capacity is not explicitly defined in LoS.
- Climate change effects could affect frequency and intensity of weather events over the period covered by this strategy.
- Strategy focuses on: Asset Management, PPM, scheme operation and renewal of existing assets including bridges and culverts.

F8 – Shotover	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Maintenance Operations	14	15	15	15	16	16	16	17	17	18	103	103	103	103
Monitoring and management of the Shotover River Delta	48	77	47	48	49	50	52	52	54	55	323	323	323	323
Depreciation														
Total OPEX	64	92	62	63	65	66	68	69	71	73	426	426	426	426
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Total CAPEX														
Total Expenditure	64	92	62	63	65	66	68	69	71	73	426	426	426	426

- No change to LoS targets planned for over next 30 years.
- Climate change effects could affect frequency and intensity of flood events over the period covered by this strategy.
- Strategy focuses on: Asset Management, monitoring river delta profile and maintenance of training line.

Lower Waitaki Scheme

	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Scheme Operation Environment Canterbury	147	151	155	157	162	167	172	176	180	185	1,133	1,133	1,133	1,133
Scheme Operation Engineering	10	10	10	11	11	10	10	10	11	11	68	68	68	68
Asset Management and Condition Monitoring														
Total OPEX	157	161	165	168	173	177	182	186	191	196	1,201	1,201	1,201	1,201
CAPEX – Increase LoS														
CAPEX – Renew and Replace														
Total CAPEX														
Total Expenditure	157	161	165	168	173	177	182	186	191	196	1,201	1,201	1,201	1,201

- Operation of Scheme undertaken by Environment Canterbury
- Allowance to liaise with Environment Canterbury

Non-Scheme Flood Assets

	18/19 \$000	19/20 \$000	20/21 \$000	21/22 \$000	22/23 \$000	23/24 \$000	24/25 \$000	25/26 \$000	26/27 \$000	27/28 \$000	28/33 \$000	33/38 \$000	38/43 \$000	43/48 \$000
Lindsay Creek – OPEX	14	15	16	16	17	13	14	14	15	18	106	113	133	113
Kaikorai - OPEX	5	5	5	5	6	5	5	5	5	5	36	38	44	38
Albert Town – OPEX	23	24	22	28	28	21	22	23	24	28	172	180	214	180
Other Rivers – Rees, Shotover, Dart, Clutha – Groynes/Rockwork – OPEX	9			107	14	33	22	28	22	17	179	188	222	188
Total OPEX	51	44	43	156	65	72	63	70	66	68	493	518	614	518
Lindsay Creek – CAPEX												526		526
Albert Town - CAPEX											858			
Total CAPEX											858	526	-	526
Total Expenditure	51	44	43	156	65	72	63	70	66	68	1,351	1,044	614	1,044

- Focus on agreeing LoS requirements and establishment of a structured asset management process

Revenue and Financing Policy

Revenue Policy

GROUP ACTIVITY - POLICY AND PLANNING			
Significant Activities - Regional Plans and Policies, Strategies and Plans			
Group Activity	Description	Distribution of Benefits and Exacerbator Considerations	Current funding sources
<p>Plans, policies, strategies:</p> <ul style="list-style-type: none"> - Regional Policy Statement - Regional Plan: Water - Minimum flows and allocation limits - Regional Plan: Air - Regional Plan: Coast - Regional Plan: Waste - Biodiversity Strategy - Pest Management Plan - Long Term/Annual Plans - Regional Economic Development Strategy - Regional Land Transport Plan - Bylaws 	<p>Development, adoption, appeals, review and audit of Council's policies, plans, and strategies.</p>	<p>The wider community benefits as these plans and strategies are developed to provide for the needs of the region as a whole.</p> <p>No individual or group benefits directly from this activity.</p>	<p>Regional Land Transport Plan:</p> <p>Receipt of NZ Transport Agency grants.</p> <p>Remaining costs:</p> <ul style="list-style-type: none"> • 100% general rates regional. <p>All other Policies, plans and strategies:</p> <ul style="list-style-type: none"> • 100% general rates regional.
<p>Private Plan Changes</p>	<p>Request of third parties to make changes to Council plans, policy, etc.</p>	<p>Individuals and groups requesting plan changes benefit from this work.</p>	<p>Private plan changes:</p> <ul style="list-style-type: none"> • 100% fees and charges.

GROUP ACTIVITY – ENVIRONMENT

Significant Activity – Water

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Rural water quality implementation	Monitoring and science work to assist measuring water quality and discharges from land and achieving compliance with water quality standards by 2020.	The activities/practices of farmers, forestry and other rural landholders are the main contributors to degraded rural water quality.	Monitoring, science
	Investment in research and development e.g. for in-situ water quality testing tools.		<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
	Awareness of provisions and understanding of responsibilities through education and promotion.	The wider community benefits from having good water quality.	Research, development
	Dairy inspections regarding permitted activity rules.	Council work arises from activities carried out by identifiable landholders.	<ul style="list-style-type: none"> 100% reserves.
Urban water quality implementation	Science work to understand causes and effects on urban water quality, (including urban aquifers).	The discharge practices of our urban communities directly impact on the quality of our urban water ways.	Awareness, education:
	Engagement and liaison, provision of information and education.	The wider community benefits from having good water quality.	<ul style="list-style-type: none"> 100% general rates regional.
Water and deemed permit renewal	Assist transitioning mining privileges to resource consents to take water through the formation of groups. Group management will help achieve efficient and sustainable water use.	The whole community benefits from effective water management.	Dairy Inspections
		Those holding mining privileges directly benefit from the facilitation work carried out.	<ul style="list-style-type: none"> 100% targeted rate on each dairy activity.
			<p>Liaison, governance, regional issues</p> <ul style="list-style-type: none"> 100% general rates regional for liaison, regional review of issues, governance. <p>Targeted work</p> <ul style="list-style-type: none"> 100% targeted rates on Otago’s city and towns, within defined boundaries for targeted work in defined urban areas.
			<p>Encouraging group formation:</p> <ul style="list-style-type: none"> 100% reserves (Water Management Reserve).

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Significant Activity – Air			
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.	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% reserves.
Significant Activity – Coast			
Coastal initiatives	Promote and assist the management of the coastal environment. (Does not include remediation work, but does include research and liaison).	<p>The coastal city and districts benefits directly from good management of the coastal environment.</p> <p>The whole community benefits from the effective management of our coastal resource.</p>	Coastal Initiatives <ul style="list-style-type: none"> 100% general rates regional
Significant Activity – State of the Environment			
State of the Environment: <ul style="list-style-type: none"> - State of the Environment monitoring - Air quality monitoring and reporting - Environmental Monitoring and Reporting /LAWA - Environment state and trends forecasting - Impacts of low flows 	Monitor: <ul style="list-style-type: none"> • Quality/quantity of surface and groundwater. • Quality of coastal and estuarine water. • Monitor and report on air quality in Otago. • Trend forecasting for future changes to our environment. • Social, economic and environmental effects of low flows. 	<p>The wider community benefits from understanding the state of the Otago environment.</p>	Environmental Monitoring and Reporting /LAWA <p>Receipt of fees and grants from national office, remaining costs:</p> <ul style="list-style-type: none"> • 100% general rates regional. All other work: <ul style="list-style-type: none"> • 100% general rates regional.

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Significant Activity – Biodiversity			
Biodiversity Strategy implementation	Promote and support the protection of areas of biodiversity in Otago.	All of Otago benefits from protecting areas of biodiversity and enhancing the region.	Biodiversity strategy implementation: <ul style="list-style-type: none"> 100% general rates regional.
Environmental Enhancement Fund	Administer a regional sustainability and enhancement fund on agreed projects.	All of Otago benefits from protecting areas of biodiversity and environmentally enhancing the region.	<ul style="list-style-type: none"> 100% Environmental Enhancement Fund reserve.
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.	Supporting groups <ul style="list-style-type: none"> 100% targeted rates across the region
	Administer the funding from Ministry for Primary Industries for the control of wilding trees.		Administering Ministry for Primary Industries funding <ul style="list-style-type: none"> 100% grant funding from Ministry for Primary Industries
Significant Activity – Pests			
Pest Management Plan Compliance	Manage pest plants and animals through inspections and education Undertaking control works for rooks and wallabies Providing funding for lagarosiphon	The wider community benefits from the control of pest plants and animals. Local communities and those using the lakes for recreational purposes benefit from lagarosiphon work.	Inspections, education, control works for rooks, wallabies, funding Lagarosiphon: <ul style="list-style-type: none"> 100% general 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.
Biocontrol of Pests	Research and development for new biocontrol agents for pest control, monitoring and applying.	All of Otago will benefit from new pest control tools.	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 carried out on their private properties.	Pest contracting: <ul style="list-style-type: none"> 100% fees and charges.

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Significant Activity – Environmental Incident Response			
Incident Response	Respond to pollution incidents and resource management complaints.	The wider community benefits from clean up and protection.	Responding to incidents: <ul style="list-style-type: none"> • Grants from MNZ • 100% general rates regional for remaining costs.
	Undertake enforcement action as appropriate. Be ready to, and respond to, oil spills.	Those creating pollution incidents cause the need for this activity, by way of breaching resource consent conditions etc. Those creating the oil spill 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.
Contaminated Sites	Develop and maintain a centralised database of sites for regional use, 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 for clean-up and remedial works. All other work <ul style="list-style-type: none"> • 100% general rates regional.

GROUP ACTIVITY - COMMUNITY

Significant Activity – Governance and Leadership

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Public awareness, democracy, iwi relationships, EnviroSchools	<p>Council meetings, elections, consult with Maori, provide information and advice via media, website, public events, brochures etc.</p> <p>Provide regional co-ordinator role for EnviroSchools in Otago.</p>	<p>The whole community benefits from these activities.</p> <p>Those requesting specific information from Council benefit from receiving that information.</p>	<p>Information requests that require more than ½ hour response time:</p> <ul style="list-style-type: none"> • 100% fees and charges. <p>For all other activities:</p> <ul style="list-style-type: none"> • 100% general rates regional.
Financial Contributions	<p>Contribute funding to activities for the benefit of the Otago community.</p>	<p>For contributions made, the community as a whole will benefit.</p>	<p>Financial contributions:</p> <ul style="list-style-type: none"> • 100% general rates regional.
	<p>Provide funding assistance for studies forecasting future water demands, technical investigations, and infrastructure requirements.</p>	<p>The whole community benefits from effective water management.</p>	<p>Water management:</p> <ul style="list-style-type: none"> • 100% water management reserve.
Response to External Proposals	<p>Respond to issues such as national policy and legislative proposals, and city and district plans.</p>	<p>The whole community benefits from work aimed to help protect the regions resources.</p>	<p>Respond to issues:</p> <ul style="list-style-type: none"> • 100% general rates regional.

GROUP ACTIVITY – REGULATORY			
Significant Activity – Consents and Compliance			
Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Consent Processing, Reviews and Appeals	Process consent applications (Resource Management Act and Building Act) hold hearings, issue certificates, permits and transfers.	The applicant is the primary beneficiary.	Processing consent applications: <ul style="list-style-type: none"> 100% fees and charges.
	Appeals	This is determined by the courts.	Appeals: <ul style="list-style-type: none"> 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.	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.
Compliance Monitoring	Process performance monitoring returns from consent holders.	Consent holders benefit from their ability to exercise consents. Work arises from activities carried out by identifiable consent holders.	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.	Administration: <ul style="list-style-type: none"> 100% general rates regional.
Regulatory Effectiveness	Determine the effectiveness of council's plans and strategies through analysis and interpretation of data.	The wider community benefits as the plans and strategies are developed to provide for the needs of the region as a whole.	Analysis, interpretation: <ul style="list-style-type: none"> 100% general rates regional
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 Queenstown Lakes District Council and Central Otago District Council administer their own bylaws under transfer of responsibility agreements.	Safety: <ul style="list-style-type: none"> 100% general rate sub-regional from Dunedin City, Clutha District and Waitaki District.

	<p>Administer bylaws, the primary focus being safety on our waterways.</p>	<p>The actions of individuals on our waterways may cause the need for enforcement of our bylaws</p>	<p>Enforcement:</p> <ul style="list-style-type: none"> • 100% fees and charges from those causing the incident. • 100% general rate from Dunedin City, Clutha District and Waitaki District for remaining costs.
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GROUP ACTIVITY – FLOOD AND RIVER MANAGEMENT

Significant Activity – Flood Protection and Drainage Schemes

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Alexandra Flood Protection	Maintain the flood protection scheme.	Those in the flood protection area receive a direct benefit. Power generation has contributed to the need for a flood protection scheme.	<ul style="list-style-type: none"> • 2% general rates from the Central Otago District. • 98% fees and charges from dam owners.
Leith Flood Protection	Construct the flood protection scheme.	Those in the flood protection area receive a direct benefit. The local community benefits from ongoing access to the area. There is a regional benefit of continued access to regional services, e.g. hospital and Central Business District.	<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	Maintain the flood protection scheme.	Those in the flood protection area receive a direct benefit. The local community benefits from ongoing access to the area. The wider community benefits from ongoing access to regional services.	After receipt of rental income and contribution from Kuriwao reserve: <ul style="list-style-type: none"> • 4% general rates Clutha District, • 12% general rates regional • 84% targeted rates on the scheme area.
	Maintain the productive capability of land within each scheme area.	Those in the drainage scheme area receive a private benefit. The local community benefits from ongoing access to the area.	After rental income and Kuriwao reserve: <ul style="list-style-type: none"> • 6% general rate Clutha District • 94% targeted rates.
West and East Taieri Drainage	Maintain the productive capability of land within each scheme area.	Landowners within the drainage scheme area receive a private benefit. The local community benefits from continued access to the area.	After receipt of rental income: <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.	100% targeted rates.
Lower Taieri Flood	Maintain the flood protection scheme.	Landowners within the scheme on 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, e.g. airport.	After receipt of rental income: <ul style="list-style-type: none"> • 4% general rates regional. • 13% general rates Dunedin City. • 83% targeted rates on scheme area.
Shotover Delta	Maintain the flood protection scheme.	Landowners within the scheme on area receive a direct benefit.	<ul style="list-style-type: none"> • 2% general rates regional. • 98% targeted rate on scheme area.

		The wider community benefits from continued access to regional services, e.g. airport.	
Designations and bylaws	Ensure designations for flood protection works are incorporated into each territorial authority district plan.	Benefits arise to each of the city and districts in Otago, as protection works are identified in each territorial authority's district plan.	Designations: <ul style="list-style-type: none"> 100% general rates regional
	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 and charges.
Significant Activity – Rivers and Waterway Management			
River Management and monitoring: - Central Otago - Clutha - Dunedin - Waitaki - Wakatipu - Wanaka	Routine 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.	<ul style="list-style-type: none"> 100% targeted rates district (river management rate), noting Queenstown Lakes District Council has two rating areas - Wanaka and Wakatipu.
	Contribute to cost of work on private properties; e.g. river erosion, 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 consented activities cause the need for monitoring effects of the consent.	<ul style="list-style-type: none"> Fees and charges from Contact Energy in accordance with consent conditions. Balance - general rates regional
Lower Waitaki River Scheme	Contribute funding to river management works carried out by Environment Canterbury.	Local community benefits from work carried out by Environment Canterbury 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 schemes around the region – minor works.	Communities within each district benefit from work completed in their areas.	<ul style="list-style-type: none"> 100% general rates regional

GROUP ACTIVITY – SAFETY AND HAZARDS

Significant Activity – Emergency Management

Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
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Emergency Management	Administer the Otago Civil Defence Emergency Management Group.	The whole community benefits from Council's readiness to deal with an emergency situation. If an event occurs, those affected will benefit directly from any assistance provided.	Readiness <ul style="list-style-type: none"> 100% targeted general rate Response: <ul style="list-style-type: none"> Recovery costs incurred in dealing with an event will be considered on a case by case basis
Significant Activity – Natural Hazards			
Natural Hazards	Investigate and provide information on the potential impacts of natural hazards and their mitigation.	Investigations identifying and understanding hazards benefits the wider community Investigation works for specific districts such as flood risk strategies will directly benefit those districts.	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.	The whole community benefits from investigations of natural hazards.	LiDAR <ul style="list-style-type: none"> 100% reserves.
Flow Forecasting	Respond to flood events, issue flood warnings and act to reduce effects of flooding.	The whole community benefits from Council's readiness to respond to high and low flow situations	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 100% general regional.
Climate Change Adaptation	Provide understanding of the effects of climate change to enable communities to make informed decisions about being prepared and adapting to those effects.	The whole community benefits from being informed about the effects of climate change. Investigation works for specific districts will directly benefit those districts.	South Dunedin Future <ul style="list-style-type: none"> 100% general rate Dunedin City. Shoreline retreat Clutha Delta <ul style="list-style-type: none"> 100% Kuriwao Reserve. Climate change other <ul style="list-style-type: none"> 100% general rates regional

GROUP ACTIVITY – TRANSPORT			
Significant Activity – Public Transport			
Group Activity	Description	Distribution of benefits and Exacerbator Considerations	Current funding sources
Public Passenger Transport	Provide bus services in Dunedin and Queenstown, including bus stops, shelters etc.	Those living in the areas where transport services are provided receive a direct benefit.	Bus services <ul style="list-style-type: none"> 100% targeted rates in areas where bus 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 bus 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 Transport Licensing 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.
Stock Truck Effluent Disposal	Maintain stock truck effluent disposal sites in Central Otago.	The Central Otago District benefits from this work.	Maintenance <ul style="list-style-type: none"> 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 located, 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.

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 that represents the balance of the amount of depreciation revenue rates for and any interest earned on reserve balances. The purpose of this reserve is to fund capital expenditure and the cost of renewals on the infrastructural assets being depreciated.

Council's policy is 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 repaying 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, Council will consider matters such as the benefits arising from the project, the project costs and the impacts and consequences of the project.

Summary Significance and Engagement Policy

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 Otago² 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

² Now known as Aukaha

- 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.

Part 3 – What we will do over the next 10 years

Significant Activities

The activities that Council undertake have been grouped into seven significant groups as follows:

1. Policy and Planning
 - Regional plans and policies
 - Strategies and plans
2. Environment
 - Water
 - Air
 - Coast
 - State of the Environment
 - Biodiversity
 - Pests
 - Environmental incident response
3. Community
 - Governance and leadership
4. Regulatory
 - Consents and compliance
 - Harbour management
5. Flood Protection and Control Works, and River Management
 - Flood and drainage schemes
 - Rivers and waterway management
6. Safety and Hazards
 - Emergency management
 - Natural hazards
7. Transport
 - Public passenger transport

Policy and Planning

What we do and why

Legislation such as the Resource Management Act, the Local Government Act and the Biosecurity Act require us to prepare various regional plans and strategies.

Council's regional plans set out policies and rules that aim to protect our natural resources, i.e. water, air and coast, and their use.

The Resource Management Act requires Council to have a Regional Policy Statement that enables sustainable management of the natural and physical resources of the Otago region. It also has provisions for adopting and reviewing regional plans.

Council's regional plans are all operative, however, work continues on amending them as necessary, for example, to take account of new National Policy Statements, National Environmental Standards and other central government directives, dealing with new issues as they arise and making improvements to current provisions. Regional plans are required to be reviewed every 10 years.

Council prepares Annual and Long Term Plans that detail Council's significant activities, how much they will cost and how they will be paid for.

For certain significant activities, strategies are prepared that provide direction on those activities. They identify what roles Council, the community, other agencies and stakeholders may play in implementing the strategy.

The Biosecurity Act requires Council to have a Pest Management Plan for Otago.

Under the Land Transport Management Act, Council is responsible for developing and implementing a Regional Land Transport Plan. Council must report on progress with implementing the plan and carry out reviews to ensure it remains appropriate for the region.

The following tables show the two activities for this group, how they link to the community outcomes and the estimated expenditure.

Community outcomes	
Regional Plans	This activity has an eye on the longer term and ensuring the community is empowered to be the champions and be custodians of their Otago environment. A strong economy is an important component of determining what is acceptable and sustainable.
Strategies and Plans	As above

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
3,547	Regional plans and policies	3,390	3,646	3,543
858	Strategies and plans	764	670	962
4,404	Total expenditure	4,154	4,316	4,505

What we will deliver

Regional Plans (Water, Air, Coast, Waste)

Council's Regional Plan: Water sets out policies and rules that aim to protect both the quality and availability of water in our aquifers, rivers, lakes and wetlands. Council is aware that there are other contaminant discharges affecting

water quality from human sewage (septic tanks), including onsite treatment systems, stormwater discharges, industrial and trade waste and hazardous substances. The Long Term Plan addresses these issues through a series of proposed plan changes to the Regional Plan: Water. The plan changes will provide new rules for dealing with these types of urban discharges.

In parallel with changes to the Regional Plan: Water, Council will also make changes to the Regional Plan: Coast (storm water and waste water) and Regional Plan: Air and Regional Plan: Waste (discharge of hazardous substances).

The availability of water and its allocation for irrigation is a major issue, especially in times of drought. In the Regional Plan: Water, Council has set limits on how low the flow of certain rivers may get (minimum flows), whilst still protecting the aquatic habitat and natural character of the rivers. Economic, cultural and social values are taken into consideration when setting minimum flows. These flows determine the amount of water that may be available for use.

There are still several rivers and aquifers in Otago that require minimum flows. Minimum flows provide the basis of how much water is available and assists with issuing resource consent and establishing water allocation limits. The Long Term Plan has a programme in place for completing minimum flow work on our remaining rivers and aquifers from which water is taken and incorporating them into the Regional Plan: Water.

Strategies and Plans

The development of a new Regional Pest Management Plan for Otago is in progress. The new Regional Pest Management Plan will be consulted on and adopted by December 2018.

A new Regional Land Transport Plan will be prepared in collaboration with Environment Southland, to produce a single document for both regions. This will be completed in Year Three of the Long Term Plan.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Regional Polices and Plans	Establish and maintain a robust, integrated and consistent environmental planning framework	Comply with Resource Management Act legislative planning requirements	Achieved	Achieved	Achieved	Achieved
		Complete preparation of plan reviews and changes of resource management policies, plans and strategies in accordance with Council's publicised work programme	Achieved	Achieved	Achieved	Achieved
Regional Pest Management Plan	Establish controls over animal and plant pests in the Otago Region to maintain and enhance biodiversity and to protect productive capacity and community health	The Regional Pest Management Plan is appropriately developed and implemented	Prepared	Implement	Implement	Implement
		Reducing trend in the pest plant and animal species across the Otago Region	N/A	Achieved	Achieved	Achieved
Regional Land Transport Plan	With Environment Southland, prepare and implement robust integrated	Comply with the legislative requirements of the Land Transport	Achieved	Achieved	Achieved	Achieved

	strategy, business case and programme for transport investment across the Otago and Southland Regions	Management Act and the requirements of the NZ Transport Agency				
		To collaborate with Environment Southland and other South Island local authorities to establish and deliver on pan-regional priorities for transport investment	Achieved	Achieved	Achieved	Achieved

Assumptions we have made

- There are likely to be appeals on plan changes.
- National planning standards will require amendments to be made to our plans during the 10-year period.
- Collaborative planning with Environment Southland will continue and potentially grow.

Funding Impact Statement – Policy and Planning

2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Sources of operating funding:											
1,773	General rates, UAGC and rate penalties	1,902	2,249	2,369	2,417	2,357	2,321	2,193	2,478	2,654	2,203
-	Targeted rates	-	-	-	-	-	-	-	-	-	-
153	Subsidies and grants	175	157	202	147	147	194	158	157	207	169
-	Fees and charges	-	-	-	-	-	-	-	-	-	-
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
2,478	Fines, infringement fees and other receipts	2,077	1,889	1,913	1,945	1,898	2,017	1,953	2,137	2,225	2,006
4,404	Total operating funding	4,154	4,295	4,484	4,509	4,402	4,532	4,304	4,772	5,086	4,378
Application of operating funding:											
2,730	Payments to staff and suppliers	826	924	921	2,738	2,652	2,433	2,305	2,577	2,653	2,034
-	Finance costs	-	-	-	-	-	-	-	-	-	-
1,674	Internal charges and overheads	3,328	3,370	3,560	1,767	1,746	2,094	1,995	2,191	2,429	2,340
-	Other operating funding applications	-	-	-	-	-	-	-	-	-	-
4,404	Total applications of operating funding	4,154	4,294	4,481	4,505	4,398	4,527	4,300	4,768	5,082	4,374
-	Surplus (deficit) of operating funding	-	2	3	4	4	4	4	4	4	4
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
-	- to improve levels of service	-	21	21	16	-	-	-	-	-	-
-	- to replace existing assets	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in reserves	-	(19)	(18)	(12)	4	4	4	4	4	4
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
-	Total application of capital funding	-	2	3	4	4	4	4	4	4	4
-	Surplus (deficit) of capital funding	-	(2)	(3)	(4)	(4)	(4)	(4)	(4)	(4)	(4)
Funding balance											

Environment

Council has a responsibility for looking after the natural resources of the Otago region. Key components of Council's work on the environment are focused on water, air, the coast, biodiversity, pests and environmental incident response. Council also monitors and reports on the state of the environment in Otago.

The following tables shows the seven activities that make up this group, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Water	A place where people can enjoy their environment safely, productively and respectfully A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone
Air	As above
Coast	As above
Biodiversity	A place where people can enjoy their environment safely, productively and respectfully Communities empowered to be the champions and custodians of their Otago environment
State of the Environment	A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone Communities empowered to be the champions and custodians of their Otago environment
Pests	As for Water, Air and Coasts
Environmental Incident Response	A place where people can enjoy their environment safely, productively and respectfully A region that prioritises sustainability as an economic measure whilst being attractive to industry

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
3,575	Water	3,351	3,527	3,956
118	Air	300	309	347
386	Coast	80	84	252
3,019	State of the Environment	4,190	4,172	4,332
2,020	Biodiversity	1,935	2,048	1,318
1,840	Pests	1,740	1,666	1,876
1,491	Environmental incident response	1,671	1,807	1,828
12,449	Total expenditure	13,267	13,613	13,909

Water

What we do and why

Water is a precious resource in Otago. The quality of our water and its availability are critical to our way of life. Council's Regional Plan: Water sets out policies and rules that aim to protect both the quality and availability of water in our aquifers, rivers, lakes and wetlands.

For rural water quality, Council does not set out rules on how land use activities should be carried out, but has rules around what level of contaminants may be discharged into our waterways. In other words, Council is not interested in

controlling land use activities by issuing resource consents, but is concerned about how the discharges from land will impact water quality. Council has maximum discharge thresholds that must be met by 2020.

Council is now starting to focus on urban water quality, to maintain and where necessary, potentially improve water quality in urban areas.

The availability of water is a major issue, therefore Council aims to ensure the effective management of this resource, with available water being used in an optimal way.

Estimated expenditure on Council's water activity (including capital expenditure and depreciation) is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
3,020	Rural water quality implementation	2,681	2,713	3,134
555	Water and deemed permit renewals	498	492	474
-	Urban water quality implementation	172	321	348
3,575	Total expenditure	3,351	3,527	3,956

What we will deliver

Water Quality

Council is currently in a transition phase for meeting the rural water quality standards set out in Schedules 15 and 16 of the Regional Plan: Water, which came into effect on 1 May 2014.

Landholders need to ensure that their discharges from land to water do not exceed the maximum discharge thresholds by 2020. This requires changes in behaviour and land use practices, primarily by our rural community.

Work continues on Council's project to assist with this transition. It includes a programme of education and liaison with the community and key stakeholders and undertaking science and monitoring work.

Council use a risk-based approach to its monitoring work. It focuses on prohibited and permitted activities (e.g. dairy farming and forestry activities), catchment monitoring to better understand the impact of land activities on water quality, and on individual property environmental risk assessments.

Council plans to continue with its Good Water Project, which commenced in 2017/18. Environmental risk assessments have been carried out through a pilot project, involving independent reviews of individual properties within a catchment. These assessments help property owners understand how their land use activities may impact on water quality and help them achieve compliance with water quality standards. Council plans to roll this project out across all other catchments in Otago, focusing on properties that are classified as rural land use or lifestyle blocks two hectares or greater. Not all properties need a visit, but a risk assessment will determine this.

The Regional Plan: Water includes permitted activity rules and defines prohibited activities. Permitted activities do not require a resource consent for the activity to be carried out, but rules are in place to mitigate any possible negative effects of the activity on our environment. Council needs to undertake work to ensure that the rules are being complied with, and that prohibited activities are not being carried out. Dairying is a permitted activity, and since 2004, Council has visited every dairy farm on an annual basis to check the activity complies with the rules. Every year, Council has found non-compliances, and prosecutions have been made. Council uses a risk-based model for dairy inspections that prioritises the farms most at risk of impacting water quality. Some farms may get two or three visits a year, while others may only get a visit every second year.

Council is commencing a new activity around urban water quality, noting the plan changes around storm water, waste water and hazardous substances. The development of an urban water quality strategy is in progress and once completed, will give direction for future activities in this area. The Long Term Plan provides for preliminary activities such as establishing stakeholder and technical groups, undertaking research on high risk urban areas, and sharing

information on good urban practices for urban contaminants. Council expects that following the completion of the strategy, future annual plans will propose new work.

Water Quantity

Resource consents allow landholders to take water within agreed limits. Mining privileges will expire in 2021. This means that those landholders with mining privileges will need to obtain resource consent if they wish to continue taking water.

There are approximately 390 mining privileges still current in Otago. The Regional Plan: Water has provisions to assist transitioning these from mining privileges to resource consents, through the formation of groups. Group management of our water resource will help achieve efficient and sustainable water use. Council is actively working with mining privilege holders and communities, facilitating meetings, sharing information about forming and managing groups, and providing ecological and flow information. This activity will stop in 2021.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Maintain and improve water quality	Water quality across Otago is maintained and improved	Assessments are carried out to determine that water quality meeting the limits set out in the Regional Plan: Water continue to meet those limits, and that water quality previously not meeting the limits is improving	Achieved	Achieved	Achieved	Achieved
		Increase the number of catchments included in catchment monitoring programmes by five catchments every two years.	On target	Achieved	Achieved	Achieved

Assumptions we have made

- Technology solutions will be available that provide landholders and Council with real time data on water quality.
- The market (i.e. consultants) will assist water management groups with replacing water permit applications.
- Demand for water will continue to increase.

Air

What we do and why

Within Otago, there are certain areas where winter air emissions from home heating cause air quality to breach the standards set for healthy living.

The Government has set National Environmental Standard for Air Quality, that sets a maximum allowable daily concentration for PM₁₀ of 50 micrograms per cubic metre of air. PM₁₀ refers to particulate matter less than 10 microns in diameter and is measured in micrograms per cubic metre of air. The National Environmental Standard allowed up to three exceedances per year of the PM₁₀ standard to 2016, and full compliance (i.e. no more than one exceedance per year) is required by 2020.

Council is responsible for ensuring compliance with the National Environmental Standard. Under the Resource Management Act, Council is also responsible for controlling the discharge of contaminants to air. The Regional Plan: Air sets out the rules for this.

Monitors have been installed in selected Otago towns so that Council can measure air quality. Monitoring has shown many high readings in excess of the PM₁₀ standard in Arrowtown, Alexandra, Cromwell, Clyde (Air Zone 1) and Milton, and fewer high readings in Mosgiel and Balclutha. The Central Dunedin air zone currently complies with the National Environmental Standard after several years of steady improvement.

Estimated expenditure on Council's air activity (including capital expenditure and depreciation) is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
118	Air strategy implementation	300	309	347
118	Total expenditure	300	309	347

What we will deliver

In 2016, Council commissioned an emissions inventory to understand the sources and magnitude of emissions in four Otago towns - Alexandra, Arrowtown, Milton and Mosgiel – and compared the results with 2005 emissions estimates to identify any changes. The results suggested that the amount of mass emissions in each of these towns has reduced by around 50% over the 11-year period, which is a massive improvement. Reasons for the improvement include the reduction in coal use, and the replacement of older, inefficient wood burners with newer, compliant burners.

These improvements are positive, but Council and the Air Zone 1 towns (including Milton) are still not complying with the National Environmental Standard for air quality. Research has shown that in some parts of Otago, even with the use of low-emission wood burners, the challenge of extremely cold winter weather and strong temperature inversions means the air quality standards will likely not be met. Council therefore needs to find new solutions that will ensure people have warm homes while achieving clean air.

Council developed an Air Strategy for Otago and this Long Term Plan provides for implementing that strategy. Council will also continue its clean heat, clean air programme of providing financial contributions towards the cost of installing clean heating appliances in Air Zone 1 towns and Milton. A Cosy Homes Co-ordinator will work with the Cosy Homes Trust in Central Otago to encourage uptake of clean heat solutions and this is provided in years 1 to 3 LTP.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Air strategy & implementation	Ambient air quality (PM ₁₀) in targeted towns.	Monitor air quality to assess compliance with the National Environmental Standard requirement of no more than one daily average reading of PM ₁₀ per annum to be higher than 50 micrograms per cubic metre.	Assessment completed	Assessment completed	Assessment completed	Assessment completed

	Financial contributions	Administer the clean heat, clean air fund for Air Zone 1 and Milton.	Achieved	Achieved	Achieved	Achieved
	Investigations and research	Priority elements to give effect to achieving goals in the Air Strategy are implemented	Outcomes and issues for outdoor burning around urban areas are identified	Trial options for low emission technologies.	Affordable technologies identified with government and other partners.	Environmental issues regarding chemical discharges are assessed and reported
	Local air quality programmes	Develop local air quality programmes and implement.			Achieved	

Assumptions we have made

- The continued use of solid fuel burners will not meet the National Environmental Standard for air quality in Air Zone 1 and Milton.
- There is likely to be a change in the National Environmental Standard for air quality in the next ten years.

Coast

What we do and why

Our coastal environment is highly valued, therefore Council wants to ensure it is managed efficiently. This activity provides for research and information gathering to assist developing a Coastal Strategy in 2021/22. Following the completion of monitoring programmes, Council also plans to report on the health of the Tokomairiro and Kaikorai estuaries.

Estimated expenditure on Council's coastal activity is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
386	Coastal initiatives	80	84	252
386	Total expenditure	80	84	252

What we will deliver

Key projects and programmes	2018/19	2019/20	2020/21
Support university research projects	✓		
Complete studies and report on the health of the Tokomairiro and Kaikorai estuaries	✓		
Hold a coastal forum			✓

Undertake research to inform management in the coastal environment		✓	
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State of the Environment

What we do and why

Council's State of the Environment monitoring programme covers water quality and quantity, and air quality. Council is required to undertake this monitoring under the Resource Management Act, and the National Policy Statement for Freshwater Management.

Monitoring data collected is used across many activities of Council, assisting with developing policy and planning, compliance with plans, and evaluating how Council is doing in maintaining or improving our environment.

The Environmental Monitoring and Reporting project is a joint project with regional councils across New Zealand, Ministry for the Environment and the Cawthron Institute. It involves developing and operating regional and national environmental data collection and providing information for all New Zealanders. Council administers the project on behalf of the other partners.

Estimated expenditure on Council's state of the environment activity (including capital expenditure and depreciation) is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
291	Ambient air quality monitoring	351	358	322
2,301	Water quality and quantity monitoring	3,293	3,326	3,511
427	Environmental Monitoring and Reporting	546	487	498
3,019	Total expenditure	4,190	4,171	4,331

What we will deliver

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Environmental information	Provide high quality and timely information, indicators and advice to key decision makers and the community	Changes and trend in natural resource availability and quality are analysed and reported to the Council as per the schedule entitled " Monitoring Schedule for 2018-28 Long Term Plan "	Achieved	Achieved	Achieved	Achieved
		External audit shows good quality control of data collections and analysis as per the schedule entitled " Monitoring Schedule for 2018-28 Long Term Plan "	Achieved	Achieved	Achieved	Achieved

		Lead research into methods to manage the effects of lake snow on water quality	Achieved	Achieved	Achieved	Achieved
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Assumptions we have made

- A revised National Environment Standard for Air Quality that includes PM_{2.5} as a compulsory attribute will be released by December 2019.
- Council will continue to administer the Environmental Monitoring and Reporting project during the 10 year life of this plan

Biodiversity

What we do and why

A Biodiversity Strategy for Otago has been developed in the 2017/18 year. How Council implements that strategy now needs to be considered. The Long Term Plan provides for preliminary activities such as developing stakeholder and technical groups, hosting a biodiversity forum, and sharing information on good management practices for indigenous biodiversity. Council expects that future annual plans will propose new work following the establishment of stakeholder groups and holding forums.

Council has established an environmental enhancement fund to promote good environmental outcomes in Otago. The fund is geared to encouraging and empowering communities to take action at the local level on environmental issues that matter to them. Available for community applications, it provides funding support that either retains the existing value and characteristics of natural resources or, improves degraded environments.

Estimated expenditure on Council's biodiversity activity (including capital and depreciation) is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
176	Biodiversity strategy implementation	236	400	467
411	Environmental enhancements	808	634	641
1,433	Wilding trees	891	1,014	210
2,020	Total expenditure	1,935	2,048	1,318

What we will deliver

While implementation of the Biodiversity Strategy will occur over future annual plans, allocation of the environmental enhancement fund to community based projects will occur immediately. Public submissions highlighted the importance of this fund and the need to develop guidelines to get the best results from it. The initial emphasis of the funding will be:

- Citizen science initiatives
- Tomahawk Lagoon restoration group
- Catchment groups

The environmental enhancement fund will be drawn from a reserve that is replenished at \$250,000 per annum with unallocated funds applied to subsequent years.

Council will be continuing work that started in 2017/18 to identify options for the enhancement of Lake Tuakitoto and Tomahawk Lagoon. The Long Term Plan provides for developing implementation plans and funding proposals and consulting on them. Future annual plans will provide for the outcome of those consultations.

The condition of Lakes Hayes is not acceptable to local communities and Council. A programme started in 2017/18 to improve the water quality is underway and will involve a series of steps over time. Funding has been provided to explore an initial step of piping fresh water from the Arrow River to Mills Creek. The detail of this step is to be agreed in year 1 LTP.

Assisting the Yellow Eyed Penguin Trust to continue its work on protecting this endangered species is considered important and additional funding is included across years 1 to 3 LTP.

Wilding pines are a significant issue for many in the Otago community. During 2016/17, the Government decided to contribute \$16 million over four years towards the control of wilding conifer in New Zealand. The Ministry for Primary Industries determined how that funding was allocated and sites within Otago were identified. Council entered into an agreement with the Ministry for Primary Industries to administer the funding allocation for Otago sites.

Council received \$1.2 million of funding from Ministry for Primary Industries for control works in 2017/18. Council expects to receive further funding from Ministry for Primary Industries in 2018/19 and 2019/20.

In addition to the Ministry for Primary Industries funding, Council will continue to rate \$200,000 per annum for wilding trees so contributions can be made to groups working on the wilding tree problem in Queenstown and Central Otago.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Environmental Enhancement	Collaborate with the regional community to potentially invest and fund environmental enhancement projects that deliver good environmental and social outcomes.	At least 75% of annual funding allocated to the fund has been granted to suitable projects and activities	Achieved	Achieved	Achieved	Achieved
		The outcome(s) of all projects and activities have been reported back to Council within the timeframes specified in the funding agreement	Achieved	Achieved	Achieved	Achieved
		Projects and activities funded achieve milestones as per the funding agreement	100%	100%	100%	100%

Key projects and programmes	2018/19	2019/20	2020/21
Implement a significant wetlands compliance monitoring programme.	✓	✓	✓
Develop and disseminate information on good management practices for indigenous biodiversity	✓	✓	✓
Host a biodiversity forum		✓	

Establish stakeholder and technical groups and hold 6-monthly meetings		✓	✓
Develop and publicly consult on options for Lake Tuakitoto and Tomahawk Lagoon	✓	✓	
Develop and publicly consult on technical and funding proposals for the remediation of Lake Hayes. Initiate first action relating to piped water to Mills Creek in year 1 LTP	✓		

Pests

What we do and why

Pests cause considerable damage to our environment and the Council's Pest Management Strategy (PMS) for Otago promotes a regionally coordinated approach to address the impacts of both pest animals and pest plants. An important component of the PMS is that landholders are responsible for managing animal and plant pests on their land.

Estimated expenditure on Council's pest activity (including capital and depreciation) is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
1,360	Pest management plan compliance	1,394	1,378	1,521
85	Biocontrol of pests	136	79	141
395	Pest contracting	210	209	214
1,840	Total expenditure	1,740	1,666	1,876

What we will deliver

The pest animals identified in the PMS are rabbits, hares and rooks. With respect to rabbits, the strategy requires landowners to meet the MAL3 level of compliance. MAL refers to the Modified MacLean's Scale, which is a nationally recognised 1 to 8 scale, measuring rabbit density. The Council has assisted landowners with the controlled release of the K5 RHD virus strain in Otago in April 2018. Council will closely monitor the effectiveness of the virus on rabbit populations.

Predator Free 2050 is a national programme with a centralised body that allocates central government funding to groups that meet their criteria. Predator Free Dunedin is such a group, who with local funding support can secure significant funding from central government over a 5 year period. Dunedin City and the Otago Regional Councils (ORC) have agreed to provide the local funding component. The ORC is funding \$300,000 for year one of the programme equally from the environment enhancement fund reserve and the general reserve. The funding method for years 2 to 5 will be reviewed and decided in the 2019 Annual Plan process.

Wallabies are a growing problem in Otago. Council is working with Environment Canterbury, community groups and pest companies to assist in preventing a wallaby population from establishing in the region and to carry out necessary control works to eradicate any wallaby in Otago.

Plant pests include 19 listed species in the PMS with key ones including Gorse, Broom, Lagarosiphon and Ragwort. The strategy requires landowners to destroy pest plants found on their land.

Council carries out monitoring inspections of known sites and will carry out control work (removal of plants) where necessary. The costs of control work will be recovered from the landowner. Where appropriate, enforcement action will be carried out.

Council also offers support for controlling pests by giving advice and assisting community groups to establish control programmes. Funding has been maintained in this LTP for a level of Lararosiphon control work in Lake Dunstan.

The work programme may change once a new Regional Pest Management Plan is adopted. Council will develop an implementation plan later in 2018/19 and future annual plans will address any changes to this activity if necessary.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Control of pest plants and animals	Manage the level of compliance with the provisions of the Regional Pest Management Plan	All properties with reported non-compliances of rabbit numbers over MAL3 are contacted regarding the requirement to respond in accordance with the Regional Pest Management Plan	Achieved	Achieved	Achieved	Achieved
		All reported non-compliances for pest plants will be followed up to ensure works to control pest plants have been carried out	Achieved	Achieved	Achieved	Achieved
		All complaints about boundary control of pest plants and pest animals will be responded to within 10 working days, and where necessary control works will be required to be carried out.	Achieved	Achieved	Achieved	Achieved
	Support Lagarosiphon management plans and efforts to control Lagarosiphon in southern lakes (Lakes Dunstan, Wanaka and Wakatipu)	The Council advocates for the community to government agencies conducting Lagarosiphon control in Lakes Dunstan and Wanaka	Key planning information is disclosed in a timely way	Key planning information is disclosed in a timely way	Key planning information is disclosed in a timely way	Key planning information is disclosed in a timely way
		Lagarosiphon has not established in Lake Wakatipu	Achieved	Achieved	Achieved	Achieved
	Collaborate with community groups and pest companies to carry out control activates to eradicate Wallaby in Otago	Reported Wallaby sightings are investigated and responded to within 3 working days	Achieved	Achieved	Achieved	Achieved

Assumptions we have made

- A new Regional Management Plan will be adopted by December 2018. This will result in a change to the current work programme, which will be taken into account in future Annual Plans.
- The KS RHD virus strain was released April 2018.

Environmental Incident Response

What we do and why

Council operates a 24-hour Pollution Hotline. Pollution incidents and other resource management complaints are investigated, and action is taken to ensure appropriate remedial measures are used. Enforcement action will be carried out where adverse effects on the environment have occurred that support such action.

Managing contaminated sites involves investigating and managing historic and active industrial and trade use sites that manufacture, use, or store hazardous substances and may be contaminated. Where necessary, enforcement and clean-up or remedial work is also carried out.

Estimated expenditure on this activity is as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
820	Incident response	972	997	1,000
108	Contaminated sites	103	197	201
563	Investigations and enforcement action	596	613	626
1,491	Total expenditure	1,671	1,807	1,827

What we will deliver

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Investigations and incident response	Take appropriate action in response to notifications of non-compliance and incidents	Maintain 24-hour/7 day a week response for environmental incidents	100%	100%	100%	100%
		Average time taken to respond to oil spills no more than 1.5 hours.	Achieved	Achieved	Achieved	Achieved
Readiness to respond to incidents	Facilitate/carry out appropriate response training for staff and contractors	Hold at least one pollution incident response training exercise for each of the following: <ul style="list-style-type: none"> • desktop exercise; • a field exercise for pollution incident response; and • an equipment training day. 	Achieved	Achieved	Achieved	Achieved

		Hold at least one marine oil spill incident response training for each of the following: <ul style="list-style-type: none"> • desktop exercise; • a field exercise for marine oil incident response. 	Achieved	Achieved	Achieved	Achieved
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* Options for responses:

- Desktop response
- Immediate site inspection
- Planning site inspection
- Phone call only
- Referred to external contractor
- Referred to investigations
- Referred to other

Assumptions we have made

- The quantity of complaints received will increase as public awareness of environmental matters increases.

What significant negative effects could our environment activity have on the community?

- The switch to cleaner heating appliances may not be the cheapest form of heating and affordability is an issue for some.
- The use of non-biological pest control tools may be of concern to some of our community, however, the benefit in terms of pest control outweighs the negative impacts caused by pest animals and plants.

Funding Impact Statement – Environment											
2017/18		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
\$000s		\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
Sources of operating funding:											
2,684	General rates, UAGC and rate penalties	3,447	4,394	4,902	4,976	5,168	4,885	4,953	5,165	5,378	5,252
1,581	Targeted rates	1,501	1,543	1,840	1,918	1,974	2,013	2,053	2,094	2,140	2,184
1,255	Subsidies and grants	705	824	55	55	55	55	55	55	55	55
570	Fees and charges	370	376	381	387	394	400	408	414	421	430
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
4,714	Fines, infringement fees and other receipts	4,753	4,682	4,948	4,998	5,154	5,238	5,400	5,446	5,499	5,774
10,804	Total operating funding	10,776	11,819	12,126	12,334	12,745	12,591	12,869	13,174	13,493	13,695
Application of operating funding:											
8,194	Payments to staff and suppliers	4,729	4,895	4,674	7,872	8,106	7,975	7,939	8,112	8,229	8,206
-	Finance costs	-	-	-	-	-	-	-	-	-	-
3,683	Internal charges and overheads	7,363	7,731	8,227	4,540	4,735	4,732	5,058	5,200	5,394	5,621
-	Other operating funding applications	-	-	-	-	-	-	-	-	-	-
11,876	Total applications of operating funding	12,092	12,626	12,901	12,412	12,841	12,707	12,997	13,312	13,623	13,827
(1,072)	Surplus (deficit) of operating funding	(1,316)	(807)	(775)	(78)	(96)	(116)	(128)	(138)	(130)	(132)
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
35	- to improve levels of service	385	136	176	293	179	183	187	191	196	200
201	- to replace existing assets	338	346	311	216	221	226	232	237	242	248
(1,308)	Increase (decrease) in reserves	(2,039)	(1,289)	(1,262)	(587)	(496)	(525)	(547)	(566)	(568)	(580)
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
(1,072)	Total application of capital funding	(1,316)	(807)	(775)	(78)	(96)	(116)	(128)	(138)	(130)	(132)
1,072	Surplus (deficit) of capital funding	1,316	807	775	78	96	116	128	138	130	132
Funding balance											

Monitoring schedule for 2018-28 Long Term Plan

Subject	Theme	Indicator	Frequency of reporting	Next Update										
				2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
Air	Air quality	Contaminant levels in air	Every 5 years			✓					✓			
		Fine particle levels in air (year-round)	Annually	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Coasts		Estuarine trophic index (ETI)	Annually	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
		Coastal water quality for contact recreation	Annually	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Inland water	Groundwater	Groundwater quality	Every 5 years	✓					✓					
		Pesticides in groundwater	Every 5 years	✓					✓					
	Lakes	Lake water quality for contact recreation	Annually	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
		Water quality – large lakes	Every 5 years			✓					✓			
		Water quality –other lakes					✓					✓		
		Lake weeds	Every 5 years		✓					✓				
	Rivers and streams	River water quality	Every 5 years						✓					✓
		River water quality for contact recreation	Annually	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
		Periphyton	Every 5 years						✓					✓
		Macroinvertebrates	Every 5 years						✓					✓
		Fish	Every 5 years						✓					✓
	Wetlands	Extent of wetlands	Every 5 years								✓			
		Wetland hydrology	Every 5 years								✓			
		Wetland vegetation	Every 5 years								✓			

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Community

What we do and why

Under the Local Government Act, Council is responsible for enabling democratic local decision making and action on behalf of our community.

Council's democratic process involves providing effective representation on behalf of the Otago community. Council holds meetings of Council and Council committees and these meetings are open to the public. Many opportunities are given to the public to provide input into Council's decision-making and include Council inviting submissions on specific proposals, and participation in public forums at Council meetings.

Council carries out several activities to educate, consult and encourage community participation in decision-making, and to promote awareness of its plans, policies and activities. To help promote community participation, Council provides regular information to the media about its activities and makes information publicly available through newsletters, web-based information, social media, public events and so on. Council also has the role of regional coordinator for providing Enviroschools in Otago.

If there are any matters raised by government or other agencies that require a regional response, Council will submit as appropriate. For example, government policies and legislation, district plans, conservation plans etc. may affect Council's responsibilities and functions and so require a Council response.

Council actively works with Aukaha and encourages Maori participation in natural resource management. Council seeks to consult and liaise on its activities and provide assistance on initiatives of mutual specific interest.

Council contributes funding towards initiatives carried out by community and other groups, and to the Otago Emergency Rescue Helicopter.

Work on proposals for a new head office continues, as the office space in Stafford Street continues to be a challenge. The public will be formally consulted, once Council has sufficient detail on options, such as constructing or leasing a building, location, associated costs and funding. This consultation will likely take place during the 2018/19 year.

The following tables shows the activities discussed above, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Democracy	Service delivery that puts the community first and ensures that operations are customer driven, efficient, and fit for purpose. Communities empowered to be the champions and custodians of their Otago environment
Public Information and Awareness	As above
Financial Contributions	Communities empowered to be the champions and custodians of their Otago environment
Response to External Proposals	A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone
Head Office Replacement	A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
1,692	Democracy	1,772	1,975	1,810
1,284	Public information and awareness	1,240	1,369	1,303
595	Financial contributions	450	359	367
320	Response to external proposals	316	311	318
665	Dunedin Head Office replacement	82		
4,555	Total expenditure	3,860	4,013	3,797

What we will deliver

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Governance or Effective, open and transparent democratic Council processes	Provide governance processes that are robust and transparent for the community and where the community can participate	Percentage of official information requests responded to within statutory timeframes	100%	100%	100%	100%
		Percentage of council agendas that are publicly available two working days or more before a meeting	100%	100%	100%	100%
		All meetings conducted in accordance with <i>Standing Orders</i> and the <i>Local Government Official Information and Meetings Act 1987</i>	Achieved	Achieved	Achieved	Achieved
Planning and reporting	Produce high quality, fit for purpose and	Long term plans, annual plans and annual reports	Achieved	Achieved	Achieved	Achieved

	accessible long term plans and annual plans to encourage participation in decision making by the community	receive unmodified audit opinions				
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Key projects and programmes	Targets		
	2018/19	2019/20	2020/21
Clearly articulate council policies, purpose and activities, enabling conversations and providing clear information through the production of: <ul style="list-style-type: none"> • Media • Newsletters, pamphlets, information sheets • Social media and digital media • Public events and engagement • Web 	✓	✓	✓
Respond to issues, activities and queries on matters that require a regional perspective or impact on regional resource management functions.	✓	✓	✓

Funding Impact Statement – Community											
2017/18		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
\$000s		\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
Sources of operating funding:											
1,466	General rates, UAGC and rate penalties	1,643	2,047	2,059	2,104	2,232	2,150	2,199	2,274	2,345	2,325
-	Targeted rates	-	-	-	-	-	-	-	-	-	-
-	Subsidies and grants	-	-	-	-	-	-	-	-	-	-
131	Fees and charges	131	133	136	139	142	144	147	150	154	157
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
2,049	Fines, infringement fees and other receipts	1,804	1,731	1,672	1,704	1,808	1,880	1,968	1,972	1,976	2,126
3,645	Total operating funding	3,578	3,911	3,867	3,947	4,182	4,174	4,314	4,396	4,475	4,608
Application of operating funding:											
3,365	Payments to staff and suppliers	1,935	2,107	1,840	2,668	2,983	2,722	2,797	3,110	2,908	2,975
	Finance costs										
1,184	Internal charges and overheads	1,918	1,900	1,951	1,202	1,332	1,375	1,440	1,418	1,490	1,556
7	Other operating funding applications	6	6	6	6	7	7	7	7	7	7
4,555	Total applications of operating funding	3,860	4,013	3,797	3,877	4,321	4,104	4,244	4,536	4,405	4,538
(910)	Surplus (deficit) of operating funding	(282)	(102)	70	70	(140)	70	70	(140)	70	70
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
-	- to improve levels of service	-	-	-	-	-	-	-	-	-	-
-	- to replace existing assets	-	-	-	-	-	-	-	-	-	-
(910)	Increase (decrease) in reserves	(282)	(102)	70	70	(140)	70	70	(140)	70	70
	Increase (decrease) in investments										
(910)	Total application of capital funding	(282)	(102)	70	70	(140)	70	70	(140)	70	70
910	Surplus (deficit) of capital funding	282	102	(70)	(70)	140	(70)	(70)	140	(70)	(70)
Funding balance											

Regulatory

Council has several activities it is required to carry out under different legislation, including the Resource Management Act and the Building Act. These include processing resource consents, developing plans that set rules for how natural and physical resources may be used and monitoring compliance of those rules.

The following tables show the four activities that make up this group, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Consents	A place where people can enjoy their environment safely, productively and respectfully.
Compliance	As above
Regulatory Effectiveness	A place where people can enjoy their environment safely, productively and respectfully. A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone.
Harbour Management	A place where people can enjoy their environment safely, productively and respectfully.

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
1,798	Consents	1,696	1,870	1,915
1,289	Compliance	1,312	1,244	1,325
-	Regulatory effectiveness	219	380	381
327	Harbour management	559	682	699
3,414	Total expenditure	3,786	4,177	4,321

Consents, Compliance and Regulatory Effectiveness

What we do and why

Resource consents are issued by Council allowing the use of our natural resources, or discharging into water, air, coast and land resources. Council strives to meet the timeframes for processing consents as set out in the Resource Management Act.

After resource consents are issued, Council audits and monitors resource use to ensure that consent conditions are being complied with. Consent conditions often include the need for monitoring to be carried out by the consent holder and for the monitoring information to be sent in to Council for review. In addition, certain consents will require an audit of consent conditions by Council.

Where Council finds that consent conditions are not being complied with, enforcement action will be carried out.

Council's activities in respect of dam safety are carried out under the Building Act and include having an adopted policy on dangerous dams, earthquake prone and flood prone dams, maintaining a register of dams in Otago, and processing building consent applications for building associated with dams. Council is accredited and registered as a Building Consent Authority. In addition to Otago, Council carries out certain dam safety and building control functions for dams in the Southland and West Coast regions under transfer agreements.

Council regularly assesses the effectiveness and efficiency of its regulatory plans, strategies, consent conditions and other regulatory activities to determine if Council is achieving its goals and objectives. Changes may be recommended to strategies, plans, consent conditions etc, where improvements are necessary or beneficial.

What we will deliver

As the planning rules for minimum river and aquifer flows become operational, it will be necessary for Council to review existing resource consents issued for taking of water from those catchments. It will be a priority for this activity to review the total amount of water taken under consents and determine the impact on water flows. If there is an over allocation of the total available water then Council has the ability under the Resource Management Act to vary consent conditions. In some situations, Council may need to reduce the amount of water that consent holders are authorised to take.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Consent processing	Deliver consenting processes efficiently and effectively under the Resource Management Act 1991 to enable the lawful use of natural and physical resources	Percentage of resource consents application processed within Resource Management Act 1991 legislative timeframes	100%	100%	100%	100%
Compliance monitoring	Receive and appropriately assess performance monitoring data provided by consent holders	Percentage of performance returns received that will be assessed for compliance with consent conditions	100%	100%	100%	100%
	Take appropriate action when non-compliances have been identified either through consent audit or performance monitoring returns	Percentage of non-compliances found that have been followed up with enforcement action	100%	100%	100%	100%

Assumptions we have made

- The level of consent processing will increase up until 2021 when mining privileges expire.

Harbour Management

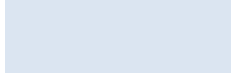
What we do and why

Council is responsible for harbour safety and navigation in the Otago and Karitane harbours, which includes ensuring a prompt response to harbour incidents and notifying relevant authorities if required.

What we will deliver

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Harbour management or Maritime services	Enable safe use and navigation for all users of Otago Harbour	Average time taken to respond to notification from harbour control of any incidents in	Achieved	Achieved	Achieved	Achieved

		Otago Harbour will be no more than 1 hour.				
	Take appropriate action in response to notifications of non-compliance and incidents	Percentage of enforcement action taken when there are breaches of the Otago Maritime Safety Bylaw	100%	100%	100%	100%



Funding Impact Statement – Regulatory											
2017/18		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
\$000s		\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
Sources of operating funding:											
400	General rates, UAGC and rate penalties	650	916	960	980	1,018	1,001	1,016	1,059	1,095	1,078
	Targeted rates										
	Subsidies and grants										
2,356	Fees and charges	2,262	2,425	2,543	2,390	2,462	2,517	2,575	2,632	2,691	2,753
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
560	Fines, infringement fees and other receipts	719	780	787	801	831	882	915	924	931	993
3,316	Total operating funding	3,631	4,121	4,290	4,171	4,311	4,400	4,506	4,615	4,717	4,826
Application of operating funding:											
1,782	Payments to staff and suppliers	443	369	377	1,950	2,194	2,226	2,133	2,163	2,167	2,178
	Finance costs										
1,415	Internal charges and overheads	3,179	3,741	3,901	2,207	2,101	2,157	2,354	2,432	2,527	2,624
	Other operating funding applications										
3,196	Total applications of operating funding	3,622	4,110	4,277	4,157	4,295	4,383	4,487	4,595	4,695	4,802
119	Surplus (deficit) of operating funding	9	11	12	14	15	17	19	21	22	24
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
-	- to improve levels of service	-	-	-	-	-	-	-	-	-	-
-	- to replace existing assets	120	21	21	21	22	22	23	23	24	25
119	Increase (decrease) in reserves	(111)	(10)	(9)	(8)	(7)	(5)	(4)	(3)	(2)	(-)
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
119	Total application of capital funding	9	11	12	14	15	17	19	21	22	24
(119)	Surplus (deficit) of capital funding	(9)	(11)	(12)	(14)	(15)	(17)	(19)	(21)	(22)	(24)
Funding balance											

Flood Protection and Control Works, and River Management

Council operates and maintains many flood protection and drainage schemes throughout Otago. Flood schemes are intended to protect people and property from flooding. Drainage schemes are intended to maintain productive capability of land. Council's infrastructure strategy provides details about these schemes for the next 30 years and can be found in Part 1 of this Long Term Plan.

This activity also includes rivers and waterway management across the city and districts within Otago.

The following tables show the two activities that make up this group, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Flood and Drainage Schemes	<p>A region that prioritises sustainability as an economic measure whilst being attractive to industry</p> <p>A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone</p>
Rivers and Waterway Management	<p>A place where people can enjoy their environment safely, productively and respectfully.</p> <p>A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone</p>

A region that prioritises sustainability as an economic measure whilst being attractive to industry

Service delivery that puts the community first and ensures that operations are customer driven, efficient, and fit for purpose.

Communities empowered to be the champions and custodians of their Otago environment

A region that prioritises sustainability as an economic measure whilst being attractive to industry

Communities empowered to be the champions and custodians of their Otago environment

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
278	Alexandra flood protection	318	244	212
2,993	Leith flood protection	3,221	1,750	1,079
1,833	Lower Clutha flood and drainage	1,335	1,335	1,238
499	Lower Taieri flood	1,374	1,326	2,343
855	West Taieri drainage	1,030	665	1,093
660	East Taieri drainage	959	784	681
144	Tokomairiro drainage	161	205	167
72	Shotover River Delta	64	92	62
	Designations & Bylaws	147	124	138
1,937	Rivers and waterway management	2,228	2,244	2,387
9,271	Total expenditure	10,837	8,769	9,400

Flood Protection and Drainage Schemes

What we do and why

Large developed areas of Otago are low-lying river flats, often close to sea level. Continued safe occupation and use of these areas is important to the wellbeing of its communities and so protection from flooding is important. In some locations, the productive use of land relies on drainage and control of groundwater levels.

Flood protection works carried out by Council include constructing and maintaining flood banks, swales, bunds and spillways. Some works are necessary to ensure the safety and integrity of the scheme.

Council is also well advanced with construction of the Leith Flood Protection Scheme located in the Dunedin City area. Construction works are programmed to be completed in the 2019/20 year, with repayment of the scheme taking place over a 20 year period through to 2030/31.

Drainage scheme works carried out by Council include reviewing and maintaining drainage pumps and outfall structures.

What we will deliver

Studies have shown that there will be a possible sea level rise of between 0.3 and 0.5 metres over the next 30 years. Sea level rise may generate additional flooding and drainage risks, particularly for the Taieri and Lower Clutha flood and drainage schemes, which are close to sea level. Council will investigate the effects of sea level rise on agreed levels of service. Council believes capital works may be required to mitigate that risk to continue maintaining and providing the agreed levels of service. Investigation works have been budgeted for and once known, capital budgets will be prepared for any works needed. There is a degree of complexity in terms of the nature of future impacts, solutions to issues, the cost of service options, who pays and how. Community feedback has clearly signalled to Council that improved communication and engagement is required on these matters.

Across Council's flood and drainage schemes, there are many bridges that were built around 85 years ago. Some are reaching the end of their useful lives. Council is undertaking a programme of bridge inspections that look at safety standards, load capacity, railings and signage. A maintenance replacement programme for these bridges is provided for in this Long Term Plan.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Flood protection	Manage flood risk to people and property	Flood protection, control works and assets are maintained, repaired and renewed in line with the Infrastructure Strategy and defined standards set out in the operations and maintenance manuals for each asset	Achieved	Achieved	Achieved	Achieved
	Manage flood hazard on the Shotover River delta to 1999 flood level	The Shotover River delta is managed to ensure the surface profile of the river is consistent with the target profile for the delta	Achieved	Achieved	Achieved	Achieved

Drainage	Maintain, repair and renew drainage assets to maintain and improve the productive capacity of land	Drainage assets are maintained and renewed in line with defined standards set out in the operations and maintenance manuals for each asset	Achieved	Achieved	Achieved	Achieved
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Rivers and Waterway Management

What we do and why

River and waterway management works are carried out to maintain river and stream channel capacity. Such works include willow maintenance, vegetation control and removing obstructions and blockages. The primary purpose of this work is to prevent the loss of any channel capacity, so that should a flood event occur, waters can flow without undue obstruction.

Council also carries out a programme of river monitoring that involves surveying the stability and alignment of specific rivers and investigates river changes and erosion.

What we will deliver

A greater level of intervention in river management issues such as maintaining river form and riparian margins is needed to meet community expectations, demand for community safety and public enjoyment of rivers and streams.

In response to this, a number of River Morphology and Riparian Management Plans have been developed for many of the major rivers in Otago, which set out river values, management objectives and the roles of Council, landholders and other stakeholders. Implementation of those plans is underway.

The maintenance of flood protection and river control assets owned by Council that are not part of our flood and drainage schemes (Flood Protection and Control Works) is also carried out under this activity. Examples include the Albert Town rock work bank protection and Lindsay Creek flood protection assets.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
River management	Achieve a balance between maintaining channel capacity, channel stability and environmental outcomes in scheduled rivers and waterways	Investigate all reported blockages and obstructions along scheduled rivers and waterways and determine appropriate action within 20 working days	Achieved	Achieved	Achieved	Achieved

Key projects and programmes	2018/19	2019/20	2020/21
Develop/implement the strategies for erosion hazard for the following: <ul style="list-style-type: none"> • Kaikorai Stream • Lindsay Creek • Waitati River • Dart River (Kinloch Road) 	✓	✓	✓

Investigate and confirm the work programme to complete flood migration work on the Stoney Creek catchment			✓
Undertake stabilisation work near Albert Town	✓		✓
Monitor and maintain the position of the Dart River channels downstream of the Dart River bridge to reduce erosion on the right bank (road)	✓	✓	✓

Funding Impact Statement – Flood Protection and Control Works, and River Management

2017/18		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
\$000s		\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
Sources of operating funding:											
251	General rates, UAGC and rate penalties	315	332	352	389	345	332	343	335	346	355
5,410	Targeted rates	5,717	5,992	6,213	6,413	6,654	6,760	6,886	6,972	7,058	7,145
-	Subsidies and grants	-	-	-	-	-	-	-	-	-	-
273	Fees and charges	312	239	208	212	296	325	310	232	236	241
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
626	Fines, infringement fees and other receipts	589	525	529	558	522	533	552	533	536	570
6,559	Total operating funding	6,933	7,088	7,302	7,572	7,817	7,950	8,091	8,072	8,176	8,311
Application of operating funding:											
3,611	Payments to staff and suppliers	3,555	3,268	3,261	3,981	4,333	4,468	4,380	4,413	4,131	4,273
-	Finance costs	-	-	-	-	-	-	-	-	-	-
1,169	Internal charges and overheads	2,219	2,227	2,268	1,467	1,647	1,562	1,505	1,636	1,661	1,820
-	Other operating funding applications	-	-	-	-	-	-	-	-	-	-
4,780	Total applications of operating funding	5,774	5,495	5,529	5,449	5,980	6,030	5,885	6,048	5,792	6,094
1,778	Surplus (deficit) of operating funding	1,159	1,593	1,773	2,123	1,837	1,921	2,206	2,024	2,384	2,217
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
2,703	- to improve levels of service	2,671	1,195	584	-	-	112	-	-	-	-
1,047	- to replace existing assets	1,565	1,214	2,381	327	992	268	1,048	181	704	1,065
(1,971)	Increase (decrease) in reserves	(3,078)	(816)	(1,191)	1,796	845	1,540	1,158	1,843	1,680	1,152
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
1,778	Total application of capital funding	1,159	1,593	1,773	2,123	1,837	1,921	2,206	2,024	2,384	2,217
(1,778)	Surplus (deficit) of capital funding	(1,159)	(1,593)	(1,773)	(2,123)	(1,837)	(1,921)	(2,206)	(2,024)	(2,384)	(2,217)
Funding balance											

Safety and Hazards

Council, along with territorial authorities, has responsibilities under the Civil Defence Emergency Management Act 2002 to maintain an effective Civil Defence Emergency Management (CDEM) group plan and provide CDEM services in Otago.

The Resource Management Act requires Council to investigate and provide information on natural hazards in our region.

The following tables show the four activities that make up this group, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Emergency Management	Service delivery that puts the community first and ensures that operations are customer driven, efficient, and fit for purpose.
Natural Hazards	A place where people can enjoy their environment safely, productively and respectfully. A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone
Flow Forecasting	A place where people can enjoy their environment safely, productively and respectfully
Climate Change Adaptation	A region that is prepared for future environmental challenges and that retains the characteristics that make Otago a great place for everyone

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
2,412	Emergency Management	2,454	2,416	2,460
815	Natural Hazards	769	602	584
150	Flow forecasting	134	159	199
364	Climate change adaptation	683	625	510
3,741	Total expenditure	4,040	3,801	3,754

Emergency Management

What we do and why

Council, together with the Otago territorial authorities and emergency services, plan for and provide civil defence emergency management programmes across the region to ensure continued public safety of our communities. This is achieved through a wide range of activities focused on the national priorities of Reduction, Readiness, Response and Recovery. Programmes include identifying and reducing risks, broad based community planning, maintaining effective communication links across all sectors of CDEM, conducting training exercises and contributing towards the welfare of our community in a meaningful way.

All emergency management staff are employed by Council, which enables Council to be better prepared to respond, both locally and regionally, to emergency situations with greater efficiency and effectiveness.

What we will deliver

Activity	Level of service	Targets
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		Performance Measures	2018/19	2019/20	2020/21	2021-2028
Otago Civil Defence Emergency Management Group (CDEM)	Provide a region-wide coordinated response in the event of civil defence emergency to reduce the impacts on people	Time taken for the Group Emergency Coordination Centre to be activated in response to a civil defence event or emergency	60 minutes	60 minutes	60 minutes	60 minutes
		A Group CDEM controller or alternate controller is available 24 hours, 7 day a week response for 365 days a year	Achieved	Achieved	Achieved	Achieved
	Prepare and implement robust integrated suite of issue focused and community-based plans and strategies	An operative Group CDEM Plan is reviewed within statutory timeframes and fully implemented	Achieved	Achieved	Achieved	Achieved
		Full suite of community plans across the region is in place and remain under continuous review	Achieved	Achieved	Achieved	Achieved
		Full suite of region-wide issues plans to in place and reviewed according to each plan. These will include: <ul style="list-style-type: none"> • Regional Dam Failure Plan • Regional Animal Response Plan • South Island Alpine Fault Plan • Coast Tsunami Plan 	Achieved	Achieved	Achieved	Achieved

Natural hazards, flow forecasting and climate change adaptation

What we do and why

Work to identify natural hazards involves assessing the scale and significance of natural hazards in Otago, including seismic, tsunami and flooding. The information obtained is published in the Otago Natural Hazards database, which is maintained by Council.

Council assists territorial authorities with managing natural hazards in their areas through collaborative initiatives such as the Wakatipu/Wanaka Flood Study, the Milton 2060 Strategy and working with the Dunedin City Council on the South Dunedin Future programme.

Flood events are a key focus for Council. It has systems in place to continually monitor and provide warnings and information on rainfall and river levels. In the case of an event, interested and potentially affected parties are provided directly with information in a timely manner.

What we will deliver

As low flows and drought situations are becoming more frequent, this Long Term Plan provides for a new initiative to monitor and provide forecast information on low flow situations. This activity is planned to commence in the 2021/22 year with a pilot study in a test catchment.

Another new initiative included in this Long Term Plan is to look at the effects of climate change including physical, economic and social impacts. This information will enable local authorities, communities and others to make informed decisions about being prepared and adapting to the likely effects of climate change. This activity will commence in 2018/19.

Community feedback to this LTP process highlighted perceived natural hazard issues associated with the Dart and Rees Rivers. The Council agrees and in response will commission a strategic review over years 1 to 3 and communicate matters with communities as that review progresses.

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Natural Hazards	Provide timely and high quality information and understanding about natural hazards and work proactively with territorial authorities and the community to improve understanding of the risks natural hazards pose so that informed decision and responses can be made	Natural hazard information is available to the public and to communities via an effective web-based Otago Natural Hazards Database 24 hours a day/7 days a week	Achieved	Achieved	Achieved	Achieved
	Investigate and response if required to natural hazards events as they occur to reduce the risk where warranted	Natural hazards events and consequences are properly and timely reported on so that appropriate measures to reduce risk are taken	Achieved	Achieved	Achieved	Achieved
Flood warnings	Provide timely warnings of potential flood events	Accurate and reliable rainfall and river flow information is provided to territorial authorities and the community, and is provided in an efficient and timely fashion	Achieved	Achieved	Achieved	Achieved
Effects of climate change	Assist communities to understand and adapt to the effects of climate change	Knowledge and understanding of the likely effects of climate change in Otago are properly	Achieved	Achieved	Achieved	Achieved

		and timely disseminated so that informed decisions and responses can be made				
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Funding Impact Statement – Safety and Hazards											
2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Sources of operating funding:											
505	General rates, UAGC and rate penalties	621	613	629	696	712	597	554	573	669	533
2,412	Targeted rates	2,454	2,416	2,460	2,514	2,584	2,641	2,702	2,763	2,827	2,892
-	Subsidies and grants	-	-	-	-	-	-	-	-	-	-
-	Fees and charges	-	-	-	-	-	-	-	-	-	-
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
755	Fines, infringement fees and other receipts	727	530	522	560	574	519	494	495	561	486
3,672	Total operating funding	3,802	3,559	3,611	3,770	3,870	3,757	3,750	3,831	4,057	3,911
Application of operating funding:											
2,296	Payments to staff and suppliers	1,290	1,153	1,102	2,584	2,504	2,020	2,010	2,225	2,221	2,077
-	Finance costs	-	-	-	-	-	-	-	-	-	-
1,437	Internal charges and overheads	2,730	2,628	2,641	1,429	1,616	1,535	1,539	1,604	1,834	1,833
-	Other operating funding applications	-	-	-	-	-	-	-	-	-	-
3,733	Total applications of operating funding	4,020	3,781	3,743	4,013	4,120	3,555	3,548	3,829	4,055	3,910
(61)	Surplus (deficit) of operating funding	(218)	(222)	(132)	(243)	(250)	202	202	1	1	1
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
-	- to improve levels of service	-	-	-	-	-	-	-	-	-	-
-	- to replace existing assets	-	-	-	-	-	-	-	-	-	-
(61)	Increase (decrease) in reserves	(218)	(222)	(132)	(243)	(250)	202	202	1	1	1
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
(61)	Total application of capital funding	(218)	(222)	(132)	(243)	(250)	202	202	1	1	1
61	Surplus (deficit) of capital funding	218	222	132	243	250	(202)	(202)	(1)	(1)	(1)
Funding balance											

Transport

Council is responsible for implementing the public transport provisions of the Land Transport Management Act 2003, and its amendments.

The following tables show the two activities that make up this group, the primary community outcomes they contribute to, and the estimated expenditure.

Community outcomes	
Public Passenger Transport	Service delivery that puts the community first and ensures that operations are customer driven, efficient, and fit for purpose. A region that prioritises sustainability as an economic measure whilst being attractive to industry
Stock Effluent Disposal	A place where people can enjoy their environment safely, productively and respectfully.

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s
14,307	Public passenger transport – Dunedin	16,138	17,049	16,800
4,741	Public passenger transport – Wakatipu	6,623	6,766	6,673
5,309	Public passenger transport – Regional	1,391	1,388	1,446
509	Stock truck effluent disposal sites	125	121	123
24,866	Total expenditure	24,276	25,325	25,042

What we do and why

Public passenger transport services are provided in Dunedin and Queenstown and Council contracts the provision of those services. It aims to ensure a viable, affordable, quality service that will attract patronage growth.

Council also administers the Total Mobility scheme in Otago to meet the transport needs of those with disabilities that are unable to access public transport.

Providing public transport services including total mobility is undertaken with the financial assistance of the NZ Transport Agency.

This plan provides for a review of the network of stock truck effluent disposal sites throughout Otago. Constructing additional sites (if required) will be provided for in future annual plans.

What we will deliver

Activity	Level of service	Performance Measures	Targets			
			2018/19	2019/20	2020/21	2021-2028
Public passenger transport services	To provide efficient and reliable public transport services that meet community needs	Reliability of service – percentage of monitored services that leave the terminus on time	95%	95%	95%	95%
		Vehicle quality – percentage of vehicles that comply with Regional Passenger Transport	100%	100%	100%	100%

		Vehicle quality standard				
		Public Satisfaction – percentage of bus users that are satisfied with the overall standard of service	85%	85%	85%	85%
		Patronage in Dunedin – percentage growth on contracted services above 2017/18 levels	3%	3%	3%	3%
		Patronage in Queenstown – percentage growth increase on contracted services	105% above 2017 levels	5%	5%	5%

Council is also planning work that will consider increasing the level and frequency of services, particularly in the first three years of this Long Term Plan. Initiatives being considered are:

- Implementing increased off-peak services in Dunedin and Queenstown;
- Provide for additional series to support major events in Dunedin and Queenstown;
- Considering the feasibility, implementation and operation of a small ferry service on Lake Wakatipu;
- Investigating the feasibility of a Dunedin city to airport service;
- Investigating introducing a Malaghans Road loop service into the Queenstown network between Arrowtown and Queenstown; and
- Investigating mass transit options for increased passenger transport capacity between Queenstown and Frankton.

Retendering of expiring contracts starts from 2021/22 onwards. Council will seek to extend services where viable and appropriate as part of any tendering process.

Community feedback to this LTP process has also resulted in the Council:

- Considering the Regional Public Transport Plan and current policy on school bus services under that plan
- Formally exploring with Dunedin City Council the establishment of a joint governance group for the public transport bus service

Assumptions we have made

- The Council will retain responsibility for the provision of bus services in Dunedin and Queenstown.

Funding Impact Statement – Transport

2017/18		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
\$000s		\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s	\$000s
Sources of operating funding:											
198	General rates, UAGC and rate penalties	230	264	275	284	288	287	287	301	309	306
4,232	Targeted rates	4,694	5,229	5,722	6,310	7,022	7,243	7,517	7,787	7,760	7,728
10,517	Subsidies and grants	8,910	9,206	8,888	8,739	8,710	8,884	9,081	9,144	9,346	9,533
97	Fees and charges	236	241	139	105	107	110	112	115	118	120
-	Internal charges and overheads recovered	-	-	-	-	-	-	-	-	-	-
7,220	Fines, infringement fees and other receipts	8,028	8,492	8,853	9,138	9,759	9,967	10,167	10,599	10,803	11,034
22,264	Total operating funding	22,098	23,432	23,877	24,576	25,886	26,491	27,164	27,946	28,336	28,721
Application of operating funding:											
23,988	Payments to staff and suppliers	23,161	24,275	23,965	24,435	24,889	25,379	25,899	26,413	26,954	27,486
1	Finance costs	2	2	2	2	2	2	2	2	2	2
444	Internal charges and overheads	1,073	1,009	1,039	532	617	633	667	680	715	735
-	Other operating funding applications	-	-	-	-	-	-	-	-	-	-
24,432	Total applications of operating funding	24,236	25,285	25,006	24,968	25,507	26,014	26,568	27,095	27,671	28,223
(2,169)	Surplus (deficit) of operating funding	(2,138)	(1,853)	(1,129)	(392)	379	477	596	851	665	497
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	-	-	-	-	-	-	-	-	-	-
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	-	-	-	-	-	-	-	-	-	-
Application of capital funding:											
<i>Capital expenditure</i>											
-	- to meet additional demand	-	-	-	-	-	-	-	-	-	-
426	- to improve levels of service	-	-	-	-	-	-	-	-	-	-
-	- to replace existing assets	-	-	-	-	-	-	-	-	-	-
(2,595)	Increase (decrease) in reserves	(2,138)	(1,853)	(1,129)	(392)	379	477	596	851	665	497
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
(2,169)	Total application of capital funding	(2,138)	(1,853)	(1,129)	(392)	379	477	596	851	665	497
2,169	Surplus (deficit) of capital funding	2,138	1,853	1,129	392	(379)	(477)	(596)	(851)	(665)	(497)
Funding balance											

Part 4 – Financial Information

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 and where necessary, borrowings. Council assets are funded from the asset replacement reserve and where necessary, general reserves and borrowings. A building reserve has been established for addressing the accommodation needs for Council's head office. 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 the continuation of work on water allocation issues in this regard.

Population within certain areas of Otago is forecast to grow over the next 10 years, the most significant being in the Queenstown Lakes district. Resident population in Queenstown is forecast to grow by 2.6% each year over the next 10 years, and visitor numbers to grow by 2.4% per annum.

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:

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Staff rates	-	2.5%	2.3%	2.4%	2.4%	2.5%	2.6%	2.6%	2.7%	2.8%
Other	-	2.5%	2.3%	2.4%	2.4%	2.5%	2.6%	2.6%	2.7%	2.8%

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 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;
- New bus ticketing system to receive 65% 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.

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 2% every year of the plan.

Investment properties are assumed to increase in value by 3%.

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 and internal borrowing rate of between 3.1 and 4.1% 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 and the Rawlinson's Guide where appropriate.

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 such as new national policy statements for Biodiversity and Natural Hazards. 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 that there will be a possible sea level rise of between 0.3 and 0.5 metres over the 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. A new Climate Change Adaption activity is also included in the work programme which looks at understanding the effects of climate change on Otago. The risk of this assumption being incorrect is low.

Natural Disasters

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.

Funding Impact Statement

2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Sources of operating funding:											
7,275	General rates, UAGC and rates penalties	8,808	10,816	11,545	11,845	12,118	11,574	11,545	12,185	12,795	12,053
13,635	Targeted rates	14,366	15,180	16,234	17,155	18,233	18,657	19,158	19,615	19,785	19,949
11,926	Subsidies and grants	9,790	10,187	9,145	8,941	8,912	9,133	9,294	9,356	9,609	9,757
3,426	Fees and charges	3,310	3,415	3,407	3,233	3,401	3,497	3,552	3,544	3,621	3,701
10,512	Interest and dividends from investments	9,962	9,412	9,612	9,812	10,012	10,212	10,412	10,612	10,812	11,012
9,140	Fines, infringement fees and other receipts	9,985	10,465	10,863	11,142	11,787	12,072	12,286	12,744	12,968	13,228
55,913	Total operating funding	56,221	59,475	60,806	62,128	64,463	65,145	66,247	68,056	69,590	69,700
Applications of operating funding:											
55,562	Payments to staff and suppliers	56,998	59,023	59,311	59,122	61,233	61,064	61,787	63,920	65,030	65,484
138	Finance costs	124	127	129	132	135	138	142	145	148	152
52	Other operating funding applications	58	59	60	62	63	64	66	67	69	71
55,752	Total applications of operating funding	57,180	59,209	59,500	59,316	61,431	61,266	61,995	64,132	65,247	65,707
161	Surplus (deficit) of operating funding	(959)	266	1,306	2,812	3,032	3,879	4,252	3,924	4,343	3,993
Sources of capital funding:											
-	Subsidies and grants for capital expenditure	-	-	-	-	-	-	-	-	-	-
-	Financial contributions	-	-	-	-	-	-	-	-	-	-
-	Increase (decrease) in debt	-	-	-	-	-	-	-	-	-	-
-	Gross proceeds from sale of assets	500	410	419	429	439	448	459	469	480	491
-	Lump sum contributions	-	-	-	-	-	-	-	-	-	-
-	Other dedicated capital funding	-	-	-	-	-	-	-	-	-	-
-	Total sources of capital funding	500	410	420	429	438	448	459	469	480	491
Application of capital funding											
<i>Capital expenditure</i>											
-	- to meet demand	-	-	-	-	-	-	-	-	-	-
3,474	- to improve level of service	4,147	1,925	1,367	801	682	810	714	730	747	764
3,347	- to replace existing assets	3,244	2,822	4,061	1,945	2,648	1,961	2,780	1,953	2,516	2,920
(6,660)	Increase (decrease) in reserves	(7,850)	(4,071)	(3,702)	495	141	1,556	1,217	1,710	1,560	800
-	Increase (decrease) in investments	-	-	-	-	-	-	-	-	-	-
161	Total applications of capital funding	(459)	676	1,726	3,241	3,471	4,327	4,711	4,393	4,823	4,484
(161)	Surplus (deficit) of capital funding	(959)	266	1,306	2,812	3,032	3,879	4,252	3,924	4,343	3,993
-	Funding balance	-	-	-	-	-	-	-	-	-	-

Funding Impact Statement – Calculation of Rates for the 2018/19 Year

Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2018/19 including GST	Estimated rates payable including GST		
				Capital Value \$250,000	Capital Value \$600,000	Capital Value \$4,000,000
General rates:						
General rates						
- contributes to all activities of council.	Capital value	Where the property is situated.	\$7,597,000 allocated as: Central Otago \$867,000 Clutha \$765,000 Dunedin \$2,948,000 Queenstown \$2,433,000 Waitaki \$584,000	\$23.37 \$23.93 \$32.20 \$18.98 \$24.20	\$56.09 \$57.42 \$77.28 \$45.55 \$58.08	\$373.92 \$382.80 \$515.20 \$303.64 \$387.20
Uniform Annual General Charge						
- contributes to all activities of council	Fixed charge per rating unit.		\$2,532,000 calculated as \$23.23 per rating unit.	\$23.23	\$23.23	\$23.23
Targeted rates – refer to maps of targeted rating areas						
Dairy monitoring						
	Fixed charge per dairy shed	The activity of being a dairy farm.	\$216,000 allocated as \$506.32 per dairy shed.	\$499.31	\$499.31	\$499.31
Flood protection and control works						
- Leith flood protection scheme	Capital value	Where the property is situated within the defined scheme area.	\$1,680,000 allocated as: Direct benefit zone: - Forsyth Barr Stadium \$34,000 - Excluding stadium \$806,000 Indirect benefit zone \$840,000	\$45.22 \$240.44 \$14.00	\$108.52 \$577.06 \$33.59	\$723.44 \$3,847.08 \$223.92

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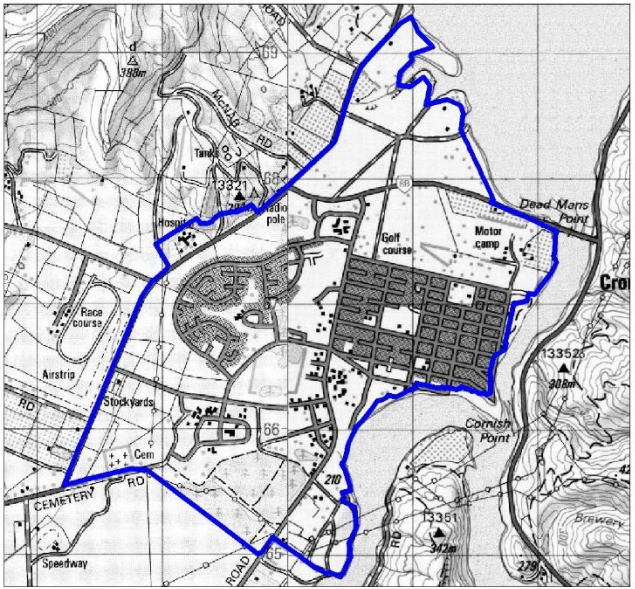
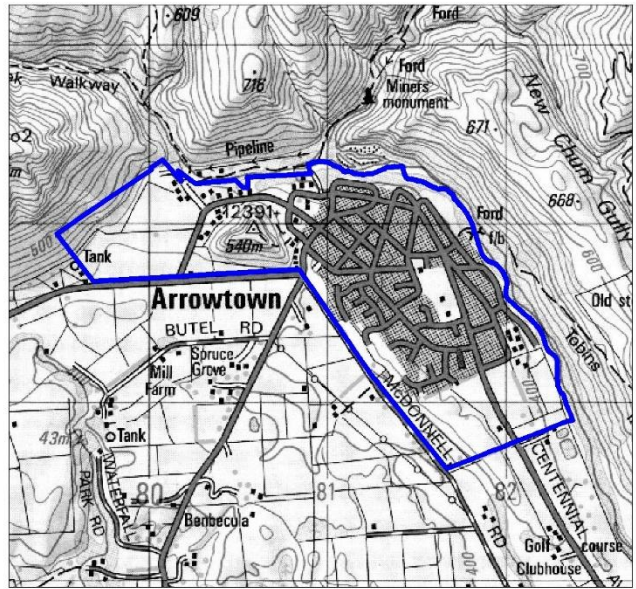
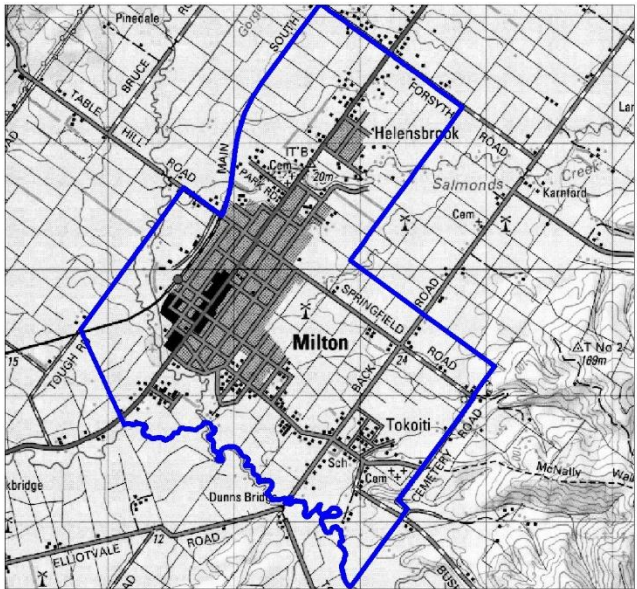
Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2018/19 including GST	Estimated rates payable including GST		
				Capital Value \$250,000	Capital Value \$600,000	Capital Value \$4,000,000
- Lower Clutha flood and drainage scheme	Capital value	Where the property is situated using approved classifications.	\$748,000 allocated as: A \$54,000 B \$133,000 C \$272,000 D \$46,000 E \$41,000 F \$23,000 U1 \$2,000 U2 \$134,000 U3 \$8,000 U4 \$35,000	\$1,339.94 \$532.03 \$502.48 \$315.28 \$167.49 \$19.71 \$532.10 \$177.35 \$39.41 \$29.56	\$3,215.86 \$1,276.88 \$1,205.94 \$756.67 \$401.98 \$47.29 \$1,277.03 \$425.63 \$94.58 \$70.94	\$21,439.04 \$8,512.52 \$8,039.6 \$5,044.48 \$2,679.88 \$315.28 \$8,513.56 \$2,837.52 \$630.52 \$472.92
- Lower Taieri flood protection scheme	Capital value	Where the property is situated using approved classifications.	\$862,000 allocated as: WF1 \$428,000 WF2 \$337,000 WF3 \$200 WF4 \$190 WF5 \$1 WF6 \$5 WF7 \$2 WF8 \$900 WF9 \$2 EF1 \$22,000 EF2 \$32,000 EF3 \$1,000 EF4 \$8,500 EF5 \$1,400 EF6 \$1,100 EF7 \$500 EF8 \$23,000 EF9 \$2,000 EF10 \$1,200 EF12 \$1,600 EF13 \$2,400	\$519.87 \$307.61 \$4.89 \$7.60 \$0.60 \$0.89 \$0.86 \$36.55 \$0.50 \$280.19 \$293.09 \$291.52 \$236.70 \$6.58 \$290.97 \$4.00 \$3.78 \$1.75 \$2.18 \$344.04 \$343.96	\$1,247.68 \$738.26 \$11.73 \$18.24 \$1.44 \$2.14 \$2.07 \$87.73 \$1.19 \$672.44 \$703.40 \$699.64 \$568.08 \$15.79 \$698.32 \$9.60 \$9.07 \$4.21 \$5.23 \$825.70 \$825.50	\$8,317.84 \$4,921.72 \$78.20 \$121.60 \$9.60 \$14.24 \$13.80 \$584.84 \$7.92 \$4,482.96 \$4,689.36 \$4,664.28 \$3,787.20 \$105.24 \$4,655.44 \$64.40 \$60.44 \$28.04 \$34.88 \$5,504.64 \$5,503.32

Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2018/19 including GST	Estimated rates payable including GST		
				Capital Value \$250,000	Capital Value \$600,000	Capital Value \$4,000,000
- East Taieri drainage scheme	Differential rate per hectare	Where the property is situated within the defined scheme area.	\$388,000 allocated as follows: ED1 \$141,000 ED2 \$92,000 ED4 \$15,000 ED5 \$56,000 ED7 \$17,000 ED8 \$34,000 ED9 \$23,000 ED10 \$9,000	\$155.64 \$118.71 \$131.22 \$59.19 \$201.95 \$39.27 \$34.06 \$30.26	\$155.64 \$118.71 \$131.22 \$59.19 \$201.95 \$39.27 \$34.06 \$30.26	\$155.64 \$118.71 \$131.22 \$59.19 \$201.95 \$39.27 \$34.06 \$30.26
	Uniform rate per hectare	Where the property is situated within the defined scheme area.	\$129,000 allocated to ED1, ED2, ED4, ED5, ED8, ED9 and ED10	\$28.10	\$28.10	\$28.10
- West Taieri drainage scheme	Differential rate per hectare	Where the property is situated within the defined scheme area.	\$443,000 allocated as: WD1 \$355,300 WD2 \$59,300 WD3 \$19,100 WD4 \$9,000 WD5 \$300	\$83.80 \$23.03 \$62.53 \$83.81 \$0.34	\$83.80 \$23.03 \$62.53 \$83.81 \$0.34	\$83.80 \$23.03 \$62.53 \$83.81 \$0.34
	Uniform rate per hectare	Where the property is situated within the defined scheme area.	\$190,000 allocated to WD1, WD2, WD3 and WD4.	\$26.26	\$26.26	\$26.26
- Tokomairiro drainage scheme	Capital value	Where the property is situated within the defined scheme area.	\$121,000 allocated as: A \$7,000 B \$14,000 C \$16,000 D \$24,000 E \$12,000 F \$19,000 U1 \$29,000	\$162.75 \$122.06 \$97.65 \$73.24 \$40.69 \$16.28 \$24.41	\$390.59 \$292.94 \$234.36 \$175.77 \$97.65 \$39.06 \$58.59	\$2,603.96 \$1,952.96 \$1,562.40 \$1,171.8 \$651.00 \$260.40 \$390.60
- Shotover Delta	Capital Value	Where the property is situated within the defined scheme area.	\$92,000	\$1.22	\$2.92	\$19.48

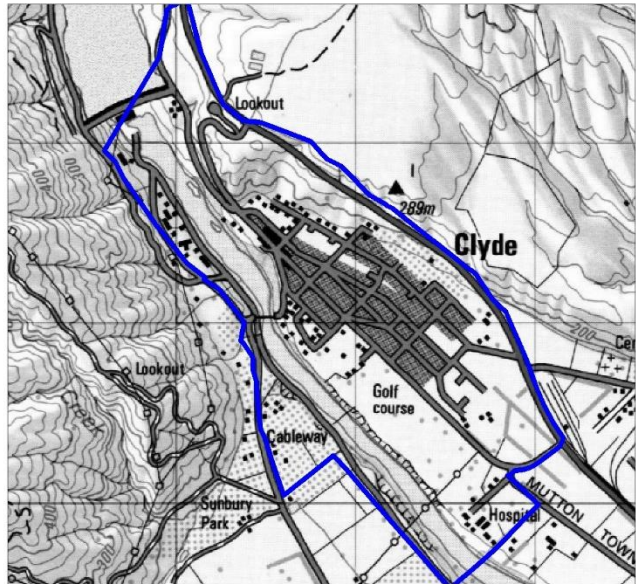
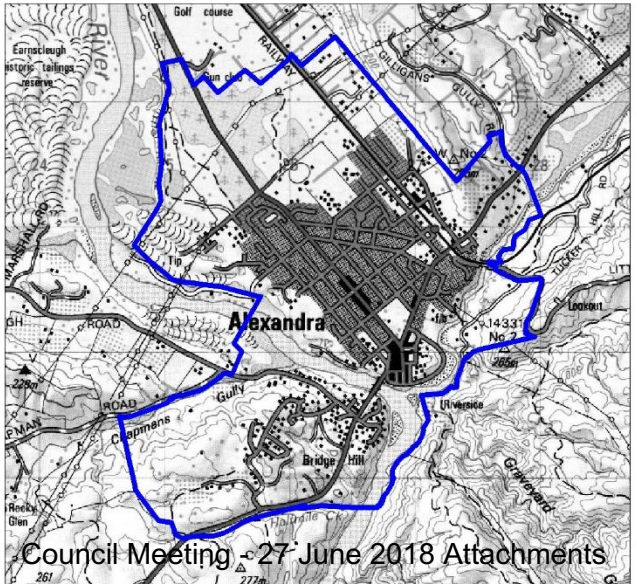
Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2018/19 including GST	Estimated rates payable including GST		
				Capital Value \$250,000	Capital Value \$600,000	Capital Value \$4,000,000
River Management						
- City and district river management	Capital value	Where the property is situated	\$1,760,00 allocated as: Central Otago \$345,000 Clutha \$345,000 Dunedin \$230,000 Waitaki \$460,000 Wakatipu \$172,000 Wanaka \$207,000	\$9.30 \$10.79 \$2.51 \$19.08 \$1.97 \$5.13	\$22.31 \$25.89 \$6.03 \$45.80 \$4.72 \$12.32	\$148.72 \$172.60 \$40.20 \$305.32 \$31.44 \$82.12
- Lower Waitaki	Capital value	Where the property is situated within the defined scheme area	\$163,000 allocated as: A \$101,000 B \$62,000	\$300.80 \$150.40	\$721.91 \$360.97	\$4,812.72 \$2,406.44
Water quality	Capital value	Land use type being: - 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 2 hectares and above	\$1,270,000 Central Otago \$266,000 Clutha \$366,000 Dunedin \$188,000 Queenstown \$251,000 Waitaki \$199,000	\$17.10 \$15.20 \$16.91 \$15.20 \$15.20	\$41.03 \$36.48 \$40.57 \$36.48 \$36.48	\$273.52 \$243.20 \$270.48 \$243.20 \$243.20
Wilding trees	Fixed charge per rating unit		\$240,000 allocated as \$2.22 per rating unit	\$2.22	\$2.22	\$2.22

Source of funding and activities	Valuation system and basis of calculation	Matters for differentiation	Est. Revenue sought for 2018/19 including GST	Estimated rates payable including GST		
				Capital Value \$250,000	Capital Value \$600,000	Capital Value \$4,000,000
Emergency Management	Fixed charge per rating unit.		\$2,822,000	\$25.88	\$25.88	\$25.88
Transport - Dunedin passenger transport	Capital value	Where the property is situated within the defined scheme area, and differentiated on basis of land use – Class A – non-residential Class B – others	\$4,573,000 allocated as: Class A \$1,380,000 Class B - Dunedin \$3,173,000 - Waitaki \$20,000	\$177.43	\$425.83	\$2,838.84
- Wakatipu passenger transport	Capital value	Where the property is situated within the defined scheme area, and differentiated on basis of land use – Class A – non-residential Class B – others	\$826,000 allocated as: Class A \$212,000 Class B \$613,000	\$18.46	\$44.30	\$295.32
				\$9.23	\$22.15	\$147.64

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



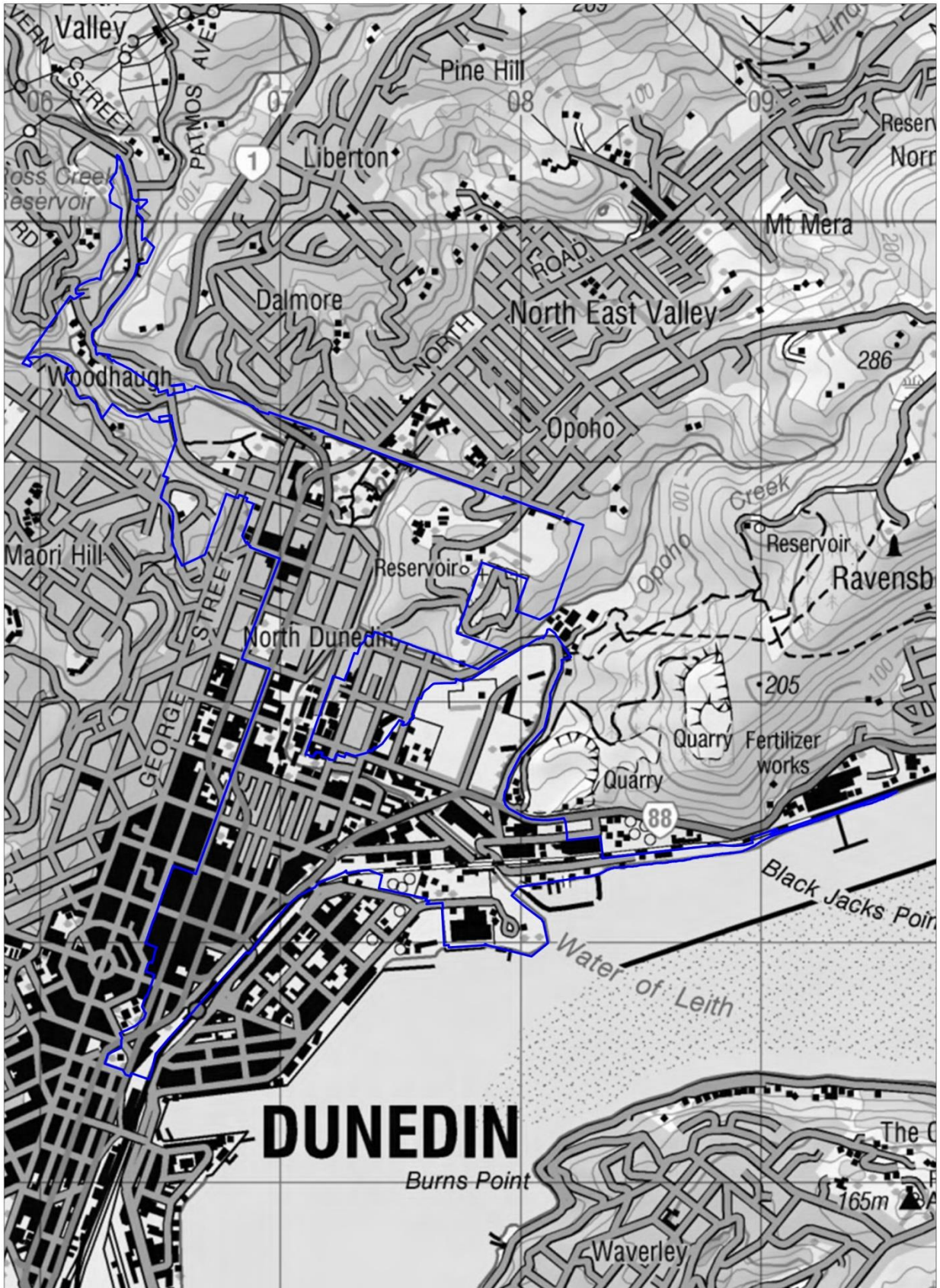
CLEAN HEAT CLEAN AIR TARGETED RATING AREAS



LEGEND

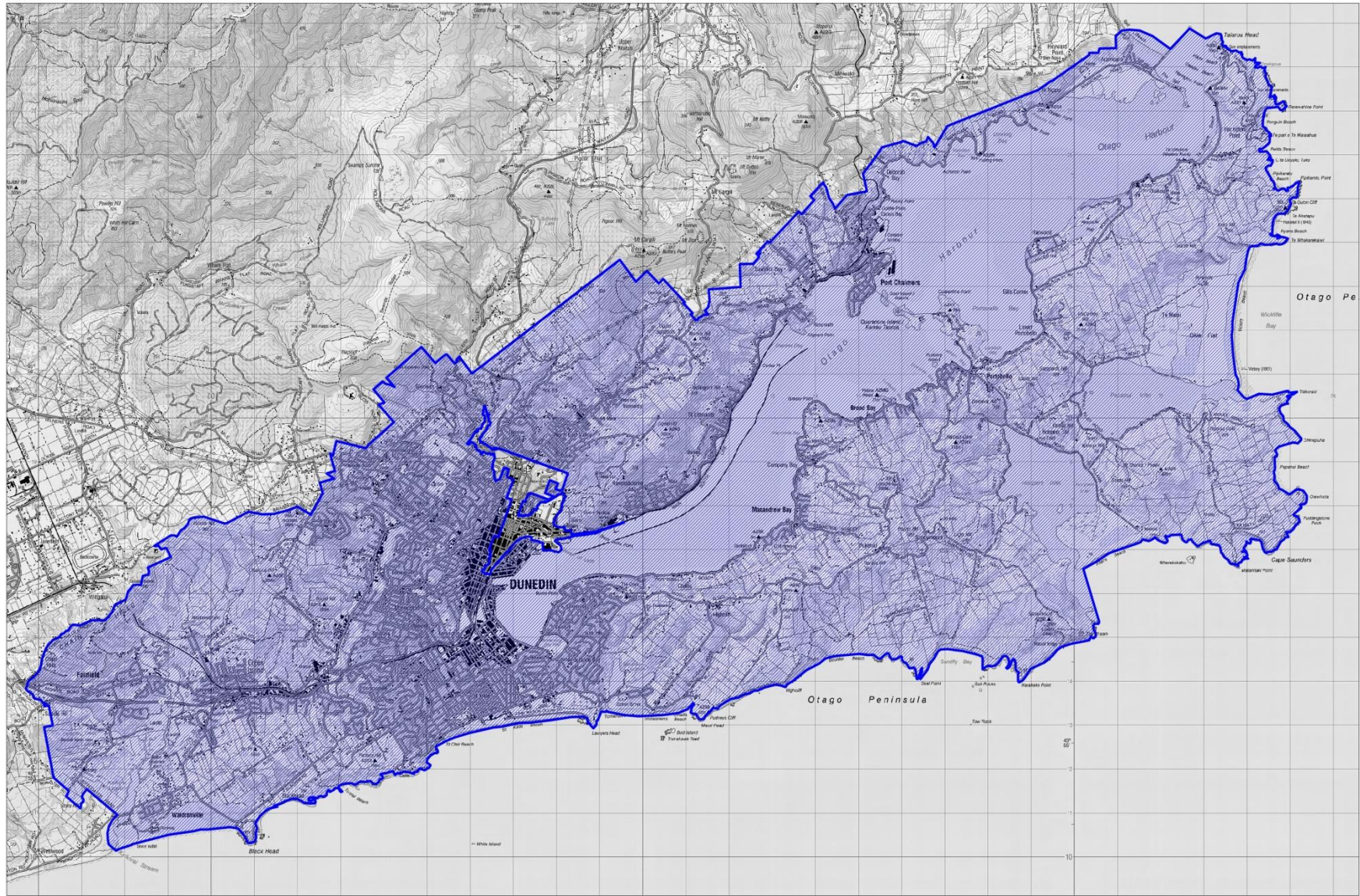
————— Rating Area Boundary

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of 408

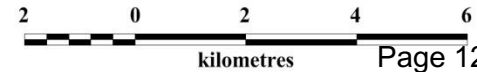


**Leith Flood Protection Scheme -
Direct Benefit Zone**

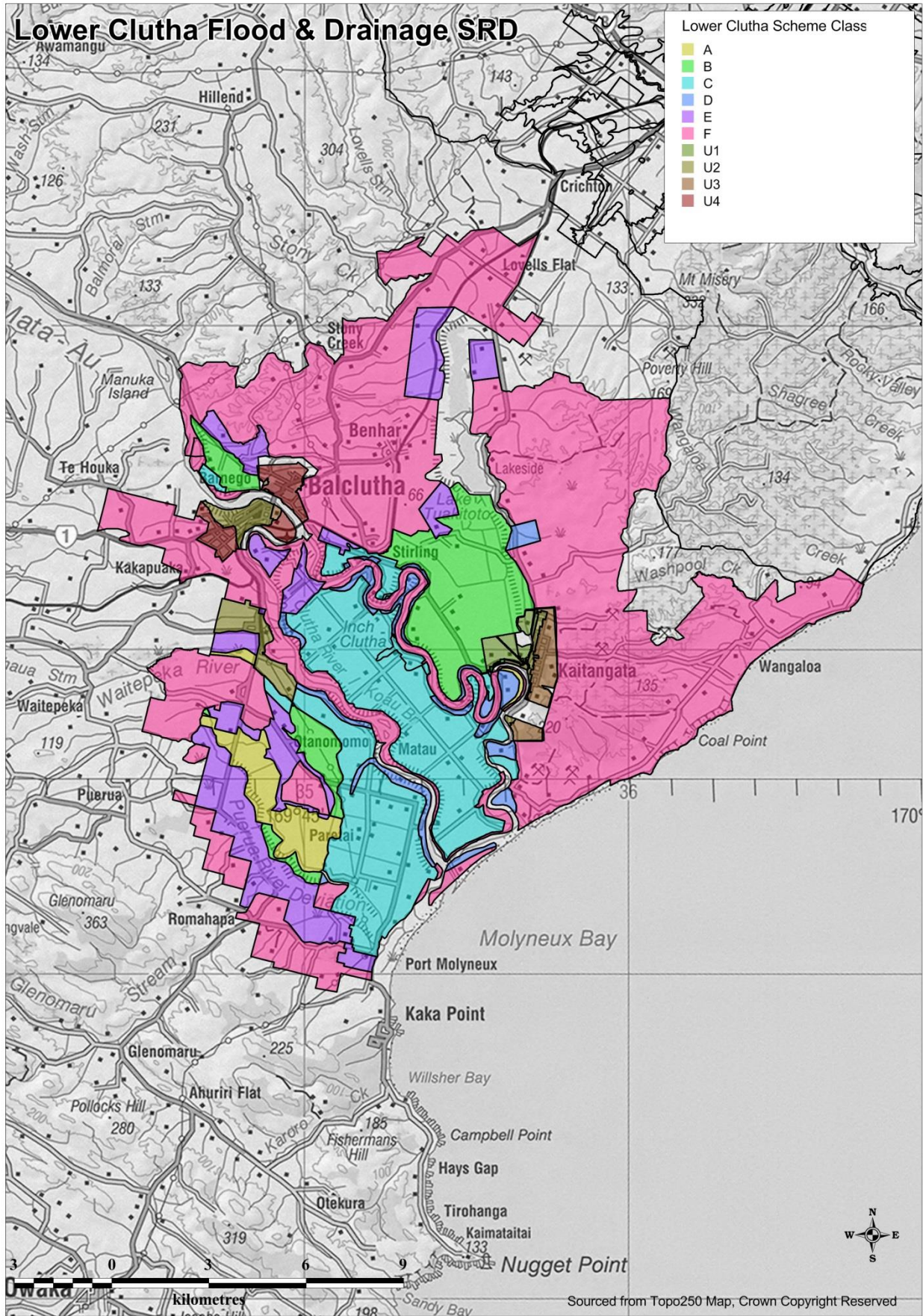
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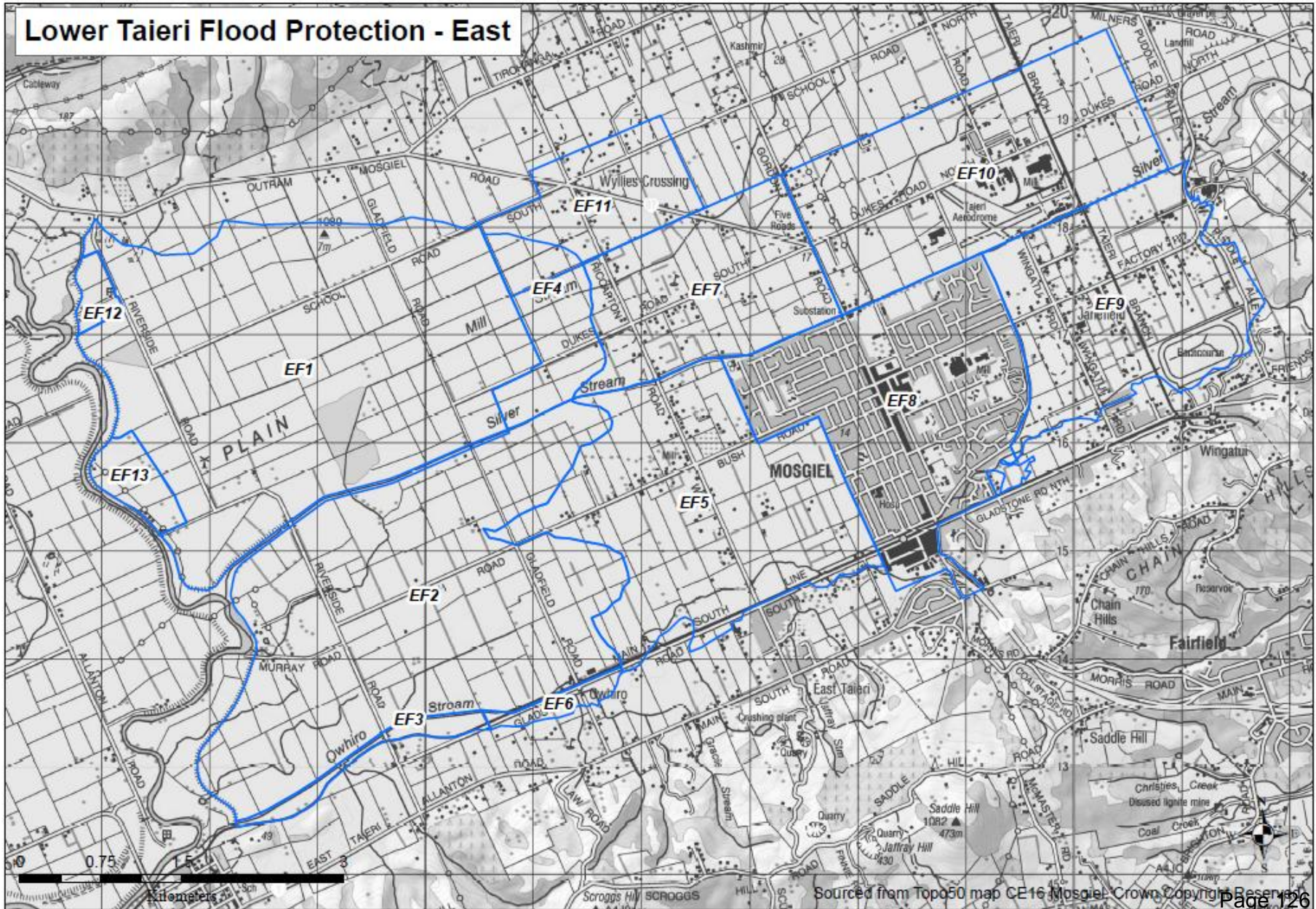
**Leith Flood Protection Scheme -
Indirect Benefit Zone**



Lower Clutha Flood & Drainage SRD

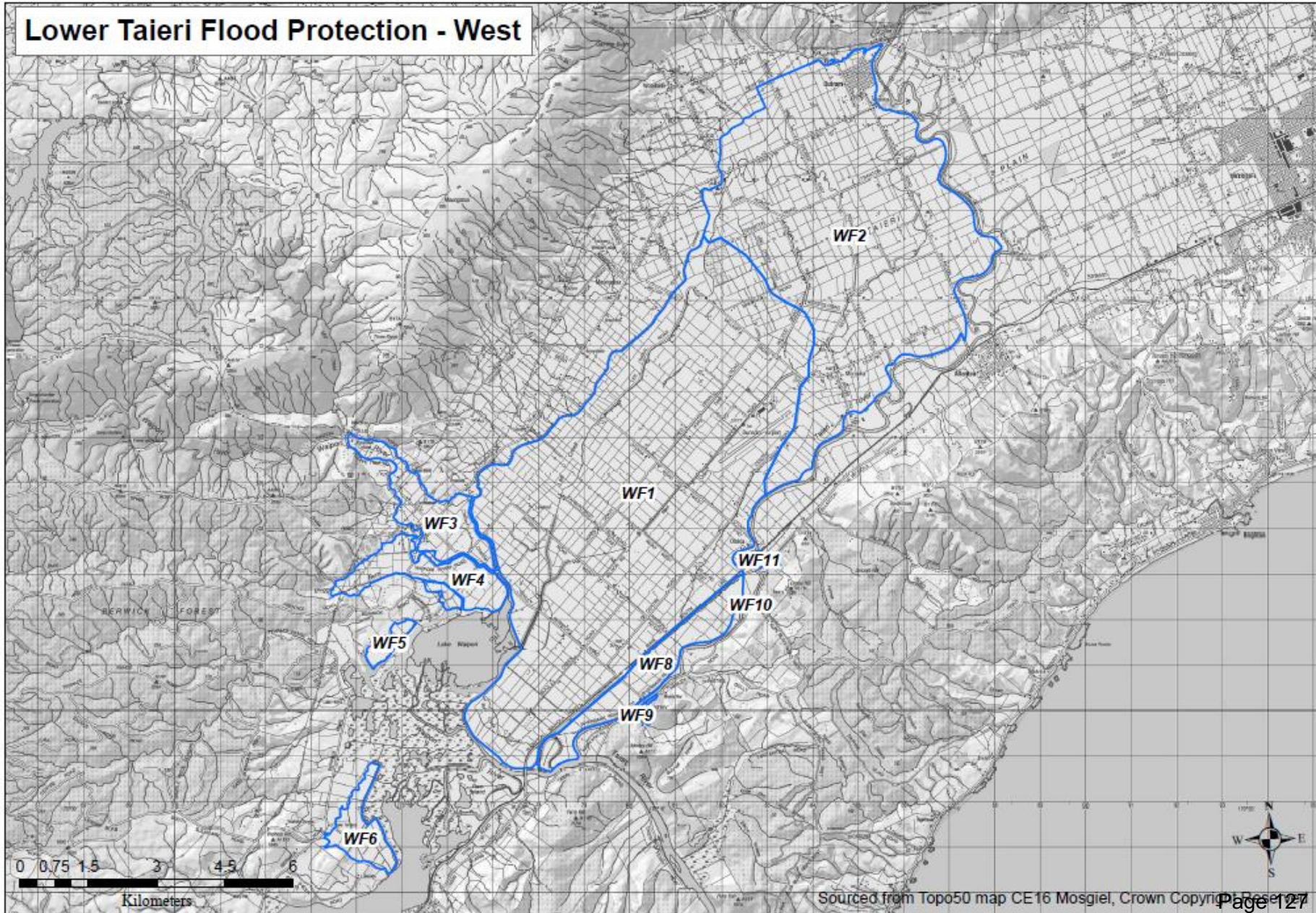


Lower Taieri Flood Protection - East



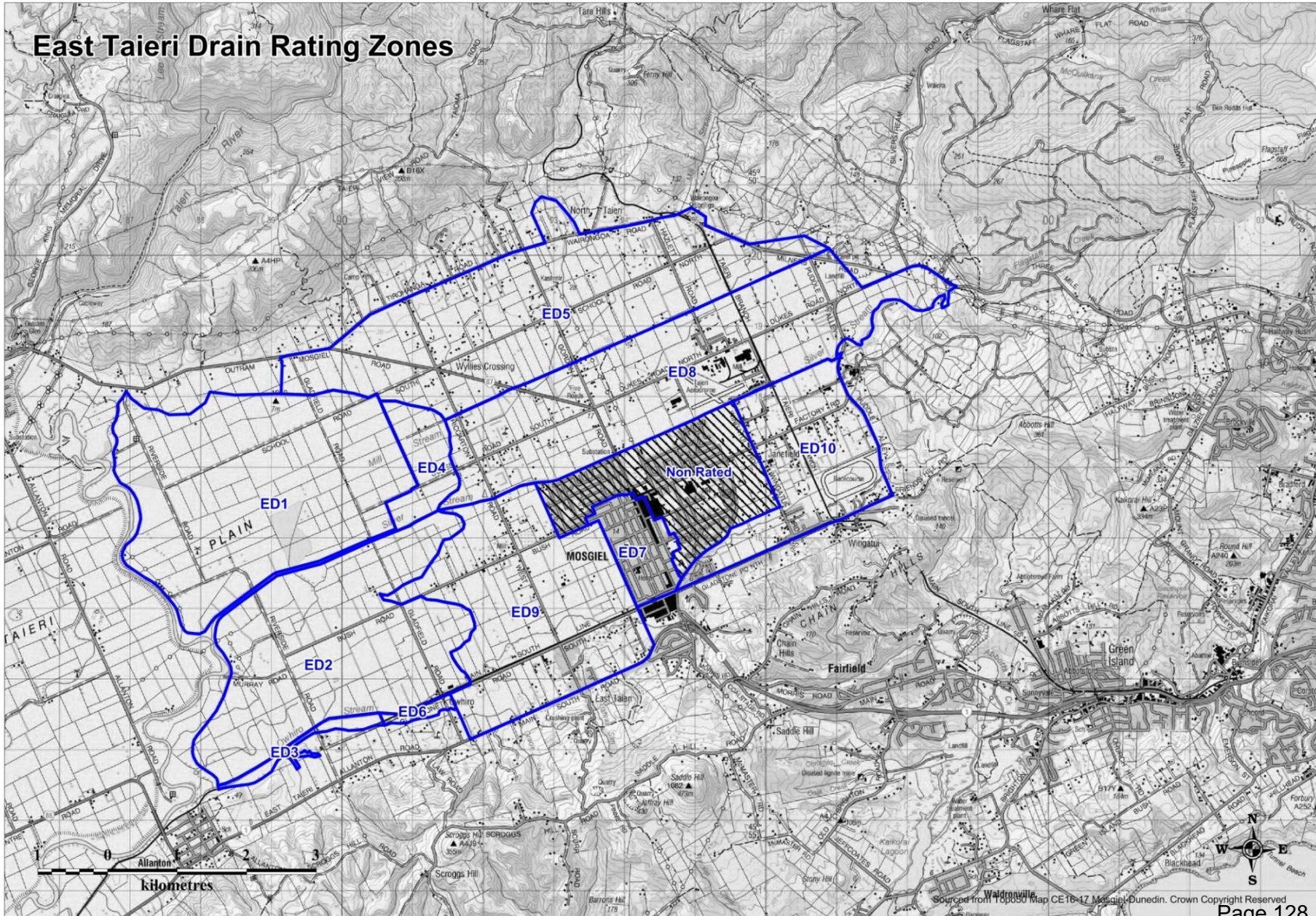
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Lower Taieri Flood Protection - West



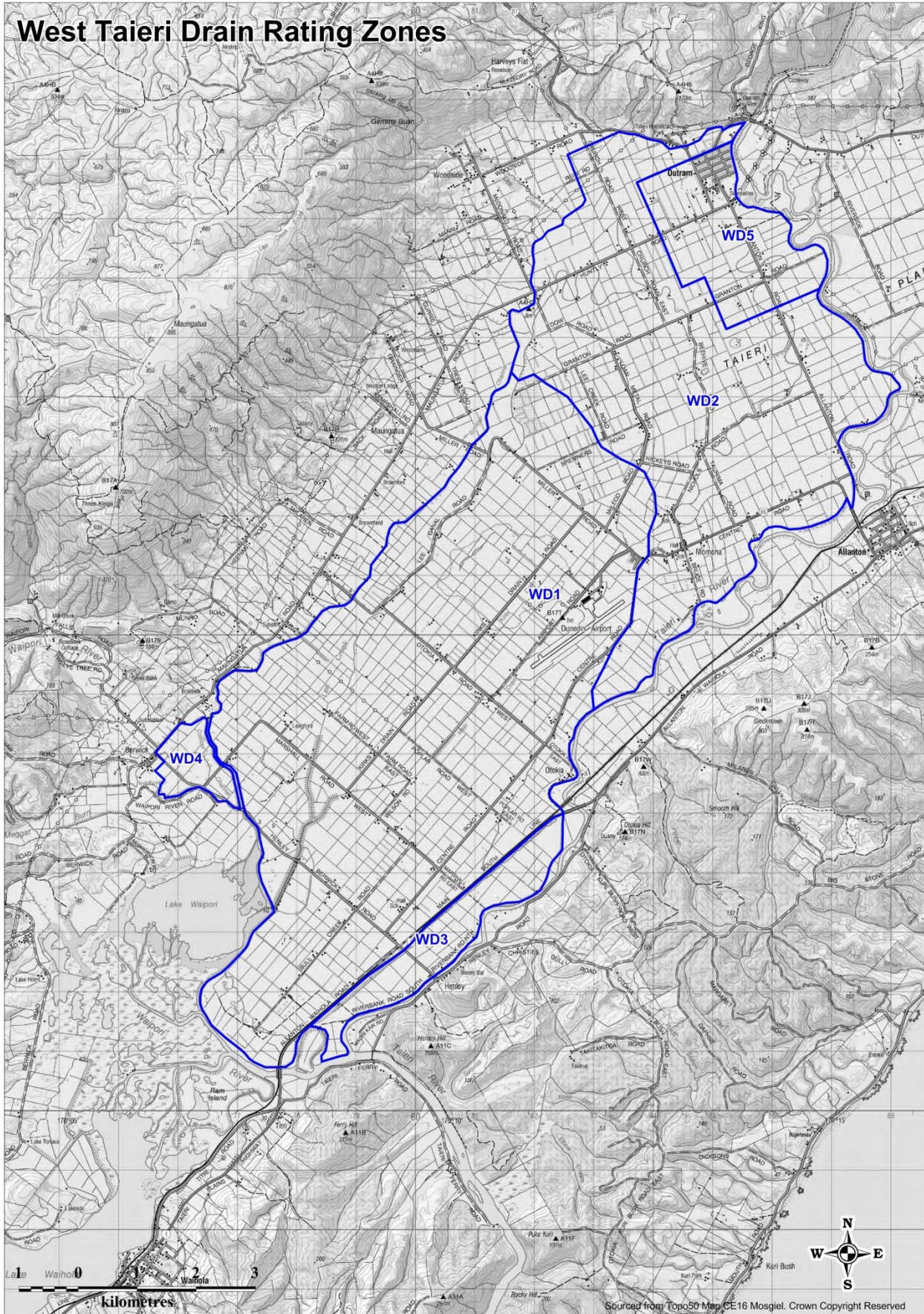
111

East Taieri Drain Rating Zones

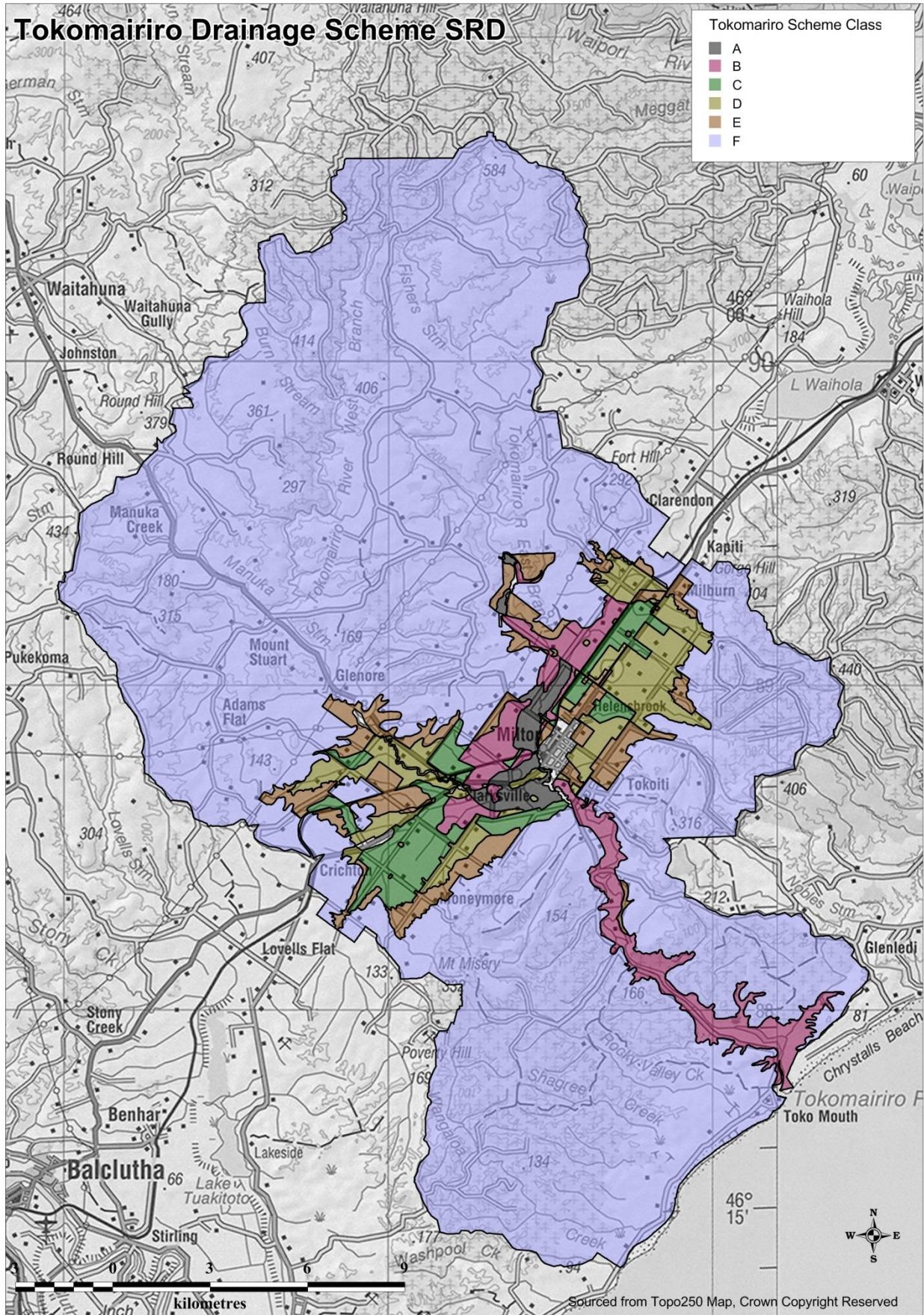


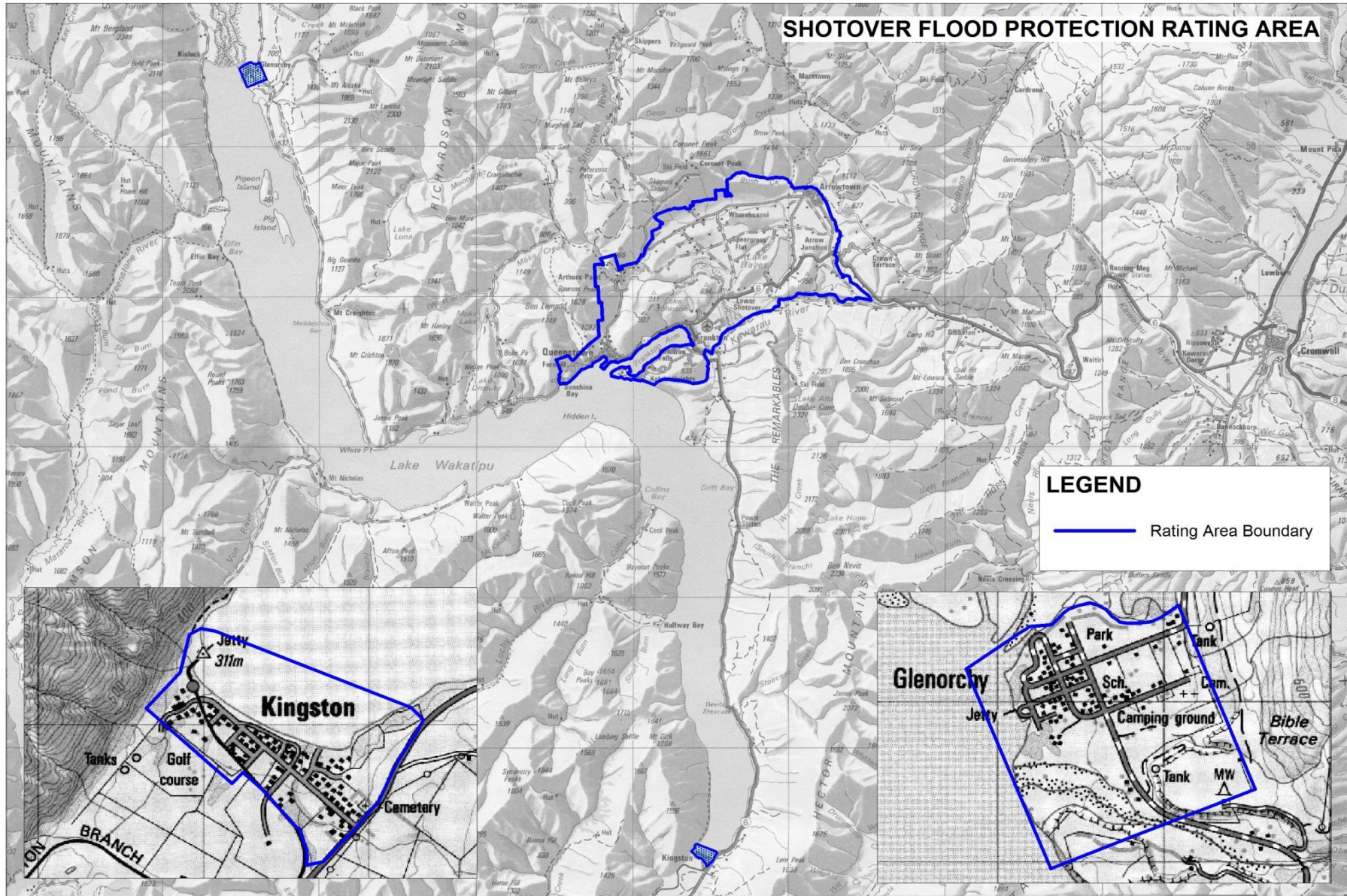
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West Taieri Drain Rating Zones

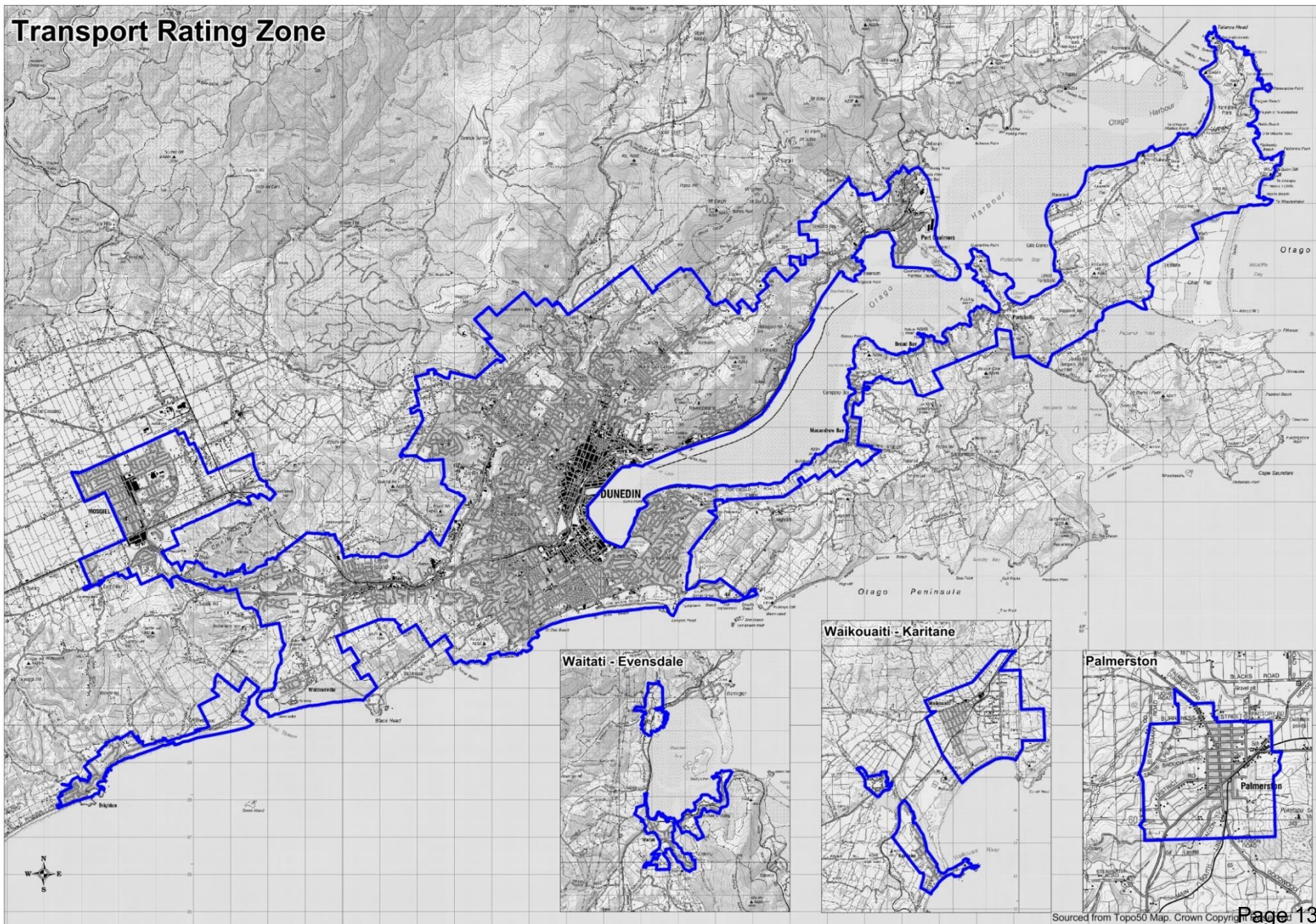


Tokomairiro Drainage Scheme SRD

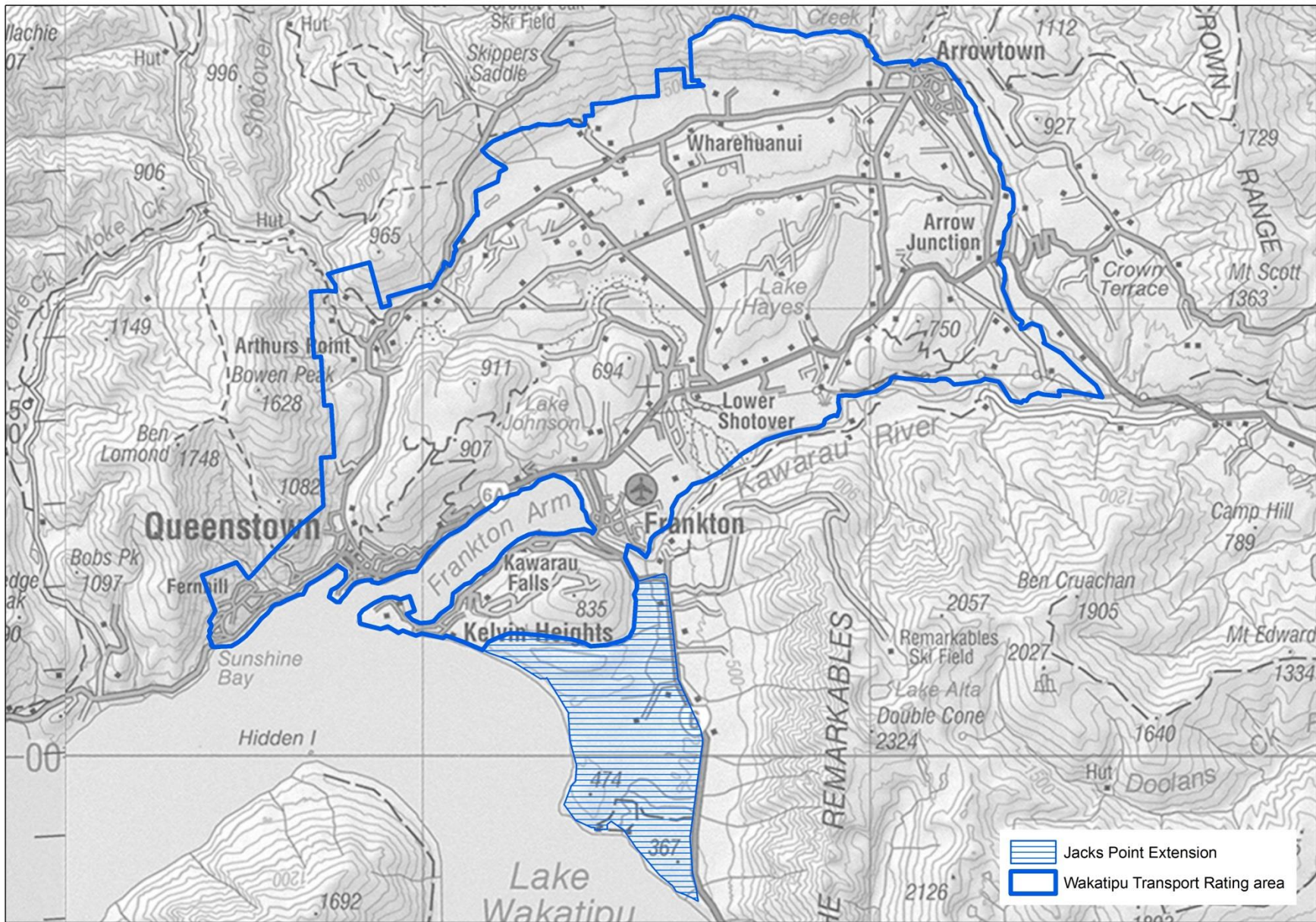




Transport Rating Zone



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Effect of Rating

The rating implications (GST exclusive) of the activities included in this plan are estimated as follows:

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
7,275	General rates	8,808	10,816	11,546	11,846	12,119	11,574	11,546	12,186	12,795	12,053
-	Targeted air quality rates	-	-	-	-	-	-	-	-	-	-
1,190	Rural water quality rate	1,104	1,141	1,442	1,516	1,567	1,601	1,636	1,671	1,712	1,750
187	Dairy inspection rate	188	188	188	188	188	188	188	188	188	188
Targeted River Management rates:											
300	- Central Otago District	300	300	300	300	300	300	300	330	360	390
265	- Clutha District	300	330	360	390	420	450	480	510	540	570
150	- Dunedin City	200	250	300	350	400	450	500	500	500	500
126	- Lower Waitaki River	142	144	148	152	156	160	163	167	172	176
150	- Wakatipu	150	150	150	150	150	150	150	150	150	150
167	- Wanaka	180	180	180	200	200	200	220	240	260	280
400	- Waitaki District	400	400	400	400	450	450	450	450	450	450
Targeted Passenger Transport Services rate:											
3,632	- Dunedin	3,977	4,384	4,774	5,219	5,730	5,852	5,926	5,996	5,969	5,937
600	- Queenstown	718	845	948	1,091	1,291	1,391	1,591	1,791	1,791	1,790
Targeted Catchment rates:											
425	- East Taieri Drainage	450	475	500	525	550	550	550	550	550	550
1,365	- Leith Flood Protection	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461	1,461
600	- Lower Clutha	650	700	750	750	750	750	750	750	750	750
700	- Lower Taieri	750	800	800	800	800	800	800	800	800	800
150	- Shotover Delta	80	80	80	80	80	80	80	80	80	80
95	- Tokomairiro	105	122	134	156	188	210	232	234	236	238
517	- West Taieri Drainage	550	600	650	700	750	750	750	750	750	750
Targeted Wilding Tree rates:											
24	- Central Otago District	25	26	25	26	26	27	28	28	29	29
17	- Clutha District	18	18	18	18	19	19	19	20	20	21
96	- Dunedin City	100	102	101	103	105	108	110	113	115	118
44	- Queenstown Lakes District	46	47	46	47	48	49	50	52	53	54
19	- Waitaki District	20	20	20	20	21	21	22	22	23	23
Emergency Management rates											
286	- Central Otago District	291	287	292	298	307	313	321	328	335	343
210	- Clutha District	214	211	214	219	225	230	235	241	246	252
1,152	- Dunedin City	1,173	1,155	1,176	1,202	1,235	1,262	1,292	1,321	1,351	1,383
527	- Queenstown Lakes District	537	528	538	550	565	577	591	604	618	633
235	- Waitaki District	239	236	240	245	252	257	263	269	276	282

Statement of Comprehensive Revenue and Expense

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Revenue from non-exchange transactions:											
20,910	Rates revenue	23,173	25,997	27,780	29,000	30,352	30,230	30,704	31,802	32,579	32,002
11,926	Grant revenue and subsidies	9,790	10,187	9,145	8,941	8,912	9,133	9,294	9,356	9,609	9,757
9,611	Other revenue	10,735	13,879	14,270	14,375	15,188	15,570	15,838	16,287	16,590	16,929
Revenue from exchange transactions											
9,000	Dividend	8,450	7,900	8,100	8,300	8,500	8,700	8,900	9,100	9,300	9,500
1,511	Interest and investment revenue	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512
2,955	Other revenue	2,561	0	0	0	0	0	0	0	0	0
55,913	Total revenue	56,221	59,475	60,807	62,128	64,464	65,145	66,248	68,057	69,590	69,700
Expenditure:											
16,011	Employee benefits expenses	17,561	18,000	18,404	18,825	19,247	19,686	20,142	20,599	21,073	21,565
2,014	Depreciation	2,402	2,516	2,534	2,458	2,471	2,396	2,411	2,508	2,622	2,532
2	Finance costs	2	2	2	2	2	2	2	2	2	2
39,612	Operating expenses	40,021	41,371	40,793	40,551	41,986	41,495	42,087	43,667	44,097	44,296
57,639	Total operating expenditure	59,986	61,889	61,733	61,836	63,706	63,579	64,642	66,776	67,794	68,395
333	Other gains/(losses)	335	344	355	366	376	388	399	411	423	436
(1,393)	Surplus/(Deficit) for period	(3,430)	(2,070)	(571)	658	1,134	1,954	2,005	1,692	2,219	1,741
Other comprehensive revenue and expenses											
<i>Item that may be reclassified to surplus/(deficit)</i>											
10,000	Revaluation gain/(loss) – shares in subsidiary	7,000	7,000	9,000	10,000	10,000	10,000	10,000	10,000	10,000	11,000
8,607	Total comprehensive revenue and expenses	3,570	4,930	8,429	10,658	11,134	11,954	12,005	11,692	12,219	12,741

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

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
	Surplus(deficit) of operating funding per funding Impact statement	(959)	266	1,306	2,812	3,032	3,879	4,252	3,924	4,343	3,993
	<i>Add/(deduct):</i>										
(2,014)	Depreciation	(2,402)	(2,516)	(2,533)	(2,458)	(2,471)	(2,395)	(2,410)	(2,507)	(2,621)	(2,531)
333	Other gains/(losses)	335	345	355	366	377	388	400	412	424	437
119	Other	(404)	(165)	301	(62)	196	82	(237)	(137)	73	(158)
(1,393)	Surplus/(Deficit) from activities per Statement of Comprehensive Revenue and Expense	(3,430)	(2,070)	(571)	658	1,134	1,954	2,005	1,692	2,219	1,741

Depreciation by Activity

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
	Depreciation										
160	Environment	229	275	284	301	311	317	329	343	376	391
719	Flood protection and control works	805	843	885	890	874	878	817	816	824	694
8	Safety and hazards	20	20	10	8	3	2	2	1	1	1
119	Regulatory	9	12	15	18	20	21	23	25	27	28
7	Transport	40	40	36	36	35	35	35	35	35	32
1,000	Corporate	1,300	1,326	1,303	1,206	1,228	1,143	1,205	1,287	1,359	1,385
2,014	Total depreciation	2,402	2,516	2,534	2,459	2,471	2,396	2,411	2,507	2,622	2,531

Statement of Financial Position

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Current assets:											
3,765	Cash and cash equivalents	148	918	523	963	1,306	2,949	3,935	5,514	7,154	7,802
41,198	Other financial assets	43,557	38,557	35,557	35,557	35,557	35,557	35,557	35,557	35,557	35,557
3,286	Trade and other receivables	3,556	3,550	3,544	3,538	3,532	3,526	3,520	3,514	3,508	3,502
-	Inventories	-	-	-	-	-	-	-	-	-	-
1,284	Property intended for sale	1,093	1,093	1,093	1,093	1,093	1,093	1,093	1,093	1,093	1,093
207	Other current assets	261	261	261	261	261	261	261	261	261	261
49,740	Total current assets	48,615	44,379	40,978	41,412	41,749	43,386	44,366	45,939	47,573	48,215
Non-current assets:											
93,922	Property, plant and equipment	93,452	94,921	96,910	96,243	96,194	95,692	95,948	95,347	95,265	95,670
11,431	Investment property	11,493	11,838	12,193	12,558	12,935	13,323	13,723	14,135	14,559	14,995
438,239	Shares in Port Otago Ltd	456,037	463,037	472,037	482,037	492,038	502,037	512,037	522,036	532,036	543,037
3,357	Intangible assets	4,233	4,585	5,071	5,598	6,067	6,497	6,866	7,174	7,418	7,675
98	Deferred tax asset	98	98	98	98	98	98	98	98	98	98
547,047	Total non-current assets	565,313	574,479	586,309	596,534	607,331	617,647	628,672	638,790	649,377	661,475
596,787	Total assets	613,928	618,858	627,287	637,945	649,080	661,033	673,038	684,730	696,949	709,690
Current liabilities:											
4,134	Accounts payable	7,159	7,159	7,159	7,159	7,159	7,159	7,159	7,159	7,159	7,159
1,483	Employee entitlements	1,665	1,665	1,665	1,665	1,665	1,665	1,665	1,665	1,665	1,665
5,617	Total current liabilities	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824
Non-current liabilities:											
-	Other financial instruments	-	-	-	-	-	-	-	-	-	-
-	Total non-current liabilities	-	-	-	-	-	-	-	-	-	-
5,617	Total liabilities	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824	8,824
591,170	Net assets	605,104	610,034	618,463	629,121	640,256	652,209	664,214	675,906	688,125	700,866
Equity:											
133,746	Public equity	129,712	127,844	127,491	128,215	128,804	129,606	130,428	130,867	131,738	132,078
418,239	Available for sale reserve	436,037	443,036	452,038	462,037	472,038	482,037	492,037	502,036	512,036	523,037
4,560	Asset replacement reserve	3,979	3,170	2,089	911	308	223	129	60	44	35
13,770	Building reserve	14,499	15,006	15,531	16,075	16,637	17,220	17,822	18,446	19,092	19,760
242	Environmental enhancement reserve	331	267	200	207	214	222	229	237	246	254
4,168	Emergency response reserve	4,320	4,471	4,628	4,790	4,958	5,131	5,311	5,497	5,689	5,888
736	Water management reserve	403	127	77	78	79	79	80	81	82	83
6,339	Kuriwao endowment reserve	6,391	6,336	6,279	6,311	6,344	6,429	6,516	6,607	6,700	6,797
9,370	Asset revaluation reserve	9,432	9,777	10,132	10,497	10,874	11,262	11,662	12,074	12,498	12,934
591,170	Total equity	605,104	610,034	618,463	629,121	640,256	652,209	664,214	675,906	688,125	700,866

Statement of Changes in Net Assets/Equity

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
582,563	Balance at 1 July	601,534	605,104	610,034	618,463	629,121	640,246	652,209	664,214	675,906	688,125
8,607	Net comprehensive income	3,570	4,930	8,429	10,658	11,135	11,953	12,005	11,692	12,219	12,741
591,170	Balance at 30 June	605,104	610,034	618,463	629,121	640,256	652,209	664,214	675,906	688,125	700,866
	Net movements										
(1,726)	Net surplus transferred to public equity	(3,765)	(2,415)	(926)	292	758	1,566	1,605	1,280	1,795	1,304
1,514	Public equity	1,423	546	573	432	(169)	(763)	(784)	(840)	(924)	(964)
10,000	Available for sale revaluation reserve	7,000	7,000	9,000	10,000	10,000	10,000	10,000	10,000	10,000	11,000
(728)	Asset replacement reserve	(1,131)	(810)	(1,081)	(1,178)	(602)	(85)	(94)	(68)	(16)	(9)
(200)	Building reserve	408	507	525	544	563	582	603	624	646	668
8	Environmental enhancement reserve	(207)	(64)	(67)	7	7	7	8	8	8	9
141	Emergency response reserve	146	151	157	162	168	174	180	186	192	199
(747)	Water management reserve	(584)	(276)	(50)	1	1	1	1	1	1	1
12	Kuriwao reserve	(55)	(55)	(57)	32	33	84	87	90	94	97
333	Asset revaluation reserve	335	345	355	366	377	388	400	412	424	437
8,607	Net comprehensive income	3,570	4,930	8,429	10,658	11,135	11,953	12,005	11,692	12,219	12,741
591,170	Balance at 30 June	605,104	610,034	618,463	629,121	640,256	652,209	664,214	675,906	688,125	700,866

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Reserves

Reserve	Opening Balance 1 July 2018 \$000s	Transfers In \$000s	Transfers Out \$000s	Closing Balance 30 June 2028 \$000s
Public equity	131,580	106,228	(99,308)	138,500
Asset replacement	5,110	22,171	(27,247)	35
Asset revaluation	9,097	3,837		12,934
Available for sale revaluation	429,037	94,000		523,037
Building	14,090	5,752	(82)	19,760
Emergency response	4,174	1,714		5,888
Kuriwao endowment	6,446	3,358	(3,007)	6,797
Water management reserve	987	640	(1,544)	83
Environmental enhancement reserve	538	2,594	(2,878)	254
Central Otago river management	398	3,299	(3,385)	312
Clutha river management	157	4,354	(4,438)	73
Dunedin river management	1,955	4,337	(5,695)	597
Lower Waitaki flood protection	(19)	1,756	(1,764)	(27)
Waitaki river management	6	4,334	(4,272)	69
Wakatipu river management	707	1,650	(2,146)	210
Wanaka river management	423	2,214	(2,618)	19
Alexandra flood protection	438	2,845	(2,665)	618
East Taieri drainage	582	5,779	(6,222)	138
Leith flood protection	(9,423)	16,406	(15,236)	(8,254)
Lower Clutha drainage and flood protection	142	12,434	(13,395)	(818)
Lower Taieri flood protection	1,008	9,761	(10,600)	169
Shotover flood protection	(67)	818	(701)	49
Tokomairiro drainage	155	1,862	(1,946)	71
West Taieri drainage	(1,016)	8,276	(8,923)	(1,664)
Dunedin transport	4,779	170,669	(172,651)	2,797
Wakatipu transport	(35)	72,779	(72,006)	738
Clean Heat	413	21	(1,355)	(920)
Dairy Monitoring	(75)	1,902	(1,691)	136
Wilding Pines		2,239	(2,239)	
Rural Water Quality	(54)	20,187	(20,868)	(735)
Emergency Management				
Total	601,534	588,215	(488,883)	700,866

Asset Replacement Reserve

This reserve represents funds held for the replacement of Council operational assets and is funded by depreciation and proceeds from asset sales.

Asset Revaluation Reserve

This reserve arises on the revaluation of investment property.

Available for Sale Revaluation Reserve

This reserve arises on the revaluation of Council's shares in its wholly owned subsidiary company Port Otago Limited.

Building Reserve

This reserve was established to start setting aside funding that would be available for a new head office for the Council in the future.

Emergency Response Reserve

This reserve was established to enable Council to respond appropriately to emergency situations. If a call is made on the reserve, rate funding will be used to reimburse the reserve. Interest is earned each year on reserve balances.

Kuriwao Endowment Reserve

This reserve represents the accumulation of net income from Kuriwao endowment land less any distribution of that income. Proceeds from the freeholding of leased land are also included in this reserve, along with interest earned.

Water Management Reserve

This reserve allows for the provision of funding assistance to be given towards feasibility and preliminary design ideas for meeting future community water demand in Otago, and for co-operation with the provision of data and information held by Council for community water management purposes, aligned with the Council's objectives.

Environmental Enhancement Reserve

This reserve is available to provide funding assistance to community and other groups with projects aimed to enhance our environment.

River Management Reserves

Targeted rating is used to fund river management works across the city and districts within Otago. Each area has its own reserve, which earns interest. Any unspent rating is allocated to the appropriate reserve. The reserves may be drawn upon to assist funding the work programmes.

Flood and Drainage Scheme Reserves

Targeted rating is used to fund the costs associated with maintaining the level of flood and drainage protection provided by these schemes.

Funded depreciation and unspent rates are allocated to each scheme's reserve, which is then used to fund scheme capital expenditure. The reserves may go into deficit if there are insufficient funds to cover the capital spend. Interest is charged on deficit funds and earned on available funds.

Transport Reserves

Targeted rating is used in Dunedin and Wakatipu where Council provides subsidised bus services. Any unspent money is allocated to these reserves and used to assist targeted rate smoothing and making improvements to bus services as appropriate.

Clean Heat Reserve

Targeted rating has previously been used in Airzone 1 and Milton, areas of poorest air quality in Otago, where Council provides subsidies on clean heating appliances, but this ceased in 2026/17. Unspent money has been allocated to this reserve, which are now the principle source of funding for the subsidy.

Statement of Cashflows

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
Cashflows from operating activities											
<i>Cash provided from:</i>											
20,910	Rates receipts	23,174	25,996	27,780	29,001	30,352	30,230	30,704	31,802	32,579	32,002
9,611	Other receipts – non exchange transactions	13,301	13,885	14,276	14,381	15,194	15,576	15,844	16,293	16,596	16,935
11,926	Grant income	9,790	10,187	9,145	8,941	8,912	9,133	9,294	9,356	9,609	9,757
2,961	Other receipts – exchange transactions										
9,000	Dividends	8,450	7,900	8,100	8,300	8,500	8,700	8,900	9,100	9,300	9,500
1,511	Interest	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512	1,512
55,919	Total income	56,227	59,481	60,813	62,134	64,470	65,151	66,254	68,063	69,596	69,706
<i>Cash applied to:</i>											
55,624	Payment to employees and suppliers	57,582	59,372	59,197	59,276	61,233	61,182	62,230	64,267	65,171	65,862
2	Interest expense	2	2	2	2	2	2	2	2	2	2
55,626	Total payments	57,584	59,374	59,199	59,378	61,235	61,184	62,232	64,269	65,173	65,864
293	Net cash from operating activities	(1,357)	107	1,614	2,757	3,234	3,966	4,021	3,793	4,422	3,841
Cashflows from investing activities											
<i>Cash provided from:</i>											
-	Property, plant and equipment sales	500	410	419	429	438	448	459	469	480	491
-	Deferred tax asset realised	-	-	-	-	-	-	-	-	-	-
15,000	Managed fund withdrawal	500	5,000	3,000	-	-	-	-	-	-	-
15,000	Total cash in	1,000	5,410	3,419	429	438	448	459	469	480	491
<i>Cash applied to:</i>											
5,210	Property, plant and equipment	6,075	3,798	4,379	1,673	2,231	1,647	2,344	1,507	2,060	2,453
1,620	Intangible assets	1,316	949	1,049	1,073	1,099	1,124	1,150	1,176	1,203	1,231
6,830	Total application of cash	7,391	4,747	5,428	2,746	3,330	2,771	3,494	2,683	3,263	3,684
8,170	Net cash from investing activities	(6,391)	663	(2,009)	(2,317)	(2,891)	(2,323)	(3,035)	(2,213)	(2,783)	(3,193)
Cashflows from financing activities											
<i>Cash provided from:</i>											
-	Borrowings	-	-	-	-	-	-	-	-	-	-
<i>Cash applied to:</i>											
-	Repayment of borrowings	-	-	-	-	-	-	-	-	-	-
-	Net cash from financing activities	-	-	-	-	-	-	-	-	-	-
8,463	Net increase/(decrease) in cash held	(7,748)	770	(395)	440	343	1,643	986	1,579	1,639	648
(4,698)	Cash at 1 July	7,896	148	918	523	963	1,306	2,949	3,935	5,514	7,154
3,765	Cash at 30 June	148	918	523	963	1,306	2,949	3,935	5,514	7,154	7,802

Reconciliation of Net Surplus to Net Cash from Operating Activities

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
(1,393)	Net surplus(deficit) from activities	(3,430)	(2,070)	(571)	658	1,134	1,954	2,005	1,692	2,219	1,741
	<i>Add(deduct) non-cash items:</i>										
2,014	Depreciation	2,402	2,516	2,534	2,459	2,472	2,396	2,411	2,508	2,622	2,532
(333)	Other (gains)/losses	(335)	(345)	(355)	(366)	(377)	(388)	(400)	(412)	(424)	(437)
5	Bad debts	6	6	6	6	6	6	6	6	6	6
293	Net cash from operating Activities	(1,357)	107	1,614	2,757	3,234	3,966	4,021	3,793	4,422	3,841

Schedule of Capital Expenditure

Annual Plan 2017/18 \$000s		2018/19 \$000s	2019/20 \$000s	2020/21 \$000s	2021/22 \$000s	2022/23 \$000s	2023/24 \$000s	2024/25 \$000s	2025/26 \$000s	2026/27 \$000s	2027/28 \$000s
	Environmental										
35	- Air monitoring	80	51	10	11	11	11	11	12	12	12
15	- Pest management	5	5	5	5	5	6	6	6	6	6
186	- Water monitoring sites	638	446	493	509	384	392	401	411	420	430
	Transport										
426	- Stock truck effluent disposal sites										
	Flood protection and control works										
-	- Alexandra flood	50				71	95	75			
755	- Lower Clutha flood and drainage	217	65	50	182	65	67	78	70	72	642
20	- Lower Taieri flood protection	727	699	1,597	22	301	23	315	24	25	25
268	- West Taieri drainage	294	19	463	20	185	21	193	22	202	330
117	- East Taieri drainage	225	337	218	5	6	6	6	6	6	6
45	- Tokomairiro	51	95	53	99	55	57	58	59	61	62
2,544	- Leith flood protection	2,671	1,195	584		309		324		339	
	Council										
300	- Property	60	62	63	64	66	67	69	70	72	74
360	- Cars and station wagons	810	677	692	600	614	628	642	657	672	688
1,675	- Computers and software	1,371	1,006	1,107	1,132	1,159	1,186	1,213	1,241	1,269	1,299
25	- Plant	140	42	42	42	44	44	46	46	48	50
50	- Sundry	50	51	52	54	55	56	57	59	60	61
6,830	Total capital expenditure	7,391	4,747	5,428	2,746	3,330	2,771	3,494	2,683	3,263	3,684

Summary of Accounting Policies

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.

Significant Accounting Policies

Revenue Recognition

Revenue from Exchange transactions

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

- Resource consent processing.
- Audits of resource consent conditions.
- Pest animal contract work.
- Grazing leases and licenses.
- Enforcement work.
- Dividends, interest and rental income.

All other revenue is recognised as revenue from non-exchange transactions.

Rates Revenue

Rates are recognised as income when levied.

Other Revenue

(a) Rendering of Services

Revenue from the rendering of services 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.

Fees and charges are recognised as income when supplies and services have been rendered.

Revenue relating to contracts and consent applications that are in progress at balance date is recognised by reference to the stage of completion at balance date.

(b) Interest Revenue

Interest revenue is recognised on a time proportionate basis using the effective interest method.

(c) Dividend Revenue

Dividend revenue is recognised when the right to receive payments is established on a receivable basis.

Other Gains and Losses

(a) Sale of Investment Property, Property, Plant and Equipment, Property Intended for Sale and Financial Assets

Net gains or losses on the sale of investment property, property plant and equipment, property intended for sale and financial assets 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.

(b) Assets Acquired for Nil or Nominal Consideration

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.

Grant Expenditure

Non-discretionary grants are those grants that are awarded if the grant application meets the specified criteria and are recognised as expenditure when an application that meets the specified criteria for the grant has been received.

Discretionary grants are those grants where the Council has no obligation to award on receipt of the grant application and are recognised as expenditure when a successful applicant has been notified of the Council's decision.

Leasing

Leases are classified as finance leases whenever the terms of the lease transfer substantially all the risks and rewards of ownership to the lessee. All other leases are classified as operating leases.

(a) Council as Lessor

Amounts due from lessees under finance leases are recorded as receivables at the amount of the net investment in the leases. Finance lease income is allocated to accounting periods so as to reflect a constant periodic rate of return on the net investment outstanding in respect of the leases.

Rental income from operating leases is recognised on a straight line basis over the term of the relevant lease.

(b) Council as Lessee

Assets held under finance leases are recognised at their fair value or if lower, at amounts equal to the present value of the minimum lease payments, each determined at the inception of the lease. The corresponding liability to the lessor is included in the Statement of Financial Position as a finance lease obligation.

Lease payments are apportioned between finance charges and reduction of the lease obligation so as to achieve a constant rate of interest on the remaining balance of the liability. Finance charges are charged directly against income, unless they are directly attributable to qualifying assets, in which case they are capitalised.

Rentals payable under operating leases are charged to income on a straight line basis over the term of the relevant lease.

(c) Lease Incentives

Benefits received and receivable as an incentive to enter into an operating lease are also spread on a straight line basis over the lease term.

Goods and Services Tax

Revenues, expenses, assets and liabilities are recognised net of the amount of goods and services tax (GST), except for receivables and payables which are recognised inclusive of GST.

Cash flows are included in the cash flow statement on a gross basis. The GST component of cash flows arising from investing and financing activities which is recoverable from, or payable to, the taxation authority is classified as operating cash flows.

Statement of Cash Flows

For the purpose of the statement of cash flows, cash and cash equivalents include cash on hand and in banks and investments in money market instruments, net of outstanding bank overdrafts.

The following terms are used in the statement of cash flows:

- Operating activities are the principal revenue producing activities of Council and other activities that are not investing or financing activities;
- Investing activities are the acquisition and disposal of long term assets and other investments not included in cash equivalents; and

- Financing activities are activities that result in changes in the size and composition of the contributed equity and borrowings of the entity.

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.

Investments are recognised and derecognised on trade date where purchase or sale of an investment is under a contract whose terms require delivery of the investment within the timeframe established by the market concerned, and are initially measured at fair value, net of transaction costs, except for those financial assets classified as fair value through profit or loss which are initially valued at fair value.

Financial Assets

Financial Assets are classified into the following specified categories: financial assets 'at fair value through profit or loss', 'held-to-maturity' investments, 'available-for-sale' financial assets, and 'loans and receivables'. The classification depends on the nature and purpose of the financial assets and is determined at the time of initial recognition.

(a) Effective Interest Method

The effective interest method is a method of calculating the amortised cost of a financial asset and of allocating interest income over the relevant period. The effective interest rate is the interest rate that exactly discounts estimated future cash receipts through the expected life of the financial asset, or where appropriate, a shorter period.

(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 profit or loss 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.

Council has classified its managed funds as financial assets held for trading. This fund includes cash, fixed interest deposits, bonds and equities. 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).

(c) Available-for-Sale Financial Assets

Shares in subsidiary (Port Otago Limited) and certain equity investments held by the Council are classified as being available-for-sale and are stated at fair value. Fair value is determined in the manner described later in this note. Gains and losses arising from changes in fair value are recognised directly in the available-for-sale revaluation reserve, except for impairment losses which are recognised directly in the surplus/(deficit). Where the investment is disposed of or is determined to be impaired, the cumulative gain or loss previously recognised in the available-for-sale revaluation reserve is included in the surplus/(deficit) for the period.

(d) Loans and Receivables

Trade receivables, loans 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 impairment 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).

Deposits are included within this classification.

(e) Impairment of Financial Assets

Financial assets, other than those at fair value through profit or loss, are assessed for indicators of impairment at each Statement of Financial Position date. Financial assets are impaired where there is objective evidence that because of one or more events that occurred after the initial recognition of the financial asset, the estimated future cash flows of the investment have been impacted. For financial assets carried at amortised cost, the amount of the impairment is the difference between the asset's carrying amount and the present value of estimated future cash flows, discounted at the original effective interest rate.

The carrying amount of the financial asset is reduced by the impairment loss directly for all financial assets, except for trade receivables, where the carrying amount is reduced through the use of an allowance account. When a trade receivable is uncollectible, it is written off against the allowance account. Subsequent recoveries of amounts previously written off are credited against the allowance account. Changes in the carrying amount of the allowance account are recognised in the surplus/(deficit).

With the exception of available-for-sale equity instruments, if, in a subsequent period, the amount of the impairment loss decreases and the decrease can be related objectively to an event occurring after the impairment was recognised, the previously recognised impairment loss is reversed through the surplus/(deficit) to the extent the carrying amount of the investment at the date of impairment is reversed does not exceed what the amortised cost would have been had the impairment not been recognised.

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.

Fair Value Estimation

The fair value of financial instruments traded in active markets (such as available-for-sale equities) is based on quoted market prices at the balance date. The quoted market price used for financial assets held by the Council is the current bid price; the appropriate quoted market price for financial liabilities is the current offer price.

The fair value of financial instruments that are not traded in an active market is determined using valuation techniques. The Council uses a variety of methods and makes assumptions that are based on market conditions existing as each balance date. The fair value of Shares in Port Otago Limited is determined by a valuation performed

at each balance date by an independent professional firm with the relevant expertise and experience in performing such valuations. Quoted market prices or dealer quotes for similar instruments are used for long-term investment and debt instruments held. The fair value of interest rate swaps is the estimated amount that the Council would receive or pay to terminate the swap at the reporting date, taking into account current interest rates. The fair value of forward exchange contracts is determined using forward exchange market rates at the balance date.

Property Held for Sale

Property classified as held for sale is measured at:

- fair value for items transferred from investment property, and
- fair value less estimated costs of disposal, measured at time of transfer for items transferred from property, plant and equipment.

Property is classified as held for sale if the carrying amount will be recovered through a sales transaction rather than through continuing use. This condition is regarded as met only when the sale is highly probable, and the property is available for immediate sale in its present state. There must also be an expectation of completing the sale within one year from the date of classification. Property is not depreciated or amortised while it is classified as held for sale.

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.

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	33-100 years
Bridges	33-100 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.

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. Fair value is determined annually by independent valuers. 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.

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.

Other Intangible Assets

Other intangible assets represent the excess of the cost of acquisition of the cost of Council's interest in the fair value of assets of any jointly controlled entity. Other intangibles are reassessed and reclassified to the cost of investment property and investment property inventories.

Impairment of Non-Financial Assets

At each reporting date, the Council reviews the carrying amounts of its tangible and 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 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 estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs to sell and value in use. Value in use is depreciated replacement cost for an asset where the future economic benefits or service potential of the asset are not primarily dependent on the assets ability to generate net cash inflows and where the entity would, if deprived of the asset, replace its remaining future economic benefits or service potential. In assessing value in use for cash-generating assets, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset is estimated to be less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. An impairment loss is recognised in the surplus/(deficit) immediately, unless the relevant asset is carried at fair value, in which case the impairment loss is treated as a revaluation decrease.

Where an impairment loss subsequently reverses, the carrying amount of the asset is increased to the revised estimate of its recoverable amount, but only to the extent that the increased carrying amount does not exceed the carrying amount that would have been determined had no impairment loss been recognised for the asset in prior years. A reversal of an impairment loss is recognised in the surplus/(deficit) immediately, unless the relevant asset is carried at fair value, in which case the reversal of the impairment loss is treated as a revaluation increase.

Employee Benefits

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.

Superannuation Schemes

Defined Contribution Schemes

Contributions to defined contribution superannuation schemes are expensed when incurred.

Defined Benefit Schemes

The Council belongs to the Defined Benefit Plan Contributors Scheme (the Scheme), which is managed by the Board of Trustees of the National Provident Fund. The Scheme is a multi-employer defined benefit scheme.

Insufficient information is available to use defined benefit accounting as it is not possible to determine from the terms of the Scheme the extent to which the surplus/(deficit) will affect future contributions by individual employers, as there is no prescribed basis for allocation. The Scheme is therefore accounted for as a defined contribution scheme.

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.

Allocation of Overheads

Direct costs are charged directly to significant activities. Indirect costs are charged to significant activities based on the cost drivers and related activity/usage information.

Direct costs are those costs that are directly attributable to a significant activity. Indirect costs are those costs that cannot be identified in an economically feasible manner with a specific significant activity.

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:

	Projected Rating Units
2018/19	115,871
2019/20	116,746
2020/21	117,630
2021/22	118,523
2022/23	119,426
2023/24	120,338
2024/25	121,260
2025/26	122,193
2026/27	123,135
2027/28	124,088

Local Government (Financial Reporting and Prudence) Regulations 2014

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.

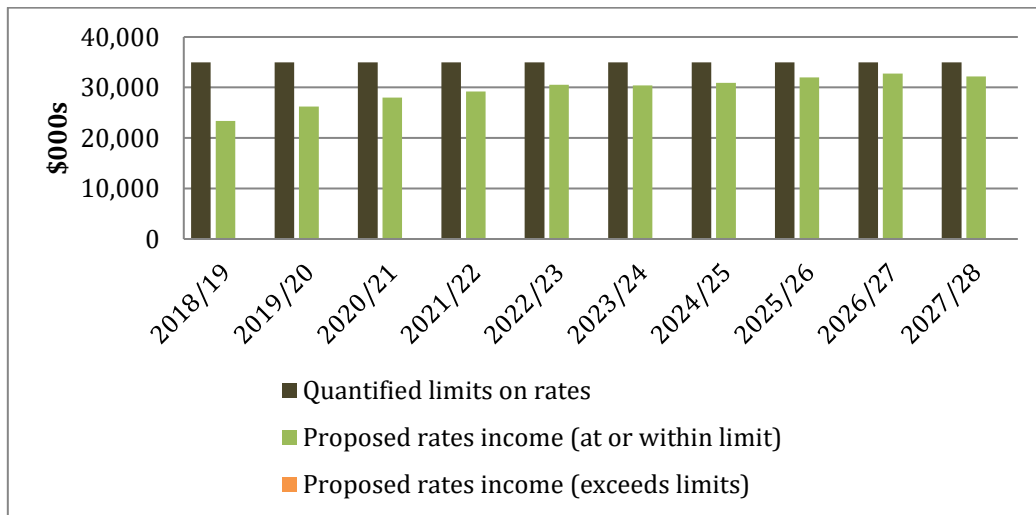
The Council is required to include this statement in its Long Term Plan in accordance with the Local Government (Financial Reporting and Prudence) Regulations 2014 (the regulations). Refer to the regulations for more information, including definitions of some of the terms used in this statement.

Rates Affordability Benchmark

The Council meets the rates affordability benchmark if –

- Its planned rates income equals or is less than each quantified limit on rates; and
- Its planned rates increases equal or are less than each quantified limit on rates increases.

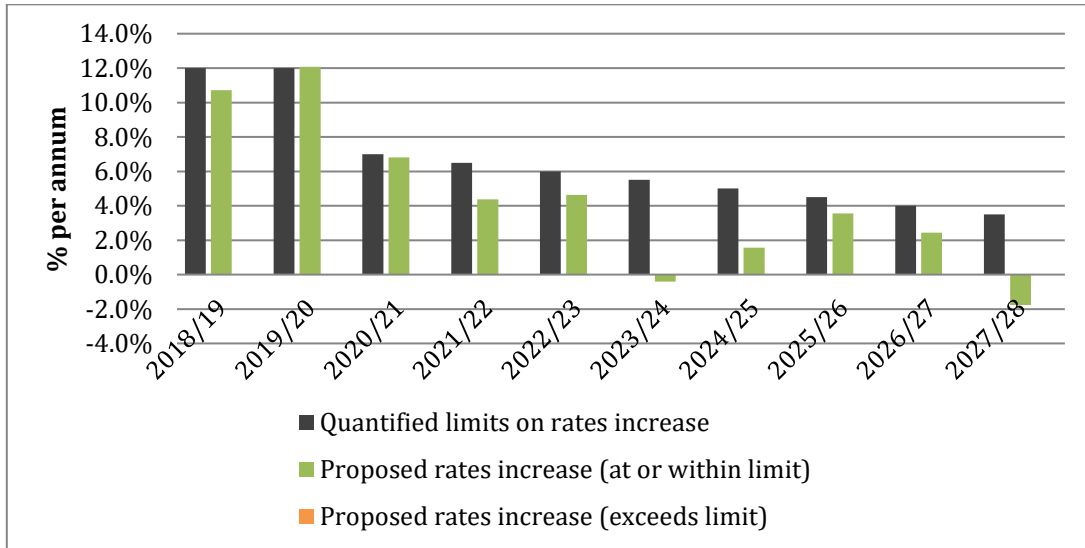
The following graph compares the Council’s planned rates with a quantified limit on rates contained in the financial strategy included in this Long Term Plan. The quantified limit is \$35 million or 50% of total revenue.



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 12% for 2018/19 and 2019/20, subsequently transitioning from 7% in 2020/21 to 3.5% in 2027/28, reducing by 0.5% per annum for the remaining life of the plan.

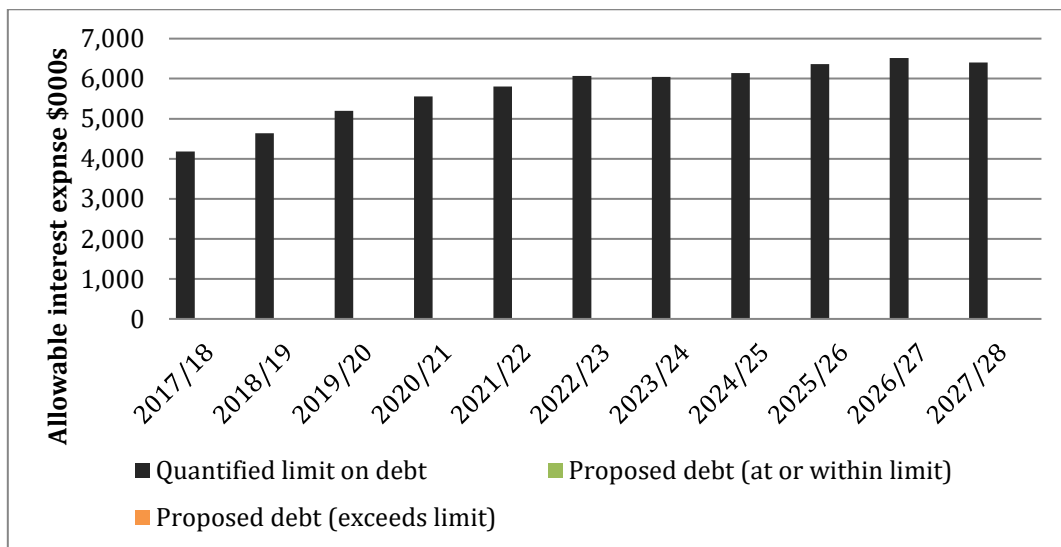


Debt Affordability

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 interest expense cannot exceed 20% of the total rates per annum.

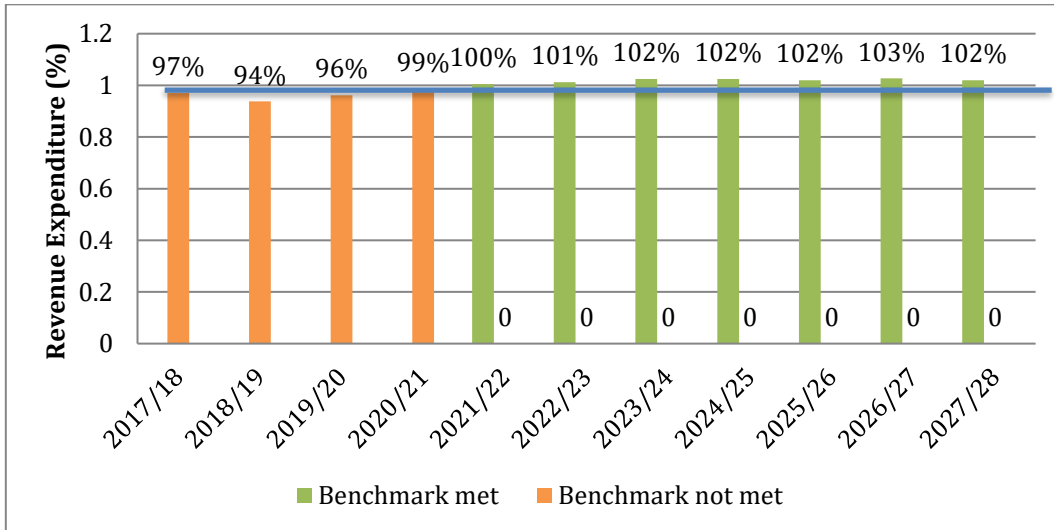
Council does not have any planned debt over the 10-year period of the Long Term Plan.



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).

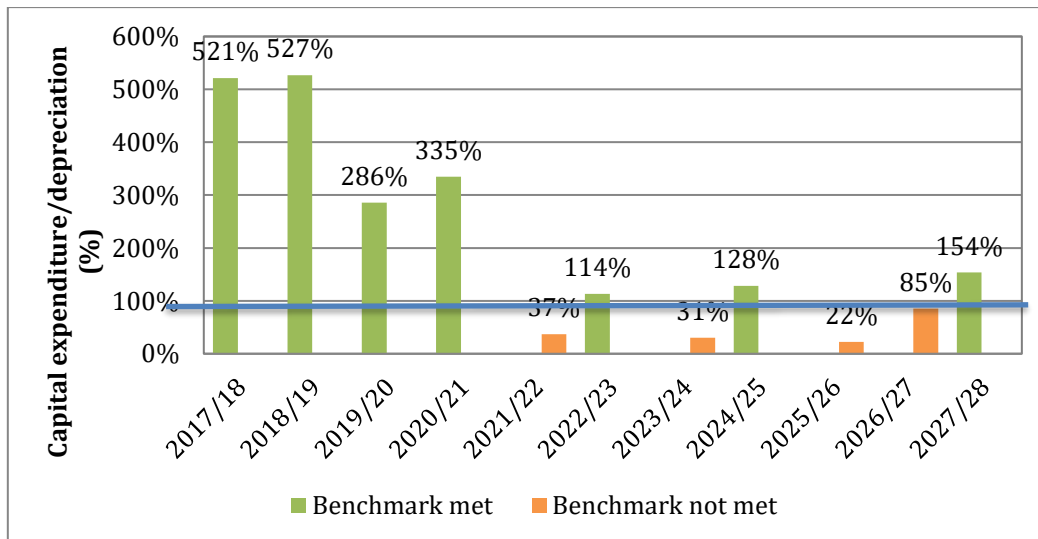
The Council meets the balanced budget benchmark if its planned revenue equals or is greater than its planned operating expenses. Refer to page 138 for comment on balancing the budget.



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.

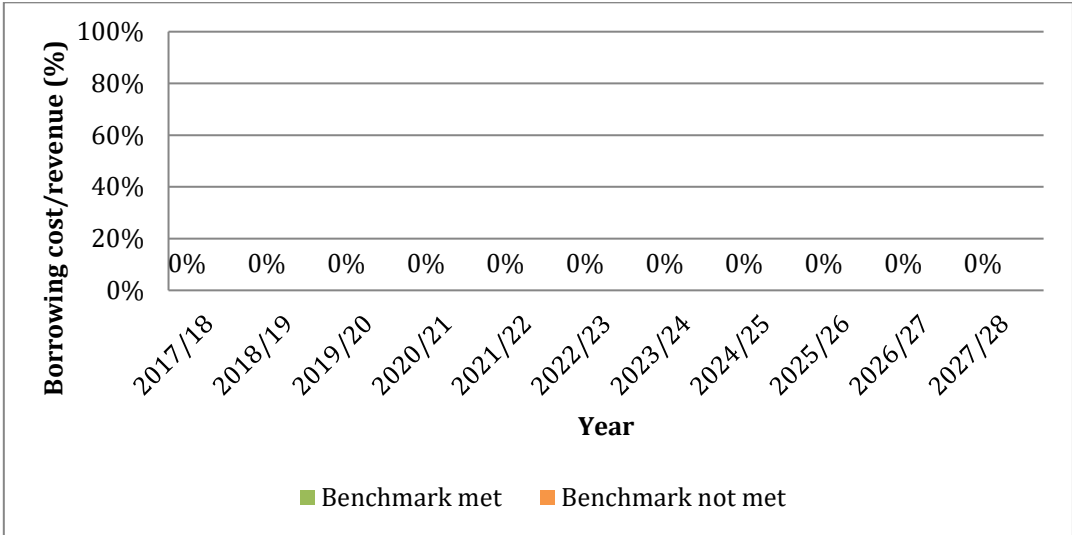
The Council meets the essential services benchmark if its planned capital expenditure on network services equals or is greater than expected depreciation on network services.



Debt Servicing 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. Council has no planned borrowing over the 10-year life of the plan.



Schedule of Fees and Charges

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

Scale of Charges:	\$
Staff time per hour:	
- Executive	235
- Senior Technical	170
- Technical	125
- Field staff	100
- Administration	85
Disbursements	Actual
Additional site notice	Actual
Advertisements	Actual
Vehicle use per kilometre	0.70
Travel and accommodation	Actual
Testing charges	Actual
Consultants	Actual
Commissioners	Actual
Photocopying and printing	Actual
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 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.

Publicly Notified Applications Deposits: ³	\$
First application	5,000
Concurrent applications	225
Non-Notified Applications and Limited Notification Applications Deposits: ³	\$
First application (except those below)	1,000
Concurrent applications ¹	50
Variation to Conditions – s127	1000
Administrative Variation – s127	500
Exemptions from water metering regulations	200
Bores	500
Variation to Bore permit	500

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	100
Priority Table	100
Section 417 Certificate	200
Certificate of Compliance	200
Section 125 – Extension of Term	100
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.

Administrative Charges

The following one-off administration charges shall apply to all resource consent applications received:

Publicly Notified and Limited Notification Applications:	\$
First application	100
Concurrent applications	50
Non-Notified Applications:	\$
First application	50
Concurrent applications	25
Other:	\$
Certificate of Compliance	25
Section 417 Certificate	25

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 listed in section 1.6 below. The charges shown are annual fixed fees per performance monitoring report or plan, and are inclusive of GST.

<i>1.1 Discharge to Air Consent</i>	\$
Measurement of contaminants from a Stack report	95
Ambient air quality measurement of contaminants report	110
Management plans and maintenance records	38
Annual Assessment report	75
 <i>1.2 Discharge to Water, Land and Coast</i>	
Effluent Systems	\$
- Environmental Quality report	50
- Installation producer statements	66
- Return of flow/discharge records	66
 Active Landfills	\$
- Environmental Quality report	63
- Management Plans	140
 Industrial Discharges	\$
- Environmental quality report	46
- Environmental report	101
- Return of flow/discharge records	66
 Annual Assessment report	55
Management Plans – minor environmental effects	140
Management Plans – major environmental effects	280
Maintenance records	33
 <i>1.3 Water Takes</i>	\$
Verification reports	66
Annual assessment report	56
Manual return of data per take	87
Data logger return of data per take sent to Council	55
Telemetry data per take	38
Administration fee – water regulations	100
Low flow monitoring charge*	
- Kakanui at McCones*	350
- Unnamed Stream at Gemmels*	1,550

* charge for monitoring sites established by the Council specifically to monitor consented activities in relation to river flows.

1.4 Structures	\$
Inspection reports for small dams	135
Inspection reports for large dams	270
Structural integrity reports	85

1.5 Photographs	\$
Provision of photographs	65

1.6 Fees for Specific Consent Holders

Performance monitoring fees will be charged as 75% of actual costs for the following consent holders:

- Dunedin City Council
- Central Otago District Council
- Clutha District Council
- Queenstown Lakes District Council
- Waitaki District Council
- Ravensdown
- Contact Energy
- Trustpower
- Pioneer Generation
- Oceana Gold
- Port Otago

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 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 – Scale of Charges.

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 – Scale of Charges.

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 - Scale of Charges; 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 – Scale of Charges.

Building Act – Section 243 Charges

Dam Safety and Building Control

The following table of charges and deposits will apply to the Dam Safety and Building Control activity. Amounts stated include GST.

Activity	Deposit	Processing Fee	DBH and BRANZ Levies (at rates as advised to Council)*
Review of Potential Impact Classifications submitted by dam owners	Nil	Time and disbursements – scale of charges.	Nil
Review of Dam Safety Assurance Programmes	Nil	Time and disbursements – scale of charges.	Nil
Reviewing Building Warrants of Fitness	Nil	Time and disbursements – scale of charges.	Nil
Property Information Memorandums	Nil	Time and disbursements – scale of charges.	Nil
Building consent applications – estimated value of building work is \$20,000 or less	\$2,000	Time and disbursements – scale of charges.	Nil
Building consent applications – estimated value of building work greater than \$20,000	\$2,000	Time and disbursements – scale of charges.	DBH levy - \$2.01 for every \$1,000 (or part of \$1,000) of the estimated value of the building work. BRANZ levy - \$1.00 for every \$1,000 (or part of \$1,000) of the estimated value of the building work – if required.
Issuing Certificates of Acceptance – estimated value of building work is \$20,000 or less	\$2,000	Time and disbursements – scale of charges.	
Issuing Certificates of Acceptance – estimated value of building work greater than \$20,000	\$2,000	Time and disbursements – scale of charges.	DBH levy - \$2.01 for every \$1,000 (or part of \$1,000) of the estimated value of the building work – if required. BRANZ levy - \$1.00 for every \$1,000 (or part of \$1,000) of the estimated value of the building work – if required.
Issuing of Code Compliance Certificates for building consent applications	Nil	Time and disbursements – scale of charges.	Nil
Maintaining Register of Dams	Nil	Nil	Nil
Any other activity under the Building Act	Nil	Time and disbursements – scale of charges.	Nil

* Figures for the DBH and BRANZ levies are as required by regulation on 1 March 2008. These levies may change in accordance with amendments made to regulations. The Council is required to collect and pay DBH and BRANZ levies as regulated.

Bus Services

Dunedin Bus Services

Bus fares for Dunedin bus services for 2018/19 are:

Zones Travelled	GoCard			Cash	
	Adult	Child	Super Gold Card Off Peak and GoCard Extra	Adult	Child
1	\$1.92	\$1.15	\$1.73	\$2.60	\$1.60
2	\$2.53	\$1.52	\$2.28	\$3.40	\$2.10
3	\$4.44	\$2.66	\$4.00	\$6.00	\$3.60
4	\$7.58	\$4.55	\$6.82	\$10.20	\$6.10
5	\$11.41	\$6.85	\$10.27	\$15.30	\$9.20

Map 1 on page 160 shows the fare zone, defined in the Regional Public Transport Plan.

Wakatipu Basin Bus Services

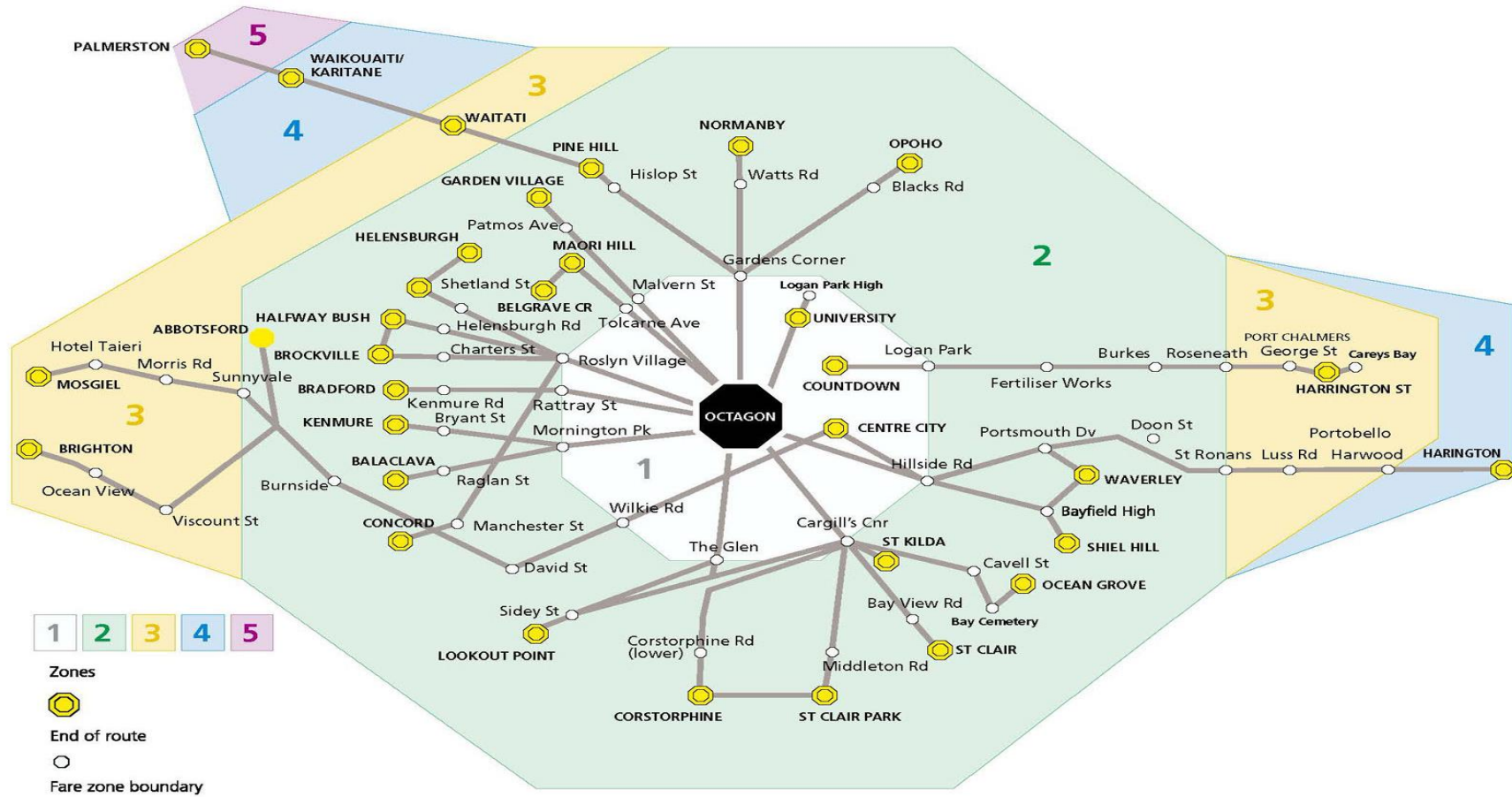
Bus fares for Wakatipu Basin bus services are:

Zone	Cash		Go Card	
	Child	Adult	Child	Adult
Zone 1 and 2	\$4.00	\$5.00	\$1.50	\$2.00
Zone 3 (Airport)	\$8.00	\$10.00	\$1.50	\$2.00

Map 2 on page 161 shows the fare zones, as defined in the Regional Public Transport Plan.

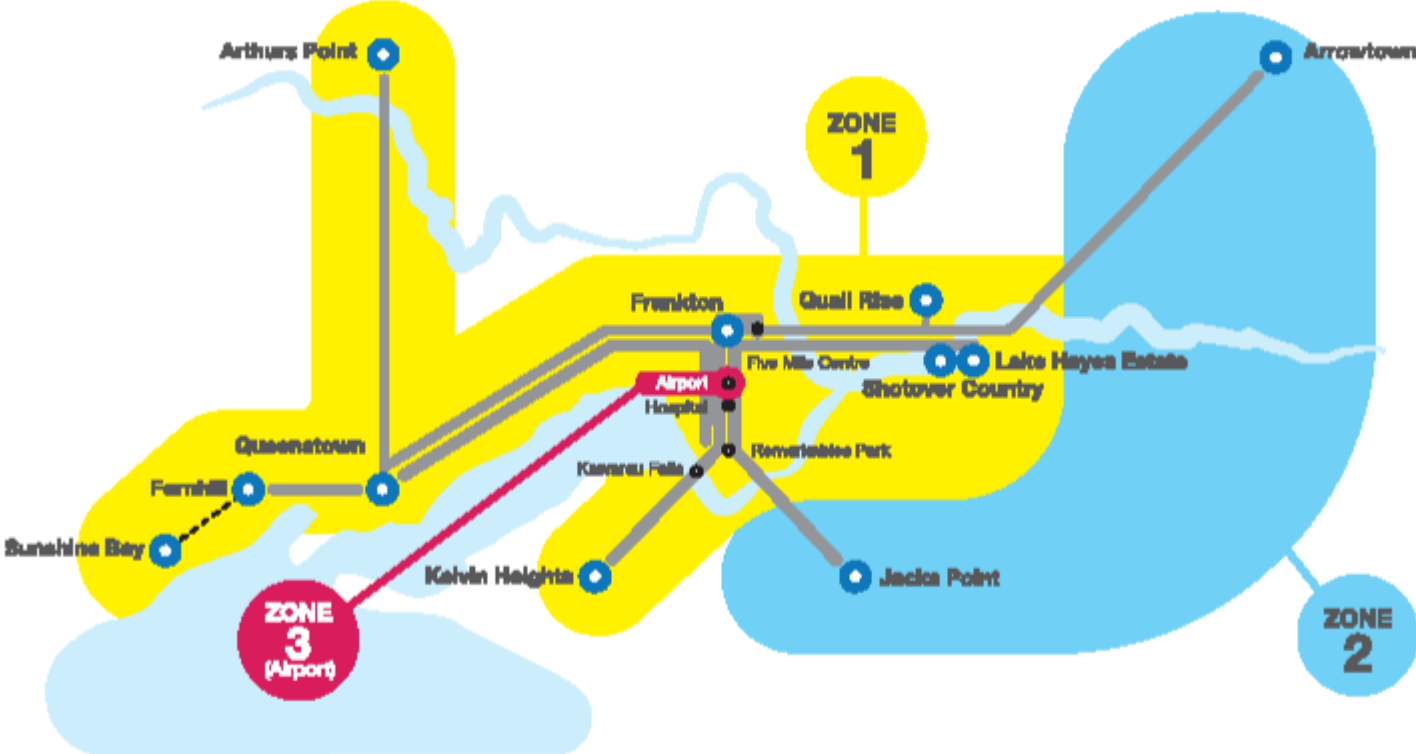
Disclaimer: Council may change fares during the year, as a result of operational or other needs. Significant fare changes will be consulted on.

Map 1: Dunedin City Bus Zones from date of implementation of new ticketing system.



Note is made that bus fares are reviewed annually, and any changes will be disclosed in our future Annual Plans and Long Term Plans.

Map 2: Wakatipu Transport



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Update of the

OTAGO SOUTHLAND Regional Land Transport Plans

June 2018



2015 – 2021



Otago and Southland RTC Chairs' foreword

The Otago and Southland Regional Transport Committees (RTCs) are pleased to present this mid-term update of the 2015-2021 Otago Southland Regional Land Transport Plans (RLTPs). These plans set our vision of transport in the future and how we - the 10 local authorities in our two regions and the NZ Transport Agency (NZTA) - intend to achieve this by funding and providing transport services and infrastructure, and by concentrating over the next few years on achieving a safer and more sustainable transport system that 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.

The prosperity of both Otago and Southland, and our quality of life, depends heavily on good land transport infrastructure and services. Our primary industries drive much of the area's economic growth, so good access and freight services linking farms and forests, suppliers, processors and export gateways are critical. Tourism, another major economic driver in Otago and Southland, also depends on quality road links.

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. At the same time, unprecedented growth, centred on the Queenstown area, also challenges the ability of ratepayers to fund the massive improvement programme needed to this area's transport system.

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.

Many of the projects proposed in these plans will be of wider benefit than just to ratepayers in a single district. These include:

- several state highway corridor improvement projects aimed at increasing road safety and resilience
- improvement projects on SH1 in Otago and Southland, from Invercargill to Oamaru
- the continuance, in 2018/19, of the visiting driver signature project in Otago and Southland
- two improvement projects on the visitor journey between Queenstown and Milford Sound; and
- a suite of changes to the Queenstown and Dunedin transport networks.

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. Chairs agree they can make greater progress toward realising common goals if they work together.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes resilience transport linkages between South Island communities critically important.

As in Otago Southland, the efficient movement of both goods and people is essential to the South Island's economy, and the social and economic wellbeing of its residents. Across the South Island, a large proportion of the freight task is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as by population change.

There has also been significant growth in the tourism sector, with the South Island being recognised as a tourism destination, in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

The South Island Regional Transport Committee Chairs established a group to significantly improve transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration.

The three key collaborative priorities for the South Island Group are to:

- identify and facilitate integrated freight and visitor journey improvements across the South Island
- advocate for an enabling funding approach which supports both innovative multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network
- identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

These are being advanced through joint South Island transport projects, co-funded by the regional and unitary councils in the South Island, with assistance from the Transport Agency and (for the tourism project) the Ministry of Transport.

For Otago and Southland, the benefits that this update to our RLTPs seeks 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 mode shifts
- optimisation of the transport system through communication technology, innovation and improved people capability
- greater value for money delivered by transport investments.

To achieve these benefits, we intend to focus on addressing the following problems and opportunities over the next three to ten years:

- Inability to assess, plan, fund and respond to changing mobility user demands in a timely way results in some poor investment prioritisation and decisions, and inadequate future-proofing.
- Attitudes and behaviour together with inconsistent quality of routes in the two regions results in fatal and serious injury crashes.
- Parts of the network are vulnerable to closure from adverse events resulting in economic and social disruptions, of which there is increased recognition.

- Tourism growth creates the opportunity to disperse visitors throughout southern NZ for the benefit of smaller communities.
- The opportunity to create a network of cycle rides in southern New Zealand.
- The opportunity for better integration of rail and coastal shipping at the South Island scale
- The opportunity to make a step change reduction in serious road trauma in southern New Zealand.

We are proud of these collaborations. We would like to thank the participating organisations for their time and assistance in updating these plans, and to acknowledge the hard work of elected RTC members and staff.



Trevor Kempton

Chairman, Otago Regional Transport Committee



Eric Roy

Chairman, Southland Regional Transport Committee

Please note that the final decision on whether any of the activities proposed in these Otago Southland plans are included in the National Land Transport Programme rests with the NZTA. NZTA is expected to announce the National Land Transport Programme in August 2018.

Glossary of participating organisations, terms and acronyms

Approved organisations participating in this plan

CDC	Clutha District Council
CODC	Central Otago District Council
DCC	Dunedin City Council
DoC	Department of Conservation
ES	Environment Southland
GDC	Gore District Council
ICC	Invercargill City Council
NZTA	New Zealand Transport Agency. The Government agency with statutory functions to manage the funding of the land transport system and manage the state highway system.
ORC	Otago Regional Council
QLDC	Queenstown Lakes District Council
SDC	Southland District Council
WDC	Waitaki District Council

Other terms and acronyms used in this plan

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 NZTA 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: <ul style="list-style-type: none"> (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 the NZTA, 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 the NZTA, as defined under the Land Transport Management Act 2003.
SHIP	State Highway Investment Plan
SPR	Special purpose road
SOI	A government agency's Statement of Intent (e.g. NZTA).
SORDS	Southland Regional Development Strategy
TA	Territorial authority
TAMP	Transportation activity management plan
TIO	Transport investment online, the online database of project proposals and decisions operated by NZTA.
Total Mobility Scheme	Subsidised taxi services.
Transport-disadvantaged	People whom a local authority or NZTA 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.

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1 Introduction and summary

1.1 Purpose of these plans and the area they cover

In 2014-2015, the Otago and Southland RTCs worked together to produce a combined document, their six-year regional land transport plans covering 2015-21. The Land Transport Management Act requires a mid-term review of each Regional Land Transport Plan. In undertaking this review, the RTCs identified updates they wished to make to the Otago and Southland RLTPs, consulted on these, and then made variations to the plans

This review provided the opportunity to update the activities in the RLTPs which, in turn, allowed the NZTA to prepare the National Land Transport Programme (NLTP) for 2018-21. To be eligible for funding from the National Land Transport Fund (NLTF), which NZTA administers, an activity must first be included in an RLTP. Hence the need to update the RLTPs first.

Acknowledging shared challenges and opportunities, the Otago and Southland RTCs collaborated closely on the review and update of these plans. The focus of this update is to provide a safe and sustainable transport system that supports and enhances regional development.

This document is the updated Otago and Southland Regional Land Transport Plans 2015–2021, concluded after consultation on variations that were publicly notified in December 2018¹. As with the 2015-21 RLTPs, these updates to the Otago and Southland plans are combined into this single document, referred to here as ‘the plans’ or the RLTPs. These plans include the business case for investment in the land transport system in Otago and Southland.

Area covered by these plans

These plans cover the two regions shown on the map on the next page, including all of Waitaki District (see Figure 1).

Approved organisations (AOs) – those eligible to seek funding from the National Land Transport Fund – have proposed projects for inclusion in these Otago Southland RLTPs. These organisations are:

Otago

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

Southland

Environment Southland
Gore District Council
Invercargill City Council
Southland District Council

NZ Transport Agency; Department of Conservation

¹ For a copy of the proposed variations, the consultation material and all the submissions received, see <https://www.orc.govt.nz/plans-policies-reports/transport-plans/proposed-variations-to-otago-southland-regional-land-transport-plans-2015-2021>.

DOC is responsible for roads on the conservation estate that provide public access to this estate. In the past, these roads have been maintained on an *ad hoc* basis; the department is now eligible to seek funding from the NLTF for its roading maintenance and improvements.

Figure 1: Area covered by the Otago and Southland RLTPs showing state highway ONRC classification

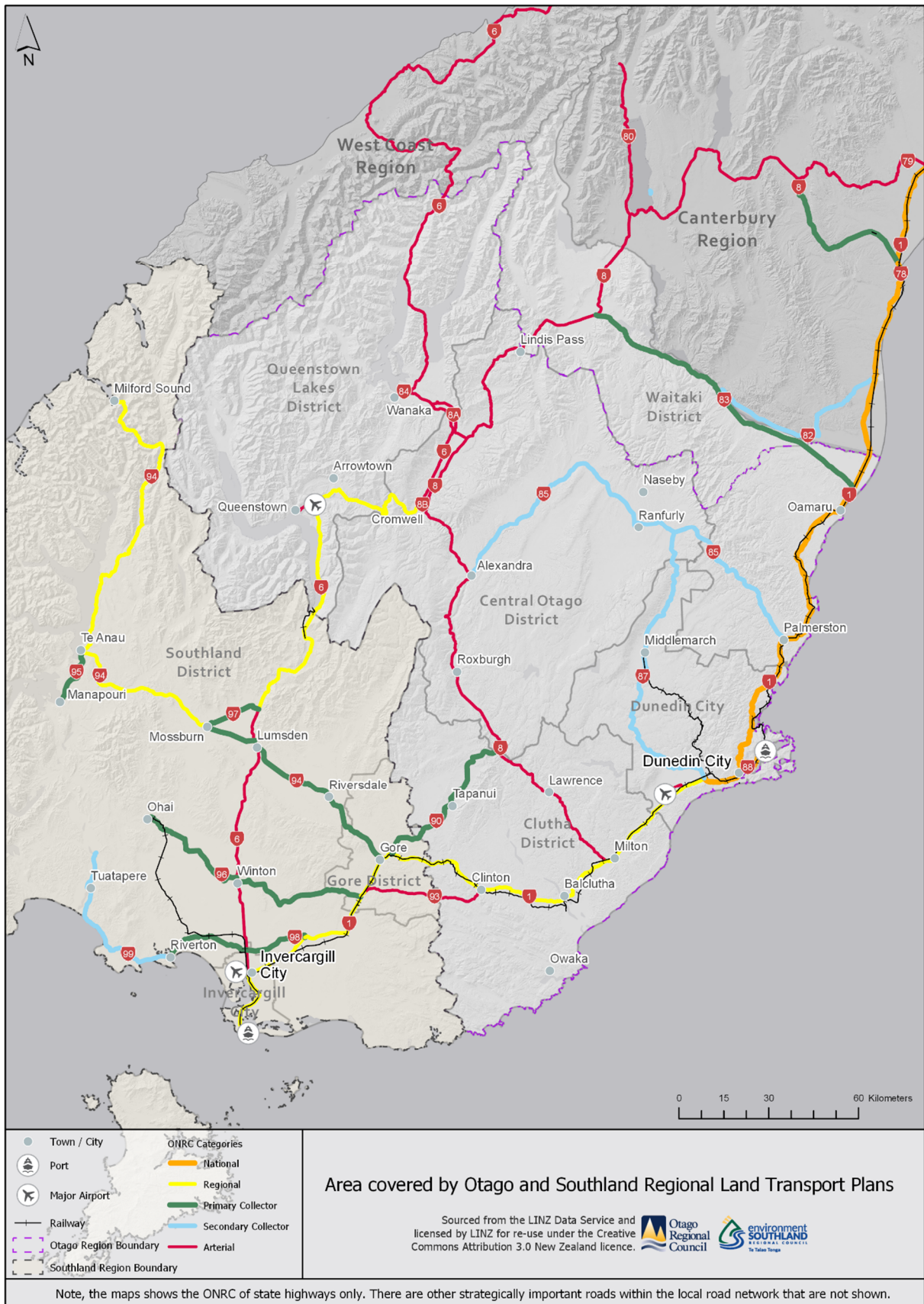
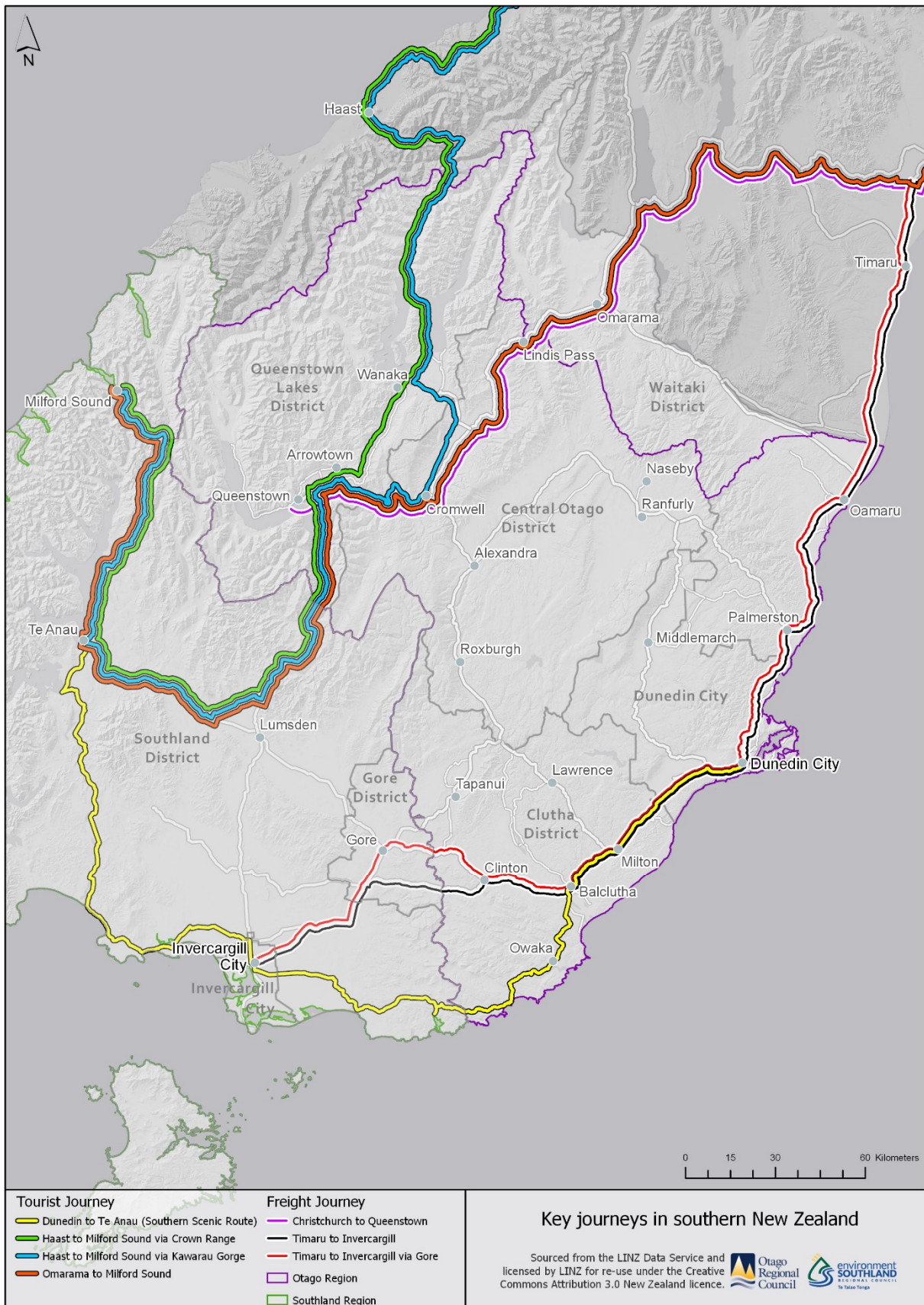


Figure 2: Key journeys in and across Otago and Southland



The funding of rail falls outside of these two RLTPs and the National Land Transport Fund. The Government has, however, signalled that, in shifting to a mode-neutral approach to transport planning and investment decisions, it is proposing to expand the scope of second stage Government Policy Statement on Land Transport (GPS2, due 2019) to include aspects of rail freight – and also of coastal shipping².

1.2 Building on the progress made since 2015-16

Otago Regional Council and Environment Southland each adopted their respective RLTP 2015-21 in April 2015. NZTA made its funding National Land Transport Programme decisions that same month, and approved organisations began implementing their approved projects and activities from July 2015.

In the three years since then, what has been done?

- There has been considerable focus on undertaking good planning:
 - All territorial authorities and NZTA have prepared activity management plans using the One Network Road Classification information.
 - Preparation of major business cases such as for Queenstown integrated transport and for SH1, Christchurch-Dunedin plus the realignment at Edendale.
 - Preparation of corridor management plans for state highways.
 - Development of a strategic results framework for incorporation into these RLTPs.
- Several major projects have been undertaken:
 - Construction of Hawthorne Drive, Frankton Flats, Queenstown, a major connector across Frankton Flats, that avoids the intersection of SH6 and SH6A.
 - Roll-out of new, improved public transport systems in Dunedin and Queenstown.
 - Sealing of the unsealed sections of the 'Southern Penguin Route' (Southern Scenic route) though the Catlins, to improve road safety and enhance visitor experience.
 - The new Kawarau Falls Bridge was completed in early 2018.
 - Safety improvements for visiting drivers in Otago and Southland.
- Other major projects are underway, or about to get underway:
 - The Southern Road Safety Influencing Group's pilot project on road risk, which is being undertaken in partnership with NZTA's national safety team (see section 2.4).
 - The Boost safety programme: rumble strip, curve signage and side barriers on low volume state highways in Otago Southland.
 - Safety improvements on SH1 between Dunedin and Mosgiel.
 - Planning and procurement for replacement of streetlighting with LEDs in many Otago and Southland urban centres is largely complete. Installation is beginning, or about to begin, in Waitaki, Clutha and Queenstown Lakes districts and Invercargill City.
 - A new bus hub in central Dunedin is about to be constructed.
 - An upgrade of Otago Peninsula roading has begun.
 - Cycleway improvements on Dunedin's central city cycle network, and a separated cycleway on the one-way system, are starting construction.
- Establishment of multi-agency collaborations:
 - the Queenstown transport initiative, to provide clear, united leadership in the planning, delivery and funding of improvements to Queenstown Lakes' transport system.
 - the Connecting Dunedin initiative.

² Draft Government Policy Statement on Land Transport: 2018/19 – 2027/28.

It is generally too early to assess what effect most of these projects have had. The RTCs will be tracking the results of these initiatives from 2018/19 onwards.

1.3 What has been updated?

This document updates both the strategic direction for land transport in Otago Southland and the activities the RTCs are recommending for funding from the National Land Transport Fund (NLTF) during 2018-21. Over the last eighteen months, our RTCs reviewed the common transport strategy for the two regions, applying business case planning principles. The key change in direction is the greater focus on future-proofing our transport network, and on addressing the problems facing the Queenstown area. The rate of economic and population growth occurring in this area is placing further demand on an already-stretched transport network.

The strategy also responds to the need to listen to customers and provide better mode choice, including better public transport and safe walking and cycling linkages, to improve road safety and the resilience of the transport network.

All the approved organisations in Otago and Southland have updated the list of activities and projects for which they are seeking NLTF funding during 2018-21. These updates have been brought about not just by the RTCs' recent strategic planning, but also by a shared focus among territorial authorities and NZTA on better activity management planning, including the application of business case planning principles and implementation of the One Network Classification schema.

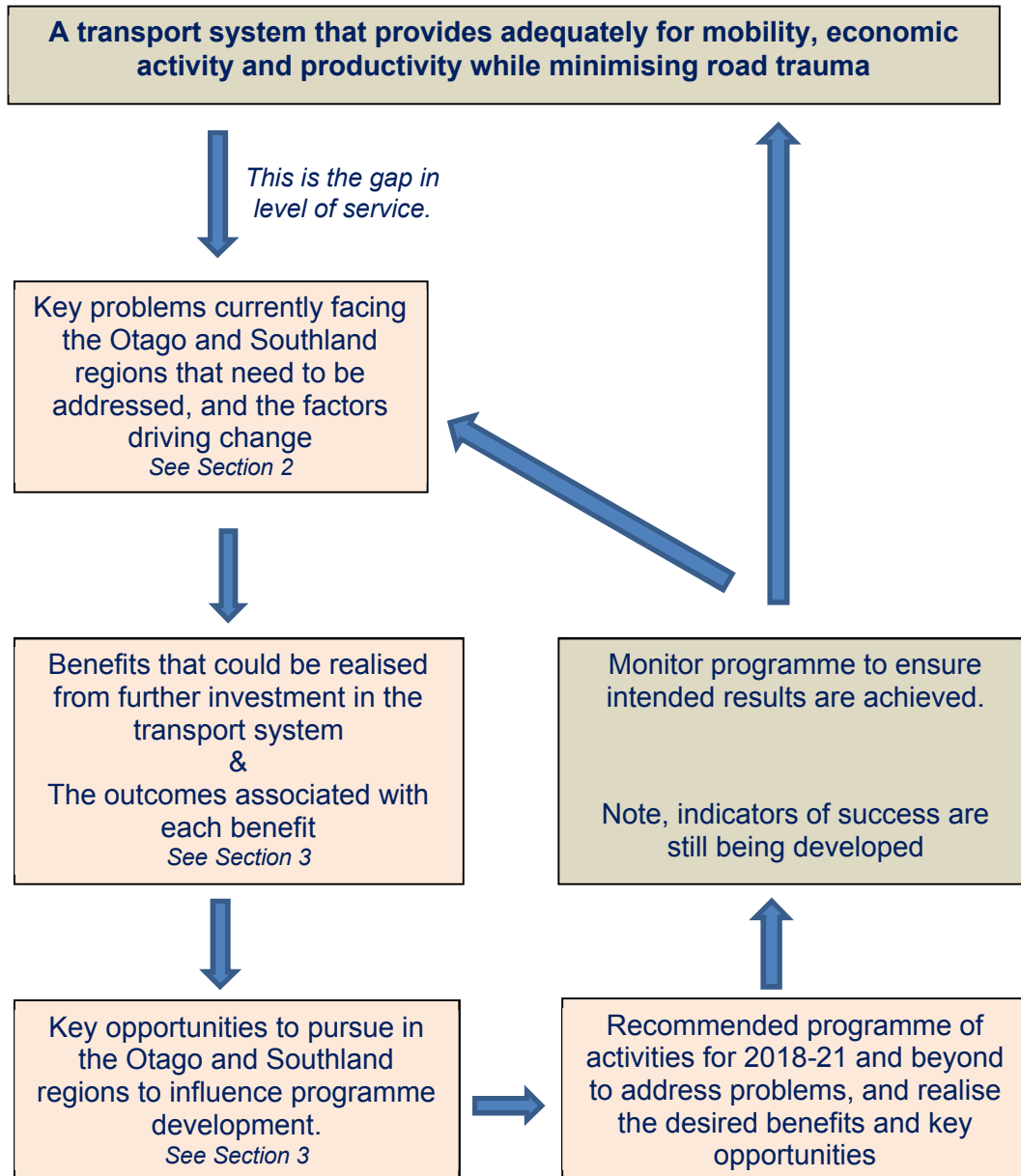
This update to the RLTPs also responds to the greater emphasis on safety signaled by the Government in the draft Government Policy Statement on Land Transport released in April 2018.

Figure 3 summarises the process followed in reviewing the plans mid-term and in updating them. Appendix 6 describes this in more detail.

1.4 The thinking behind this update of the RLTPs

This diagram shows the line of thinking followed by the RTCs, in developing the programme of activities for Otago and Southland, 2018-21 and beyond (i.e. the programme set out in Section 4).

Figure 3: The line of thinking behind this update of the RLTPs



By working together on these two RLTPs, the committees have identified which of these recommended projects are top priority, as shown in Table 1. (Please see section 4.2 for summaries of the projects in Table 1.)

Table 1: Top priority projects proposed in Otago Southland, 2018-2021

Proposed project	Project focus/ problem being addressed	Delivery organisation
Southland region		
SH1 – Edendale Realignment	Safety	NZTA
SH1 – Elles Road Roundabout		NZTA
Visiting Drivers Signature Project continuance		NZTA
SH94 – Milford Rockfall / Avalanche Protection	Resilience	NZTA
Otago region		
Dunedin Urban Cycleways	Continuing the Connecting Dunedin initiative and responding to changing mobility user demands: delivering a safer, better integrated walking, cycling and public transport network.	DCC
City to Harbour Cycle/Pedestrian connection		DCC
Dunedin Central City Safety & Accessibility Upgrade		DCC
Tertiary Precinct		DCC
Public Transport Infrastructure Improvements		ORC
Public Transport Improvements for Dunedin		ORC
Wakatipu Walking/Cycling Improvements	Delivering the Queenstown integrated transport business case, to meet the economic and population growth challenges of this area, to respond to changing mobility user demands and to improve network performance, liveability and visitor experience	NZTA
Queenstown Town Centre Pedestrianisation		QLDC
Wakatipu Active Travel Network		QLDC
Grant Rd to Kawarau Falls Bridge Improvements		NZTA
Park and Ride Facilities		QLDC, NZTA
Wakatipu Basin Public Transport		ORC
Town Centre Public Transport Hub; and supporting technology		QLDC, ORC
Water Taxi Service/ Ferry Network, then Further Services		QLDC, ORC
Queenstown Town Centre Arterial / Stanley Street Corridor Improvements		QLDC, NZTA
Queenstown Traffic Management Facilities		QLDC
SH6A Corridor Improvements		NZTA
SH6 - Ladies Mile Improvements		NZTA
Housing Infrastructure Fund projects, Ladies Mile & Quail Rise		QLDC
Shotover River Bridge (Arthurs Point) Duplication – business case		QLDC
SH1, Oamaru - Dunedin Safety and Resilience Improvements	Safety and resilience	NZTA
Hina Bridge Replacement	Safety and regional development	CDC
Kakanui Bridge Replacement		WDC
Visiting Drivers Signature Project continuance	Safety	NZTA
Ballantyne Road Seal Extension (Wanaka)		QLDC

These projects in Table 1 respond to three problems the RTCs have, with public input, identified as being the main ones facing Otago and Southland's transport system. The problems (described further in section 2.3) are:

- **Responding to changing mobility user demands.** Inability to assess, plan, fund and respond to changing mobility user demands in a timely way results in some poor investment prioritisation and decisions, and inadequate future-proofing.
- **Safety.** Attitudes and behaviour, together with inconsistent quality of routes in the two regions, results in fatal and serious injury crashes. The two safety projects in Table 1 that are also contributing to regional development are on tourism routes.
- **Resilience.** Parts of the network are vulnerable to closure from adverse events, resulting in economic and social disruptions, of which there is increased recognition.

What the sections in this document cover

Sections 1 and 2 set out the updated strategic context and Section 3 the updated strategic direction recommended by the committees. Section 4 sets out the updated programmes: the revised lists of activities and projects for 2018-21 (i.e. years 4 to 6 of the six-year RLTPs) the committees are recommending receive NLTF funding.

Section 4 lists all projects that the committees have identified in these updated RLTPs – there are some priority 2 and 3 projects, additional to those in Table 1 – and explains how these projects are prioritised. As a result, the committees now propose to change their recommendations regarding which activities and projects should receive NLTF funding for 2018-2021.

The appendices set out the significance policy (see Appendix 5); they also describe the process used to vary these plans (see Appendix 6) and assess compliance with the Land Transport Management Act provisions (see Appendix 8).

Decision-making on what should be funded

The activities and projects included in this document represent each region's bid for national financial assistance from the NLTF for 2018-21. It is based on the best, most up-to-date information from Transport Investment Online (the database into which approved organisations enter their activities), and from the approved organisations themselves, as at mid- May 2018..

To assist NZTA in making funding allocations, these plans identify which of the recommended projects the RTCs consider being regional and inter-regionally significant, including the priority the RTCs place on each project. The final decision on which activities and projects receive national funding rests with the board of the NZTA.

Please note:

- All cost estimates and timelines for individual activities and projects in this plan are indicative. They may change as cost estimates are tightened up as project planning proceeds.
- Because NZTA prioritises and cashflows its own work programme on a national basis (rather than a regional one), the timings indicated in these RLTPs for NZTA's own projects – such as state highway improvement projects – are indicative and subject to change³. Agency projects are often either brought forward or delayed.

³ NZTA's role in managing the state highway network is distinct from its role in making decisions about whether activities undertaken by approved organisations should be funded from the national land transport fund. While state highway activities are fully funded from the national land transport fund, those activities of other approved organisations are only partly funded, at a set financial assistance particular to an organisation or sometimes to a type of activity.

1.5 Summary of projected expenditure

Southland

Recommended expenditure for Southland transport projects 2018-2021 (those eligible for NLTF funding) is \$242 million. Table 2 gives a detailed breakdown of projected costs for each activity class by organisation. The numbers in this table are indicative and the costs of already-approved projects are not included.

Table 2: Estimated cost of activities subsidised by NZTA in Southland region, 2018-2021 (\$)

Organisation name	Activity Class	DOC	ES	GDC	ICC	SDC	NZTA	Total for 2018-21	Draft Southland RLTP total for 2015-18
Transport Planning	1	0	789,901	0	230,000	0	0	1,019,901	998,000
Road Safety*	2	0	0	0	1,481,450	0	0	1,481,450	1,076,450
Public Transport Services	4	0	0	0	6,814,307	0	0	6,814,307	6,814,307
Maintenance and Operations Local Roads	8	164,270	247,940	12,201,636	26,834,200	70,542,582	0	109,990,628	110,124,789
Maintenance and Operations State Highways	9	0	0	0	0	\$0	70,187,198	70,187,198	70,187,198
Local Road Renewals	10	Now included in Activity Class 7							0
State Highway Renewals	11	Now included in Activity Class 8							0
Local Road Improvements	12	100,000	364,740	928,541	3,794,400	5,730,000	0	10,917,681	9,967,681
State Highway Improvements	13	0	0	0	0	0	15,604,033	15,604,033	15,736,734
Regional Improvements	20	0	0	0	0	0	12,590,060	12,590,060	24,008,400
TOTAL		264,270	1,402,581	13,130,177	39,154,357	76,272,582	98,378,291	228,602,258	238,913,559

* This is a shared service across Southland region (the cost shown under ICC is for ICC, SDC and GDC).

Otago

Recommended expenditure for Otago transport projects 2018-2021 (those eligible for NLTF funding) is \$798 million. Table 3 gives a detailed breakdown of projected costs for each activity class by organisation. The numbers in this table are indicative and the costs of already-approved projects are not included.

Table 3: Estimated cost of activities subsidised by NZTA in Otago region, 2018-2021 (\$)

Activity Class	Activity Class	CODC	CDC	DOC	DCC	ORC	QLDC	WDC	NZTA	Proposed total for 2018-21	Draft RLTP total for 2018/20
Transport Planning	1	193,888	238,620	0	457,900	1,674,904	2,205,000	368,275	0	5,138,587	4,902,227
Road Safety	2	295,200	328,000	0	\$1,998,168	0	442,000	510,600	0	3,573,968	3,573,968
Walking & Cycling	3	0	0	0	17,157,900	0	24,305,250	0	7,489,900	48,952,950	44,591,230
Public Transport Services	4	0	0	0	0	53,299,333	7,930,000	0	4,322,993	57,968,956	74,538,198
Public Transport Infrastructure	5	In 2018-21, included in Activity Class 4									0
Maintenance and Operations Local Roads	8	24,018,407	37,487,177	236,709	77,962,833	414,000	42,183,460	29,124,288	0	211,426,874	204,370,934
Maintenance and Operations State Highways	9	0	0	0	0	0	0	0	117,338,864	117,338,864	117,338,864
Local Road Renewals	10	In 2018-21, included in Activity Class 8									0
State Highway Renewals	11	In 2018-21, included in Activity Class 49									0
Local Road Improvements	12	3,577,000	8,060,000	100,000	24,762,800	0	33,213,075	13,331,000	0	83,043,875	150,602,300
State Highway Improvements	13	0	0	0	0	0	0	0	0	146,198,198	138,855,449
Regional Improvements	20	0	0	0	0	0	56,613,000	0	0	88,855,710	14,283,724
TOTAL		28,084,495	46,113,797	336,709	122,339,601	55,388,237	166,891,785	43,334,163	307,592,565	770,081,352	753,056,894

2 The current situation, problems and opportunities

2.1 Characteristics of our economy and transport network

The base of the economy in Otago and Southland

In 2015/6, Otago accounted for 4.3 per cent of national GDP, and Southland 2.0 per cent. The economy of both our regions relies largely on agriculture and other primary industry, and on downstream manufacturing industries. These industries are heavily dependent on land transport infrastructure for their continued economic growth.

Both Otago and Southland also have a strong tourism industry, with the coastal, lake and mountain areas and scenery being major attractions. Tourism is one of the three fastest growing sectors of the combined regions' economies; tourism growth - particularly from international visitors accessing southern New Zealand through Queenstown – is projected to continue to increase. The tourism sector depends on both the roading network and air services, as well on as the cruise ship visits to Milford Sound, Bluff and Dunedin.

The economic base of Southland region is relatively narrow, while Otago's is somewhat broader. Rural activities provide the main driver for Southland's economy, which relies heavily on a small number of products such as farming and the aluminium smelter at Tiwai Point near Bluff. The main urban area of Southland, Invercargill, is the thirteenth largest city in NZ. Invercargill primarily services the farming community, and also houses the Southern Institute of Technology.

Much of southern NZ is provincial. While parts of Otago are experiencing rapid growth, the population of other parts, and of Southland is relatively stable or declining. Several townships are strong and thriving, but demographic change and depopulation threatens the survival of others.

Dunedin is the largest city in the Otago Southland area, and the sixth largest city in New Zealand. Education and health care are the focus of its economy, with just over a quarter (26.4 per cent) of all employment being in one of those two industries⁴. This reflects the importance of Dunedin's education assets; the University of Otago alone has been estimated to contribute to around 15 per cent of the city's GDP⁵.

After education, business services and health services Dunedin's largest employment sectors are accommodation, cafés and restaurants, retail, community services, construction, food retailing and manufacturing. Manufacturing employment has been declining in Dunedin, although this is being offset with gains in the high-tech and ICT sectors. Major employers are the University of Otago, Otago Polytechnic and the region's base hospital in Dunedin, which includes specialist services.

The Queenstown economy is a challenging one. As a key selling point for NZ's tourist industry, the district has a large impact on the national tourism economy. Distance from markets for goods and services, coupled with the small local market, mean that local businesses struggle to achieve the economies of scale in the same industries in larger markets. This constrains productivity and thus profitability and incomes⁶. Moreover, high housing prices and high building costs challenge affordability.

⁴ Ministry of Business, Innovation and Employment (MBIE) Regional Economic Activity Report (REAR) report. 2015.

⁵ See the University of Otago's Annual Economic Impact Report for 2015.

⁶ Queenstown Lakes District Council land transport activity management plan 2018/19 – 2032/33. September 2017.

Summary of the transport network

Otago and Southland are the southernmost regions in New Zealand, together comprising nearly half of the South Island's land area and are similar in size. They are among the largest regions in New Zealand. Southland's land area is 34,000 km² and Otago's is 32,000 km². Stretching from the Waitaki River in the north to the Brother's Point / Waiparau Head in the Catlins, Otago is bounded by the Southland, Canterbury and West Coast regions, and to the east by the Pacific Ocean. Southland region, covering the south of the South Island plus Stewart Island, is flanked by coastal waters on the east, south and west. To the north, Southland adjoins Otago and, in the northwest corner at Awarua Point, the West Coast region.

The Otago region has:⁷

- 1,300 km of state highway (managed by NZTA)
- 9,219 km of local roads (managed by TAs), 39.5 per cent of which is sealed
- 279 km of main trunk rail line and 10 km of branch line
- Two urban bus networks and long-distance buses between Otago towns and to other regions.

The Southland region has:¹

- 777 km of state highway (managed by NZTA)
- 6,418 km of local roads (managed by TAs), 41.3 per cent of which is sealed
- 90 km of main trunk rail line and 105 km of branch line
- One urban bus network and long-distance buses between Southland towns and to other regions.

Figure 1 shows the state highways in Otago and Southland. Figure 2 shows key freight and tourism journeys; local roads connects these journeys with local businesses and communities. This RLTP has identified these freight and tourism journeys to enable cross-boundary monitoring using the ONRC system; these do not represent the entire collection of key journeys in southern NZ. The next RLTP (in 2021) will identify additional key journeys.

The key tourism and (internal) freight journeys, which are shown on Figure 2, are:

Freight journeys

- Timaru – Invercargill: SH 1 via Clinton, Mataura to Invercargill.
- Timaru – Invercargill: SH 1 via Gore, Mataura to Invercargill.
- Christchurch – Queenstown: SH1, SH8, SH 79, SH8, SH6 and SH 6A.

Tourist journeys

- Haast – Milford Sound: SH6, Kawarau Gorge, SH6, SH97 and SH94.
- Haast – Milford Sound: SH6, SH84, Crown Range Road, SH6 and SH94 to Milford Sound.
- Omarama – Milford Sound: SH83, SH6, SH97, SH94 to Milford.
- Dunedin – Invercargill – Te Anau / Southern Scenic Route: SH1 to Balclutha, Owaka, Papatowai, (plus alternate route via Purakanui Falls), Chaslands, Niagara, Gorge Rd, Invercargill, SH1, SH6, SH99 via Tuatapere and Clifden, Blackmount, Manapouri and Te Anau.

⁷ Ministry of Transport statistics for roads available at <http://www.transport.govt.nz/ourwork/tmif/infrastructureandinvestment/>; the measures of state highways are for 2014/15 and the measures of local roads are for 2013/14. For rail: Neil Campbell, KiwiRail Dunedin, *pers. comm.* 27 January 2015.

Large parts of Otago and Southland are within three national parks, with limited roading: Fiordland National Park (New Zealand's largest national park) and Rakiura National Park on Stewart Island, are in Southland. Aspiring National Park is partly in Otago and partly in the West Coast region.

Stewart Island, which is part of Southland district, is connected to the 'mainland' by air and ferry services, including a freight ferry.

Modes of travel

Land transport in Otago and Southland is mainly road-based and focused on the use of private cars and trucks e.g. as illustrated by responses in the last census, summarised in Table 4. It is likely that road transport will continue to be the primary mode of transport in the years to come.

In the 2013 census, areas that were mostly rural had higher proportions of people working at home. Southland district had the third highest proportion of employed people working at home, for all NZ territorial authorities – 25 per cent (3,897 people), see Table 4.

The appendix sets out in detail the role the RTCs expect each mode of transport take under these RLTPs.

Table 4: Percentage of people travelling to work by a particular mode

District/city	Percentage of people in each district travelling to work by a particular mode, census day, 2013 (%)								
	Drove a private car, truck or van	Drove a company car, truck or van	Passenger in a car, truck, van or company bus	Public bus	Motor or power cycle	Bicycle	Walk-ed or jogged	Work-ed at home	Did not go to work that day
Central Otago	42	17	4	0	1	4	7	14	11
Clutha	44	11	5	0	3	1	6	20	9
Dunedin	51	10	5	3	1	2	9	6	12
Gore	49	14	4	0	1	2	6	13	11
Invercargill	56	13	6	1	1	2	5	4	12
Queenstown Lakes	43	13	3	1	1	3	11	11	12
Southland	36	12	3	0	6	1	6	25	10
Waitaki	46	12	4	0	2	2	7	14	12

Source: Statistics NZ table builder

On and off-road cycle network

There are urban cycle networks in Dunedin and Invercargill. Queenstown is currently planning how to expand its incipient commuter cycling network.

The two regions have an extensive off-road cycle network, which is economically important. The network includes both official and unofficial trails. There are around 500 km of official trails, including several Great Rides, listed below:

- Alps 2 Ocean Cycle Trail
- Around the Mountain Cycle Trail
- Clutha Gold Trail
- Otago Central Rail Trail
- Roxburgh Gorge Trail
- The Queenstown Trails.

Several other trails are under construction or planned to connect Dunedin and Queenstown via Lawrence.

There are two Heartland Rides. One of which is partially in Otago and partially in Southland: along SH6, on the West Coast road, to Wanaka. The other is in Southland between Mossburn and Invercargill (Bluff). Heartland Rides aim to encourage cyclists away from busy state highways and onto scenic, quiet, back-country roads where they will experience heartland New Zealand.

The roading network

The two regions have an extensive network of state highways and local roads, as well as a freight rail connection linking Invercargill and Dunedin. Key transportation routes cross Otago and Southland, linking cities and towns in Otago and further north with those in Southland.

Figure 1 shows the infrastructure links between Otago and Southland, West Coast and Canterbury. One of these key links, SH1, runs north-south along the eastern coast of Otago, through key population centres in Southland, ending at the bottom of the Southland region at Stirling Point. This state highway provides the key transport link for internal freight, export freight and movement of people through the South Island. As such maintaining this link is considered critical to the whole South Island transport network.

SH6, SH8 and SH90 provide links between inland Otago, Southland, West Coast and Canterbury.

The remaining state highways in Otago and Southland form strategic links throughout the region for freight, visitors, and other traffic.

SH6 and SH94 connect two of New Zealand's iconic tourist destinations: Queenstown and Milford Sound. SH6 also provides the key links into and out of Queenstown: east to Cromwell and south to Invercargill. It is worth noting that just over half of all visitors are believed to be arriving in Queenstown by road (although there is no current, reliable evidence on this). Also worth noting is the congestion occurring in Milford Sound, as visitor numbers continue to increase.

Most of the freight to Queenstown comes from Christchurch on SH6 over the Lindis Pass and via Cromwell, which acts as a freight hub. Smaller trucks are then used to distribute the goods to Queenstown along SH6.

A large proportion of the roading network within Otago and Southland is local roads (rather than state highways): 88 per cent in Otago and 89 per cent in Southland. On Stewart Island, the short network of roads is part of Southland District Council's roading network.

The extensive local network across the two regions is vital for travel across the large land area, for carrying freight link between farm gate and the state highway network, and for linking to Port Otago and South Port.

This extensive road network in Otago and Southland, combined with a sparse population and the rising costs of road maintenance, places a relatively high burden of road maintenance on the population.

Generally, the capacity of the road network in Otago Southland is adequate, except in the Queenstown area. While most of the congestion in the Queenstown is confined to the state highways at present, the capacity of the network is under pressure. Passenger transport, in the form of coach tours, shuttle buses and courtesy coaches, plays a part in managing congestion levels in and around Queenstown and (for coaches) on SH6, SH97 and SH 94.

Until recently, the forecasted increase in freight (which has been based on increasing visitor numbers and on anticipated population growth) has been expected to come within the capacity of SH 6, from Queenstown east to Cromwell, to handle. But two issues have highlighted the need to revisit this assumption. The first is Queenstown Airport Corporation's master planning, which has identified the desirability of a dual airport approach of a "one airport business, two complementary airports", using both Wanaka and Queenstown airports to support economic growth across Otago. The second is the realisation that the projections of visitor numbers currently used for transport modelling in Queenstown need to be revisited as they are probably underestimating the rate of growth in visitors⁸.

Private vehicle use dominates transport in Queenstown, with public transport and alternative transport modes comprising a small proportion of total trips. The critical elements of the transport system are SH6A connecting the airport at Frankton with Queenstown, and the network within the Queenstown CBD itself. Growing traffic demand, coupled with narrow streets and limited vehicle capacity within the town centre, constrains the dispersal of traffic entering the town from SH6A. This will continue to cause significant traffic congestion, particularly during the afternoon/evening peak period and during the winter, until rectified with better use of public passenger transport and active transport, coupled with some improvements in transport infrastructure.

To this end, the recently-completed programme stage of the business case being developed for Queenstown integrated transport proposes managing travel demand by addressing car dominance in Queenstown and thereby optimising the existing transport infrastructure. This optimisation focuses on improving the use of the existing network through both public transport interventions and use of technology. Proposed improvements to public transport include the introduction of bus priority along the SH6A corridor, the introduction of public transport hubs and park and ride services. The application of technology aims to improve network productivity through the introduction of Mobility as a Service and workplace travel plans⁹.

⁸ Tony Sizemore, NZTA, *pers. comm.* 12 October 2017.

⁹ Queenstown Integrated Transport Strategy. Item 10 Queenstown Lakes District Council Agenda, 28 September 2017: see <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2017/28-September-2017/10a.-Attachments-Queenstown-Integrated-Transport-Strategy.pdf>.

Private vehicle use dominates transport in Dunedin as well, with public transport comprising only a small proportion of total trips. Trips by active modes make up a significant contribution in some locations (particularly the city centre and North Dunedin) due to the comparatively short distances and flat terrain. In capacity terms, the Dunedin transport network is generally fit for purpose with sufficient capacity to cope with demand.

Southland's transport system is broadly fit for purpose as well. Although the main roads in Southland are largely sealed, some of the tourist roads, particularly in western and south-western Southland, have variable levels of service.

The rail network

The railway line south of Christchurch, the Main South Line, mirrors the route of SH1 along the eastern coast, linking coastal towns and cities, including Timaru, Oamaru, Dunedin, Gore, Invercargill and Bluff. In Otago and Southland, this line is used primarily for freight transport. Freight rail services are an important means of transferring bulk and containerised freight to and from Port Chalmers and South Port at Bluff. There are branch lines to Ohai (used to transport coal) and through the Taieri Gorge (used for visitor excursions).

Of the various inter-regional rail origin-destination trips nationally, Southland to Otago is the fourth largest in terms of tonnage (748,000 tonnes in the 12 months to April 2017). Trips within Otago are ninth largest at 500,000 tonnes over the same period. Of the product types carried, milk and dairy products, and shipping containers, feature large in both Southland-Otago and Otago-Otago origin-destination trips¹⁰.

Rail moves significant volumes of bulk and containerised freight into Port Chalmers; around 60 to 65 per cent of exports arriving at this port come by rail¹¹. Parts of the rail network in southern NZ are underutilised, however. There may be opportunities to move some goods onto rail. An investigation is being undertaken (in 2018) into the feasibility of moving logs onto rail in Southland (this is a Provincial Growth Fund project.)

In 2018, the funding of rail for freight still sits outside of these two RLTPs and the National Land Transport Fund as explained in section 1.1.

Airports and air travel

Queenstown, Dunedin, Invercargill, Te Anau, Wanaka, Alexandra, Oamaru, Balclutha, Stewart Island and Milford Sound all have regional or local airports, with the Queenstown and Dunedin airports also providing international services.

The three main airports, Queenstown, Dunedin and Invercargill, are shown on Figure 1.

Up to 45 per cent of all visitors to Queenstown are believed to be arriving by air (there is little reliable, current evidence on this). Queenstown International Airport is located on the Frankton Flats besides Lake Wakatipu. This airport has experienced the fastest growth rates for both international and domestic passengers of all NZ airports, and over the last decade has overtaken Dunedin to become the fourth busiest airport in NZ in terms of passenger numbers for domestic and international passengers combined¹². The domestic service between Queenstown and Auckland was the fourth busiest of all domestic services nationally in 2016, carrying 967,000 passengers². This airport handled 1,779,867 passengers in 2016,

¹⁰ See: <http://www.transport.govt.nz/sea/figs/rail/> Accessed 15 September 2017.

¹¹ Peter Brown, Port Otago *pers. comm.* 4 December 2017.

¹² New Zealand Transport Outlook Current State 2016. Ministry of Transport. 2017.

up 18 per cent on the previous year. Of these 508,902 (29 per cent) were international arrivals or departures¹³.

Dunedin International Airport is located approximately 35 km south west of the City. In SH1 and SH86 provide the key connection between the city and airport.

In 2016, Dunedin airport received 909,624 passengers, including 49,964 international visitor arrivals¹⁴. Dunedin is the sixth largest airport in New Zealand for domestic passengers². Invercargill airport is the 12th largest airport in New Zealand in passenger numbers terms². It handled 289,836 passengers in the year ending 30 June 2016, up 4.3 per cent on the previous year¹⁵.

Recent research has shown that both Queenstown and Invercargill airport have considerable suppressed demand¹⁶ (This may also be the situation for Dunedin airport, but research would be needed to confirm this).

There is considerable road traffic out of Southland, to airports in Queenstown and Dunedin. Research showed demand for direct flight connections between Invercargill and Auckland.

Ports

Port Otago, at Port Chalmers in Dunedin, is New Zealand's fifth largest port (by value) with over \$3,500 million worth of exports in 2015, mainly primary commodities originating from the Southland and Otago regions. Port Otago is a freight port for regional and international import/export and a key South Island port, exporting containerised produce from throughout Otago and Southland.

South Port at Bluff is the southern most commercial port in New Zealand. It services Southland's export and import industries, with bulk non-containerised cargo making up the majority of tonnes handled, and is vital for the economic wellbeing of the Southland region. South Port is New Zealand's seventh largest port by gross weight handled (Port Otago is tenth).

The locations of these ports are shown on Figure 1.

¹³ See <http://www.queenstownairport.co.nz/corporate/airport-statistics>

¹⁴ 2016 Annual report. Dunedin Airport.

¹⁵ Annual report 2016. Invercargill airport.

¹⁶ Queenstown: research undertaken on behalf of QAC for its masterplanning; Invercargill: research undertaken on behalf of Invercargill Airport and Venture Southland.

2.2 Drivers of change

Summary

The key drivers of change in transport activity in southern New Zealand, discussed in this section, are:

- population growth and changing demographics
- growth in tourism and changing patterns of tourist travel
- regional economic development initiatives, especially opportunities to benefit from tourism growth
- access to the back country
- intensification and land use changes, including forestry
- port activity
- changing technology
- changing awareness and expectations of risk including climate change
- emerging demand for active travel.

Projected changes in population and demography

Both regions are sparsely populated compared to New Zealand as a whole. Otago's main population centres are along the east coast and around the central lakes. Southland's main centres of population are along the southern coast and inland near the border with the Clutha District, with smaller towns towards the eastern edge of Fiordland National Park.

Otago's population is projected to reach 225,800 in 2018 (4.6 per cent of the national population); and Southland's population to reach 99,200 (2.0 per cent of the national population): see Table 5. Table 6 shows projected population numbers for each territorial authority area.

Table 5: Present and projected population of the Otago and Southland regions

Projected population under Statistics NZ medium growth scenario							
Region	2017	2018	2023	2028	2033	2038	2043
Otago	224,200	225,800	236,000	242,700	248,300	252,700	256,100
Southland	98,300	99,200	100,100	100,600	100,600	100,000	99,000

Source: Statistics NZ website, accessed 14 September 2017; Present population is provisional 2017 figure, accessed 2 November 2017.

Regionally, Southland's population is forecast to be relatively static out to at least 2043 while Otago's is projected to grow at 0.7 per cent per annum primarily based in the Queenstown Lakes area (noting, this could be higher if Queenstown grows faster than the medium growth scenario predicts).

There is an increasing number of people on fixed incomes (in part due to the aging population). This is likely to affect the ability of territorial and regional councils to fund the transport system through rates.

Although many parts of Otago's population are relatively stable or declining over the last 10 or so years, population growth in Queenstown Lakes and Central Otago has been among the highest in New Zealand. Growth is predicted to continue in these areas, and the pressure this creates is discussed below.

Table 6: Present and projected population for territorial authorities in Otago and Southland

District/City	Projected population under medium growth scenario						
	2017	2018	2023	2028	2033	2038	2043
Clutha	17,550	17,600	17,550	17,500	17,300	17,000	16,500
Central Otago	20,300	20,500	21,400	22,200	22,900	23,300	23,600
Dunedin	128,800	129,000	132,000	133,900	135,300	136,200	136,500
Gore	12,450	12,500	12,400	12,300	12,100	11,800	11,450
Invercargill	54,800	55,300	55,900	56,300	56,300	56,000	55,500
Queenstown Lakes	37,100	38,300	44,000	47,700	51,100	54,300	57,400
Southland (district)	30,300	31,400	31,800	32,100	32,200	32,100	32,000
Waitaki	22,200	22,300	22,800	23,300	23,600	23,900	24,100

Source: Statistics NZ website, accessed 14 September 2017. Present population is provisional 2017 figure, accessed 2 November 2017.

Table 7: Projected population for urban areas in Otago and Southland

Urban area	Actual population	Projected population under Statistics NZ medium growth scenario					
	2013	2018	2023	2028	2033	2038	2043
Dunedin	115,100	120,100	122,800	124,500	125,700	126,500	126,700
Oamaru	13,400	13,900	14,100	14,200	14,300	14,400	14,400
Queenstown*	12,100	14,200	15,100	15,900	16,500	17,200	17,800
Waikouaiti	1,200	1,200	1,200	1,200	1,200	1,200	1,100
Milton	2,000	2,000	1,900	1,900	1,900	1,800	1,700
Balclutha	4,000	3,900	3,800	3,700	3,600	3,500	3,300
Alexandra	4,900	5,200	5,300	5,400	5,500	5,500	5,500
Cromwell	4,300	5,100	5,300	5,600	5,700	5,800	5,900
Wanaka	6,800	9,300	10,600	11,400	12,100	12,700	13,300
Arrowtown	2,600	2,900	3,000	3,200	3,300	3,400	3,500
Invercargill	49,300	51,300	51,800	52,100	52,000	51,700	51,100
Winton	2,300	2,300	2,300	2,300	2,300	2,300	2,300
Gore	9,800	9,900	9,800	9,700	9,500	9,200	8,900
Bluff	1,800	1,800	1,800	1,800	1,800	1,800	1,800
Te Anau	2,000	2,100	2,200	2,200	2,200	2,200	2,200
Riverton	1,500	1,500	1,400	1,400	1,400	1,400	1,300

Source: Statistics NZ website access 14 September 2017

* Note, for Queenstown Lakes, the medium growth scenario projections in Table 6 forecast a slower growth rate than QLDC's own growth projections do¹⁷. The latter fit better with the rates of growth currently being seen in this area. So, the population projections for Queenstown in Tables 6, 7 and 8 should not be relied on and are included only for comparative purposes. The next sub-section discusses this matter further, and includes the growth projections for Queenstown that QLDC considers to be more realistic than Statistics NZ's medium growth projections: see table 9.

¹⁷ See: QLDC growth projections to 2058. Resident population, visitors, dwellings, rating units. Rationale. June 2017.

Table 7 above and Table 8 below show the population growth forecast for urban areas in Otago and Southland, in absolute terms and as a percentage on the 2013 population. Table 11 shows Wanaka is projected to grow fastest, followed by Queenstown and Cromwell. This trend is already evident today.

Table 8 highlights the need for forward planning of Wanaka's transport system, so that this area, as it grows, does not experience the congestion issues faced by Queenstown in recent years.

Table 8: Projected population growth for fastest growing urban areas in Otago and Southland, in percentage terms compared to 2013

Urban area	Projected growth (%) (medium growth scenario)	
	2013-23	2013-43
Wanaka	56	96
Queenstown	25	47
Cromwell	23	37
Arrowtown	15	35
Alexandra	8	12
Te Anau	10	10
Dunedin	7	10
Oamaru	5	7
Invercargill	5	4

Source: Statistics NZ table builder, accessed 14 September 2017

As in most of New Zealand, an aging population is predicted for Otago and Southland. Therefore, the provision of access and mobility through reliable transport services will become of increasing importance.

Dunedin's population is comparatively young however, due to the annual influx of students to Otago University and Otago Polytechnic. Around 21.5 per cent of the city's population is aged between 15 and 24 years in the 2013 census, compared to the national average of 14.1 per cent.

The age profile of population of Queenstown Lakes is also unusual in that the percentage of the total population in the 25-44 age bracket (36 per cent) is much higher than in other districts and cities in Otago Southland (24 per cent) or in New Zealand as a whole (26 per cent).

Growth of the Queenstown Lakes district

The Queenstown Lakes area is New Zealand's premier tourism destination. Although the resident population of Queenstown is relatively small, growing numbers of overseas and domestic visitors boost this significantly.

As the fastest growing district in New Zealand, the population of Queenstown Lakes is increasing at around seven per cent per annum. Much of the growth is concentrated on Queenstown and its surrounds, and in Wanaka.

The district is forecast to continue to receive strong growth in both residential population and tourist visits. Tables 7 and 8, above, which show the growth projected in the urban areas in

southern NZ, highlight the growth expected in the Queenstown Lakes and Central Otago area. The actual growth in these tables is probably an underestimate. Historically, the growth in Queenstown has always been underestimated. The best-available estimate of projected growth in Queenstown is probably the high growth projection prepared for QLDC in 2017.

Over the next 30 years, the population of the greater Queenstown Lakes area is projected to increase from 29,730 in 2013 to a forecast 66,355 by 2048 (see Table 9 below). Visitor numbers are expected to grow at an even faster rate.

Table 9: Expected growth in Queenstown Lakes District (the high growth scenario)

Number of:	2013	2018	2018	2048	2058	Average annual growth rate, 2018-2028 (%)
Usually resident population	29,730	38,048	49,277	66,355	74,731	2.6
Total visitors (average day)	17,982	24,861	31,488	39,037	42,055	2.3
Total visitors (peak day)	63,879	79,301	99,747	126,374	138,658	2.3
Total dwellings	15,800	19,718	24,674	31,595	35,030	2.4

Source: High growth projection in QLDC growth projections to 2058. Rationale. June 2017¹⁸

The rate of growth being experienced in the district is challenging the ability of the transport system to maintain accessibility, connectively and, more generally, protect the liveability of the area for residents.

Queenstown growth

The Queenstown economy is driven by tourism and the increasing demand for infrastructure and services to support the growing numbers of people. Queenstown is one of the five high-growth urban areas identified in the National Policy Statement on Urban Development Capacity.

The major employers in Queenstown are the construction and service sectors, particularly accommodation, food services and the retail trade. These two sectors are expected to continue to underpin forecast employment growth.

Mountains, lakes and rivers surround Queenstown, placing physical constraints on the growth of the town centre. Much of the projected growth in population and business can be expected to occur in and around Frankton. The Frankton business park is likely to provide the hub for the construction and commercial activities that support future Queenstown growth.

Since 2005, visitor numbers through Queenstown airport have increased by 200 per cent to nearly 1.8 million passengers in the year to June 2017. Sustained growth is forecast for Queenstown Airport Corporation. If growth at Queenstown airport was not constrained by airport capacity or the noise restrictions, total passenger movements could theoretically reach 3.2 million by 2025 and 7.1 million by 2040¹⁹.

¹⁸ QLDC growth projections to 2058. Resident population, visitors, dwellings, rating units. Rationale. June 2017.

¹⁹ Queenstown Airport Corporation Ltd – Queenstown Airport Masterplan (2017).

In community engagement in its master plan, the Queenstown Airport Corporation is looking at three options, one of which caps passenger movement at 3.2 million per annum, and two which cap it at 5.1 million per annum. Moving to the dual airport option, using both Queenstown and Wanaka airports would allow growth beyond 5.1 million passenger movements per annum.

This is also likely to lead to increased use of the Kawarau Gorge and Crown Range route by visitors. The Queenstown Airport Corporation has signalled the desirability of moving to a “one airport business, two complementary airports” approach, using both Queenstown and Wanaka airports²⁰. In April 2017, Queenstown Lakes District Council decided to grant the Corporation a long-term lease for Wanaka Airport.

Along with a potential increase in day flights, night flights are expected to be introduced to Queenstown Airport (evening flights are already in place). These changes would increase both peak and off-peak movements in the traffic network²¹.

The freight task is also expected to grow over time, in line with the projected population growth: particularly the movement of manufactured and retail goods, construction materials and waste. The Frankton business park is likely to provide a hub for construction and retail activities to support Queenstown’s growth, and will remain the focus for heavy vehicle movements into Queenstown²².

The significant population growth projected from the Queenstown area will lead to increased demand for residential and commercial properties, land use and increased volumes of traffic, placing the transport system under even greater pressure²³.

Wanaka growth

Wanaka is the fastest growing urban area in the South Island and its growth is accelerating, with both tourism and land development increasing. On a peak day at present, combined resident and visitor numbers reach 42,000 (compare to the population projections in Table 7).

There is limited recognition by Government of these growth issues. On the one hand, Wanaka was added to the Housing Accord in 2017, recognising this area has the same sort of housing affordability pressure as in the Wakatipu Basin. On the other hand, although Wanaka meets the criteria for high growth set out in the National Policy Statement on Urban Development Capacity, this status has yet to be recognised by government.

The growth in population and visitors is creating problems locally. The transport network does not adequately provide for the differing needs of visitors and residents and parts of the transport network are no fit-for-purpose. For traffic into, out of, and through Wanaka, the route choices from new development areas to the centre are limited, leading to delays and risk taking on the road. Moreover, key tourism routes are vulnerable to road closure, which impacts on visitor travel and on the number of visitors reaching Wanaka. Furthermore, Wanaka’s transport network does not support mode choice very well– even though walking and cycling is popular in this area. There are no public transport services.

²⁰ Queenstown Airport Corporation Ltd – Queenstown Airport Masterplan (2017).

²¹ Queenstown Integrated Transport Strategy, see <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2017/28-September-2017/10a-Attachments-Queenstown-Integrated-Transport-Strategy.pdf>.

²² Queenstown to Rangitata corridor management plan 2018-2028. NZTA 2017.

²³ Queenstown Integrated Transport Strategy, see <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2017/28-September-2017/10a-Attachments-Queenstown-Integrated-Transport-Strategy.pdf>.

Wanaka risks facing the problems that Queenstown has been facing: severe congestion, highly variable travel times, disgruntled residents and a very real risk to the area's reputation as a high-quality visitor destination. At the moment, we lack suitable mechanisms for addressing the issues that Wanaka is predicted to face, before they become real problems as they did in Queenstown.

Central Otago growth

Growth in Queenstown Lakes District directly affects development along the corridor around Cromwell, Clyde and Alexandra. Increasing land prices and housing costs in Queenstown are encouraging lower income residents to relocate to neighbouring areas within commuting distance of Queenstown, increasing traffic volumes through the Kawarau Gorge²⁴. Displacement of residential growth outside Queenstown due to high land prices and housing costs is projected to increase²⁵.

Cromwell acts as a service and retail gateway to central Otago and the Southern lakes area. As tourism grows, the commercial and industrial hubs are expanding to support this growth. Alexandra's industrial hub is also expanding to support Queenstown's growth. This trend will increase commercial traffic on the corridor between Alexandra and Queenstown, making it challenging to maintain consistent levels of service on this journey²⁶.

Several new subdivisions are proposed for Cromwell. If these go ahead, the town of Cromwell will be bisected by SH6.

Projected visitor numbers

Growth in visitor numbers affects transport demand both directly (e.g. extra coaches, campervans and rental cars on the road, increased use of public transport on routes serving tourist destinations) and indirectly (e.g. an increased workforce placing extra pressure on commuter routes and travel to/from new satellite housing developments).

Projected visitor numbers for Otago and Southland regions are not available at either regional or pan-regional scale. MBIE no longer provides forecasts at this scale.

Queenstown visitor numbers are projected to grow at around 2.9 per cent per annum on an average day, and around 2.5 per cent per annum on a peak day (under the high growth scenario shown in Table 9)²⁷.

The seven South Island regional and unitary councils, in consultation with key tourism management stakeholders, have developed a business case looking at the way that the transport system caters for tourism and manages the impacts of visitor travel on communities and the environment. This business case highlighted the need to undertake, as a first step, a desktop assessment of visitor flows into, through and out of the South Island in order to identify current work being undertaken to quantify or project these visitor flows. This work is being undertaken in 2018 as a NZTA research project, with some funding assistance from the Ministry of Transport (MoT).

²⁴ Milton to Cromwell corridor management plan 2018-2028. NZTA 2017.

²⁵ Queenstown Integrated Transport Strategy, see <http://www.qldc.govt.nz/assets/Uploads/Council-Documents/Full-Council-Agendas/2017/28-September-2017/10a-Attachments-Queenstown-Integrated-Transport-Strategy.pdf>

²⁶ Milton to Cromwell corridor management plan 2018-2028. NZTA 2017.

²⁷ Rationale (2017), Queenstown Lakes District projections for resident population, dwellings and rating units to 2065.

The next step, to be decided in consultation with tourism sector stakeholders, and the government departments (MBIE, MOT and NZTA), may well be the development of a new visitor flows model for the South Island. This would help fill the gap in these RLTPs concerning projected visitor numbers.

Demand for visitor travel: the journey between Queenstown and Milford Sound

Growth in Queenstown is also coupled with increasing demand for the journey between Queenstown, Te Anau and Milford Sound. This is causing a number of problems including road safety along this journey especially on Milford road, inadequate visitor facilities at key visitor locations along the way, and congestion at Milford Sound.

There is an urgent need to make this route into a fit-for-purpose tourist route. This requires adequate passing opportunities, more signs including signage placed well in advance of pull-off areas, picnic spots and the like.

Proposed global geopark in Waitaki

Waitaki District Council – along with Ngai Tahu, Vanished World Incorporated, Tourism New Zealand, the University of Otago, the North Otago Museum, Tourism Waitaki, Environment Canterbury, the Waitaki Tourism Association, the Otago Museum, and the Department of Conservation – are proposing to establish New Zealand's first Geopark. The Council, on behalf of its partners, have submitted an expression of interest to UNESCO for the whole of Waitaki district to become a global geopark: the Waitaki Whitestone Geopark.

A geopark would increase the volume of tourist travel in Otago and South Canterbury. Accordingly, the Council plans to collect and analyse visitor and traffic volume data, to inform forward planning and to help it address infrastructure concerns including impacts on rural roads, State highways and on environmentally sensitive areas²⁸.

Back country access

Several local roads in Otago and Southland provide well-used access to the back country e.g. to the Routeburn, Dart, Rees, Kepler and Hollyford Tracks, the Matukituki Valley, the Motatapu Track, the Hump Ridge Track and various access points for the Te Araroa Trail. Many southern townships, including Te Anau, Halfmoon Bay (Stewart Island) Glenorchy, Arrowtown and Wanaka are key access points to the back country.

Traffic volumes on these access roads are growing as track usage (including day walking / running) increases. These are largely unsealed, however, making them unsuitable for growing traffic volumes and for visitors who are only used to driving on sealed roads. Moreover, councils receive no rates income from the Crown Estate (national parks and other protected land) that generates much of the traffic on these access roads.

Moreover, over the past decade, a significant amount of high country has been dedicated as conservation estate (e.g. in Central Otago), increasing the pressure to maintain roads that were previously maintained by landowners for their own use²⁹.

²⁸ Waitaki Whitestone Geopark Aotearoa New Zealand. UNESCO Global Geopark expression of interest application 2018 available from Waitaki District Council. For information on the proposed geopark, see <https://www.whitestonegeopark.nz/>

²⁹ Central Otago District Council Activity Management Plan 2017.

Regional development in Southland

The SORDS Action Plan has identified three main challenges to enable social and economic development over the next decade: to grow the population, diversify the economy and strengthen local business³⁰. The action plan identifies transport as being one of the enablers of population growth, by providing for rural transport and bulk haulage to South Port, to meet increasing tourist traffic and to support town/city redesign in Invercargill and Gore.

Southland faces a projected fall in its population: see tables 5, 6 and 7 above. Parts of Southland face depopulation, not just urban areas such as Gore and Riverton (see projections in Table 7 above) but also smaller areas such as Ohai and Nightcaps.

Nevertheless, Southland region is hosting increasing numbers of visitors. For the foreseeable future, tourism traffic to the region is likely to be hubbed from Queenstown (as discussed above), and the connection to Queenstown will become increasingly important.

Although traditional destinations such as Queenstown and Milford are experiencing significant increases in traffic, visitors are also increasingly travelling independently and exploring places that are more out-of-the-way.

Growing visitor numbers pose a challenge, raising questions around whether parts of the transport network will meet the requirements of increased tourist traffic, as well as around the compatibility of tourism and rural heavy traffic on some roads.

Clutha development

A large area of the Tokomairiro Plain (approximately 330ha) stretching from Milburn in the north to the outskirts of Milton in the south is proposed to be rezoned industrial. This location has long been earmarked for industrial purposes given its locational attributes. The site is flat and generally flood free; and is away from all major residential areas. It is located within close proximity to a large forestry resource, evidenced by the two wood processing facilities in this area along with Calder Stewart's headquarters and steel manufacturing facility.

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 changes can be made to the roading network to enable access.

Dunedin's development

Dunedin city is well positioned to build on the strength of the existing education and health sectors to develop high value niches within the health technology, biotechnology, food processing, manufacturing, engineering and ICT sectors. There is also scope to increase the contribution that tourism makes to the economy of Dunedin and surrounding areas.

Future population growth is expected to be concentrated in the Mosgiel, Wingatui and Saddle Hill areas to the west of the city, and further intensification in the central city e.g. the Warehouse Precinct. In contrast, economic and employment growth is expected to be focused in the city centre and around the tertiary campus in North Dunedin, and Anderson Bay Road in South Dunedin.

Several initiatives are likely to shape the central city area: The University of Otago's \$650m investment in infrastructure over 15 years from 2014, the Southern District Health Board

³⁰ Southland Regional Economic Development Strategy (SORDS) Action Plan.

rebuild of Dunedin hospital and delivery of Dunedin City Council's Central City Plan. Construction of the new hospital will create opportunities for improving the state highway route through central Dunedin.

Intensification and landuse changes

In southern New Zealand, the maturation of forests to be harvested is expected to drive increased freight movement and increase pressure on the road network. The greatest impact that forest production has on roads is during the harvesting period, when logs are carted to processing plants or export. There can be significant deterioration of roads when large volumes are harvested around the same time from one or more forests, or from a large number of smaller blocks in the same geographical area. Waitaki District faces this situation, with a wave of forest harvesting due in ten years' time.

The rail sidings proposed alongside existing timber processing facilities at Milburn (Clutha) present significant opportunities to reduce the volume of timber transported by road to both Port Otago and Southport.

Although there is a trend towards on-farm wintering undercover in Southland, off-farm wintering of dairy herds (dairy support) is likely to continue, placing pressure on the road network. In Southland, there is opportunity for further conversion of dry stock land to dairy farming. DairyNZ estimates that approximately a third of the land that could be used for dairying (Land Use Classification Class 1-3) is currently being milked on (164,000 hectares). A further 43,000 hectares of land (Land Use Classification Class 4-8) is also currently milked on. DairyNZ does not, however, estimate expansion in the latter areas. The rate at which conversion to dairy occurs in Southland is likely to be largely dictated by international commodity prices of dairy compared to other industries, land prices relative to other regions, and environmental regulation or compliance rules³¹. Regional plan provisions are being finalised and are likely to restrict land availability.

There is little available data about projected dairy conversions in Otago. Anecdotally, there is an increasing trend to dairy support (beef and cropping farmers taking dairy herd over winter). Increasing dairy farming activity is believed to be occurring in Maniototo, Manuherikia and the Roxburgh area³². Additionally, the intensification of land use from investment in irrigation is seeing previously arid land now being used for dairy farming and cropping (e.g. along areas of SH82 and SH83 along the northern edge of Waitaki District).

As land use changes in such areas, the journey experience changes, impacting tourists, local communities and freight operators. To avoid adverse impacts on these customers, both the pace of this change and the areas of the transport system where infrastructure is no longer fit-for-purpose, need to be identified. Unless pro-actively managed, this type of change could potentially cause assets to deteriorate faster than previously expected³³.

Port activity

Since primary production and processing is likely to continue to be a key economic driver in Otago and Southland, high quality access to the ports and airports will continue to be important to the success of the wider Otago and Southland economies.

³¹ Moran, E., Pearson, L., Couldrey, M., and Eyre, K. (2017). The Southland Economic Project: Agriculture and Forestry. Technical Report. Publication no. 2017-02. Environment Southland, Invercargill, New Zealand. 340pp. Report available at <https://contentapi.datacomsphere.com.au/v1/h%3Aes/repository/libraries/id:1tkqd22dp17q9stkk8gh/hierarchy/Scientific%20reports/Agriculture%20and%20Forestry%20Report.pdf>.

³² Central Otago District Council Activity Management Plan 2017.

³³ Queenstown to Rangitata corridor management plan 2018-2028. NZTA. 2017.

The volumes of freight being moved are projected to increase steadily³⁴. The corridor to South Port has the capacity to cope with increases in freight projected³⁵. Rail already moves significant volumes of bulk and containerised freight into Port Chalmers. Demand for road access to interface with rail services would place increasing pressure on the roading corridor³⁶.

Increasing heavy traffic volumes on SH88, a commuter route between Port Chalmers and Dunedin, which traverses residential areas, pose safety concerns for the local community. Port Otago has expressed interest in dredging the Victoria Channel to a depth that allows log ships to load fully at the Upper Harbour. This would remove the need for logs to be carried to the Lower Harbour at Port Chalmers by road or rail.

The opportunity presented by the proposed industrial zone at Milburn (Clutha) for a freight hub and/or inland port should assist in reducing the volume of heavy traffic travelling to and from Port Otago and Southport, particularly if rail sidings are developed as part of this zone.

Changing technology

The changing nature of technology is expected to drive change – not just emerging transport technologies such as autonomous vehicles, electric bike technology, and electric public transport technologies, but also information technology in general.

Smart phone technology is providing better travel information for those travelling, e.g. for rapid notification of events, road conditions and delays, as well as for real time information about bus services. Use of webcams and weather stations on the network – on passes for instance and the Crown Range Road – is providing travellers with a real-time view of road conditions there, to help with their travel decision-making. This type of technology advance is likely to continue. Sensors and robotics are also changing the transport sector by enabling more automation.

The use of electric cars is increasing steadily slowly albeit from a small base. Electric vehicle charging stations are being installed across parts of the network, and their prevalence is likely to increase.

Emerging demand for active travel and public transport

There is emerging demand for safe walking and cycling infrastructure and an interconnected network of medium to long distance walkways and cycleways. Research undertaken by Ben Wooliscroft from Otago University has showed that many New Zealanders see roads as more than just car places, and are supportive of measures to improve walking and cycling. According to this research, there's a strong groundswell of support for prioritising active transport in NZ³⁷. We are seeing this groundswell in Dunedin, Wanaka and Queenstown, in particular³⁸, through the respective consultations undertaken by the city and district councils, for example.

³⁴ See: Forecasts for the Future - National Freight Demands Study. Ministry of Transport updated 1/12/2015 <http://www.transport.govt.nz/research/nationalfreightdemandsstudy/forecastsforthefuture-nationalfreightdemandsstudy/>, updated 1/12/2015.

³⁵ Southern Arterial & primary Collection Cluster corridor management plan 2018-2028. NZTA. 2017.

³⁶ Christchurch to Dunedin corridor management plan 2018-2028. NZTA. 2017.

³⁷ September 2017 eBulletin of Living Streets Aotearoa report of the New Zealand Walking Summit July 2017.

³⁸ See the Activity management plans for Dunedin City and Queenstown Lakes District Councils.

As levels for active transport increase, the need to provide for the physical separation of these two modes increases. In busy places, safety becomes compromised when pedestrians and cyclists are expected to use the same corridor space. Elderly or less mobile pedestrians are particularly at risk.

Demand for public transport services is also increasing, as evidenced by recent patronage rises in Dunedin and the Wakatipu Basin³⁹. Patronage in the Wakatipu Basin network has been rising each month since the launch of the new network on 20 November 2017. On the Dunedin network, patronage growth shows a seven percent increase for the period 1 July 2017 to 31 March 2018, compared to the previous twelve months.

Changing awareness and expectations of risk including climate change

There is growing awareness about the threat that climate change and other issues pose to network resilience and thus to community resilience, especially in areas where change is already visible e.g. the coastal erosion alongside the Katiki Straight on SH1 in North Otago. Climate change poses a major challenge to Dunedin. Low lying terrain in South Dunedin means around 2,683 houses, 116 businesses and 35 km of road are vulnerable to sea level rise (being less than 50 cm above sea level). The magnitude of this exposure to risk from sea level rise is significantly higher in Dunedin than in other New Zealand centres⁴⁰. The increased frequency of weather events, especially rainfall, is impacting the resilience of the transport network, as land instability causes a greater number of road closures.

Other such issues include the disruption to transport that large scale natural hazard events such as earthquakes and landslips can cause. The Christchurch and Kaikoura earthquakes have heightened community awareness of the need to pre-actively plan for this type of event in Otago Southland. Growing awareness around the impact of an earthquake on the Alpine Fault has led to a regional, multi-agency approach to understanding more about community resilience and to improved organisational preparedness.

Community awareness about road risk is also changing, as the *Any Number is Too Many* campaign is showing⁴¹; this change in awareness of road risk is also evident in calls for safer roads in districts such as Waitaki.

³⁹ Queenstown and Dunedin public transport network patronage figures are reported to ORC's Finance and Corporate Committee every six weeks: see <https://www.orc.govt.nz/our-council-our-region/council-meetings-and-agendas> . P

⁴⁰ Preparing New Zealand for rising seas, report of the Parliamentary Commissioner for the Environment. 19 November 2015, available at <http://www.pce.parliament.nz/publications/preparing-new-zealand-for-rising-seas-certainty-and-uncertainty> .

⁴¹ See: anynumberistoomany.org and the Waitaki District Council transport activity management plan.

2.3 The key problems facing our transport system

The key problems

The Committees used the process of intervention logic mapping, coupled with targeted consultation with representative groups of land transport users and providers, to identify the three key problems facing land transport in Otago Southland. The Transport Agency independently identified the problems and opportunities on the regions' state highways.

The three key problems identified by the RTCs are:

- inability to assess, plan, fund and respond to changing mobility user demands in a timely way, as this is resulting in some poor investment prioritisation and decisions, and inadequate future-proofing
- attitudes and behaviour, together with inconsistent quality of routes in the two regions, which are resulting in fatal and serious injury crashes
- parts of the network are vulnerable to closure from adverse events, which is resulting in economic and social disruptions, of which there is increased recognition.

Additionally, NZTA has identified problems on the regions' state highways.

The rest of this section summarises the evidence base for the first three problems, then lists the problems facing the state highways. The draft State Highway Investment Proposal 2018-21 and corridor management plans summarise the evidence base for the latter⁴².

Explanation and evidence base for the key problem statements

Problem 1: Inability to assess, plan, fund and respond to changing mobility user demands in a timely way results in some poor investment prioritisation and decisions, and inadequate future-proofing.

A complex set of issues continue to threaten our ability to assess, plan, fund and respond in a timely manner to changing demand for mobility and transport. With so many factors driving change in the transport activity in southern New Zealand, it is not surprising we are experiencing this problem. The nature and rate of change are making timely investment challenging. Pressure on the public funding of the transport system, coupled with the type and rate of change occurring in Otago and Southland, all challenge the ability of our transport system to keep up with demand.

The systems used in public sector transport planning are part of this challenge. For example, the RTCs are concerned NZTA's introduction of a business case approach to planning and investment decision-making, designed to deliver better investment decisions, has resulted in an even more protracted planning process. The inflexibility of the funding model means we are often looking for workarounds rather than redesigning the system to be fit-for-purpose. Inadequate integration of data sources (e.g. tourism data, transport data, and various road trauma data sets) results in sub-optimal planning and priority setting.

Additionally, there is a broader issue concerning a paucity of suitable governance structures at the South Island, regional and inter-district levels for addressing those areas that cross-over between transport and economic development (including cycleway networks and tourist travel in general).

⁴² Available at <https://www.nzta.govt.nz/planning-and-investment/201821-national-land-transport-programme/state-highway-investment-proposal/>.

Examples of when the timing of investment has raised public concern in recent times include:

- improving Queenstown's public transport services (improvements started November 2017)
- easing severe traffic congestion in Frankton Road (SH6) (extra lane provided on the BP roundabout, autumn 2017)
- allowing traffic from Quail Rise to join SH6, Queenstown (underway)
- completing the SH88 shared path between Port Chalmers and Dunedin
- delivering on the vision in Dunedin City Council's Economic Development Strategy to make Dunedin one of the world's great small cities, through attention to such matters as connectivity (e.g. transfer of goods, services, people) and services - including transport - that make a city attractive and safe for living and working
- providing safe cycleways and lanes to fulfil the latent demand for cycling in Dunedin city (underway)
- constructing the pedestrian and cyclist underpass beneath the state highway at Clyde (completed)
- making safe the intersection of SH1 and the access road to Moeraki (action now taken)
- heavy traffic issues in Invercargill: SH1 and Ellis Road, Lake Street
- safety improvements needed on state highways in the Southland region.

The result is sub-optimal investment decision-making results, which in turn causes inadequate future-proofing. This inadequate future-proofing can hinder us:

- catering to the demographic profile of our communities including the aging population
- providing for the different modes of travel sought by our communities (e.g. cycling)
- meeting visitor needs and addressing the pressures that increasing tourist numbers put on our communities and transport network
- potentially, unless we upgrade our systems, addressing the effects of sea-level rise on the transport network.

It has proved difficult to keep our planning ahead of the rate of growth of parts of Otago, given the growth in population and thus in traffic volumes described in the previous section. Traffic congestion in Queenstown is one manifestation of insufficiently rapid response to growth. Wanaka could be the next town to experience gridlock, unless we make our systems more responsive to the growth in tourist travel occurring. Current delays crossing the single-lane Albert Town bridge near Hawea could be an early warning of this.

Emerging or looming changes in mobility also pose a challenge. In Otago and Southland, our transport planning and responses are not adequately grappling with these changes and we are 'behind the eight ball' on such matters as technological advances (e.g. use of wayfinding technology using GPS and communications technology such as Bluetooth), new vehicle technologies - electric cycles and vehicles and, in time, driverless cars - or emerging demand for safe walking and cycling infrastructure and interconnected networks of medium to long distance walkways and cycleways.

The benefits of addressing this problem would be:

- improved network performance and capability and network resilience
- focus on areas of regional economic development, productivity and connectivity
- increased customer voice on connectivity, accessibility and mode shifts
- system optimised through communication technology, innovation and improved people capability
- greater value for money delivered by transport investments.

Problem 2: Attitudes and behaviour together with inconsistent quality of routes in the two regions results in fatal and serious injury crashes.

Each year, road trauma imposes a massive social cost on the Otago and Southland regions, equating to approximately 2 per cent of the GDP of each region. Statistical projection shows that unless we change how we behave on our roads, road crashes will continue to impose a collective social cost of between \$224M and \$332M each year in the two regions⁴³.

The level of fatal and serious injuries in Southland and Otago regions is shown in Table 10, and in Figure 4. Both are based on data from the Crash Analysis System (CAS) operated by NZTA (with data inputted by NZ Police). It is important to be aware that CAS is likely to be underestimating the quantum of serious injuries, and therefore the overall social cost of road trauma in Otago Southland, especially for incidents involving motorcyclists, pedestrian and cyclists.

Table 10: Fatalities and injuries, by year, in Otago and Southland regions, 2013-2016

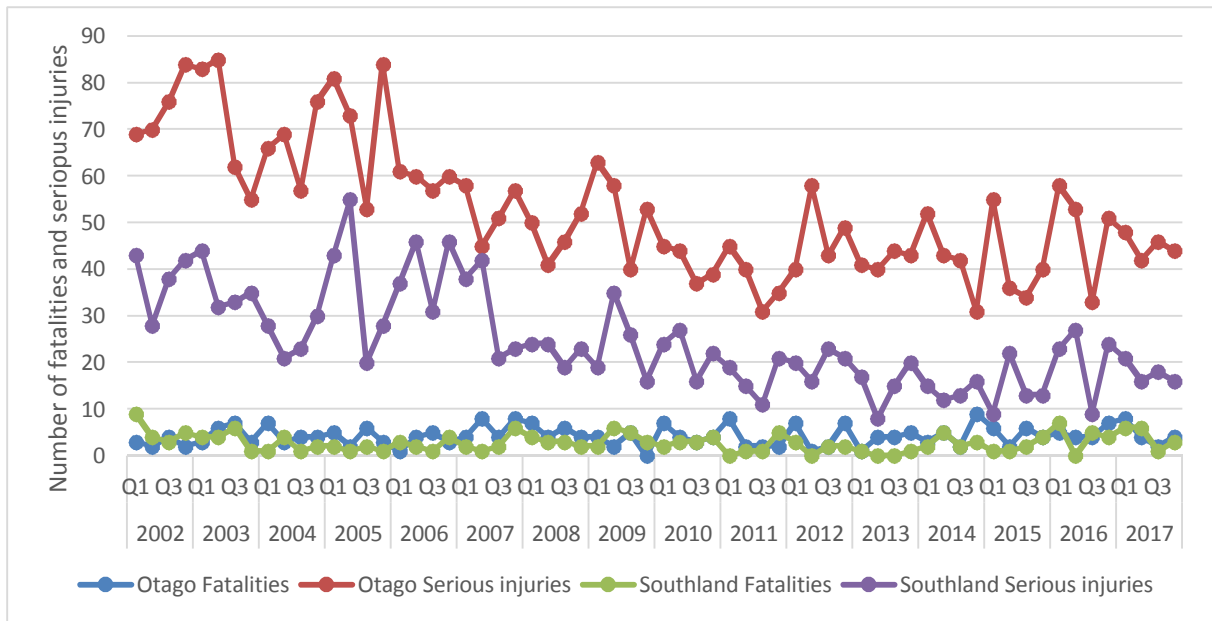
Region	Crash Year	Fatalities	Serious injuries	Minor injuries
Otago	2013	14	168	659
Otago	2014	19	168	650
Otago	2015	18	165	682
Otago	2016	20	195	708
Otago	2017	7	150	483
Southland	2013	2	60	310
Southland	2014	12	56	290
Southland	2015	8	57	320
Southland	2016	16	83	316
Southland	2017	13	61	167
Total	2013	16	228	969
Total	2014	31	224	940
Total	2015	24	222	1002
Total	2016	36	278	1024
Total	2017	30	211	650

Source: CAS data supplied by the Transport Agency, October 2017

⁴³ Based on statistical projections of crashes in the period 2010-13 (analysis available from Otago Regional Council). Note, road crashes (and their social cost) include both motorised and non-motorised incidents on the transport network. Examples of the non-motorised incidents include someone tripping on a footpath or roadway, or falling down the steps of a bus. Sometimes people refer to these types of incident as being an accident rather than a crash.

Evidence of this type of under-reporting in Otago Southland comes from statistical analysis of CAS, hospitalisation and Accident Compensation Corporation (ACC) data for 2010-13 inclusive⁴⁴. The reporting rate of crashes in CAS over that period was estimated to be 26 per cent for motorcyclists, 43 per cent for pedestrians and 56 per cent for cyclists in Otago Southland⁴⁵

Figure 4: Road fatalities and serious injuries in Otago and Southland regions, 2002 to 2016, by quarter



Source: CAS data supplied by the Transport Agency, October 2017 and (for 2017 data) May 2018

This magnitude of social costs is clearly unacceptable both in economic terms and in terms of the effect on our communities. Any number is too many.

Two types of factor are likely to be largely responsible for the extent of road trauma in Otago Southland: (1) people’s attitudes and behaviour, and (2) the nature of the land transport network itself.

The Safe Systems approach, which New Zealand is using to address road trauma, recognises the role that people’s attitudes and behaviour have in causing this trauma. Although this has often been labelled as ‘driver error’, in recent years we have come to recognise that people make mistakes and some crashes are inevitable. Those managing the land transport system need to recognise that people are vulnerable because human bodies have a limited ability to withstand crash forces without being seriously injured or killed. Thus, those who design the road system and those who use the roads must all share responsibility for creating a road system where crash forces don’t result in death or serious injury.

⁴⁴ Road safety in Otago and Southland regions: the top priorities for action. Jane Turnbull and Elle Flinn. Otago Regional Council 2015. Available from <http://www.orc.govt.nz/Publications-and-Reports/Transport/Road-Safety-in-Otago/>.

⁴⁵ ACC data indicates 717 claims were filed by clients who were riding a motorcycle at the time of their crash (on a public road in Otago or Southland), for crashes taking place between 1st January 2010 and 31st December 2012. Over the same period, CAS reports only 184 injury crashes involving a motorcyclist in the key-vehicle or second-vehicle position in Otago or Southland. Moreover, ACC data tells us that claims made by motorcyclists following a crash tend to result in higher payouts to the client than claims made by any other road-user group, suggesting that their injuries tend to be more severe and require more complicated medical procedures and a more extensive recovery period (ibid, page 17).

Research undertaken in 2016/17 for the Transport Agency by The Navigators, as part of research for the Southern Road Safety Influencing Group's pilot project, has revealed valuable insights into the perceptions of road risk that exist in the communities of Otago and Southland regions. Compared to the entire New Zealand population, people from Otago and Southland are more fatalistic (considering deaths to be unavoidable) and more likely to believe that enough is being done to reduce risk. The research showed that people's perceptions of road risks tend to focus on driver behaviour, yet their preferred solutions point to the road and its environment. This suggests that when residents are not satisfied that their roads are not safe to drive on, the best solution is not necessarily an engineering one. Better conversations are needed with the community about road risk and the benefits of speed limit reductions. This need is discussed further in Section 3.4: the opportunity to make a step change reduction in serious road trauma.

Speed is widely accepted as a problem yet slowing down is a divisive solution. Compared to other regions, Otago and Southland residents are less likely to attribute serious crashes to travelling fast (60 per cent and 50 per cent) or careless driving (67 per cent and 63 per cent) but are more likely to highlight the risk associated with the road conditions, design or quality (38 per cent and 44 per cent). Those living in rural communities are more likely to rate roads (57 per cent and 67 per cent) as one of two top contributors to crashes⁴⁶.

Attitudes towards speed, and how to manage the risk that speed poses, were further illustrated by the responses to research questions about speed limits. Compared to other NZ regions, those in Southland are more likely to oppose the reduction of speed limits (44 per cent oppose and 35 per cent agree); they are more likely to prefer that money is spent on improving the roads (71 per cent). In contrast, only 27 per cent in Otago oppose, and 49 per cent agree with, reducing speed limits on some roads in their area.

The second part of the problem statement is variability in the quality of roads in Otago and Southland. This variability can be seen in the varying KiwiRap ratings for state highways in Otago and Southland and in the urban KiwiRap ratings for the two regions, the latter covering roading corridor and intersections⁴⁷. The programme business case for SH1 also recognises the variable quality along SH1 between Christchurch and Dunedin⁴⁸. Variability in the quality of the road, along the route of major freight and tourism journeys can also be seen in the high-risk road mapping layer of NZTA's Safer Journeys assessment tool.

This route between Queenstown and Te Anau also varies considerably in quality and customer service along its length. There is serious concern, in many parts of the community, about the safety along this popular visitor journey, in particular the section SH94 between Te Anau and Milford Sound.

The Safer Journeys mapping layer shows that almost all of the (sections of) high risk roads in southern New Zealand are on the major freight and tourism routes shown in Figure 2: SH1, in particular, plus SH93 and parts of SH94, plus three roads around Invercargill. The same mapping tool shows the need to improve the safety of motorcycle touring routes.

For both Invercargill and Dunedin, urban KiwiRAP identifies a small number of corridors with a high collective safety risk level. In Dunedin's case, there are also a few intersections that pose this level of collective risk. There are several more corridors in Otago Southland with

⁴⁶ National quantitative research – better conversations on road risk. Southern Region Report Draft, August 2017. The Navigators. Powerpoint supplied to Southern Road Safety Influencing Group meeting.

⁴⁷ For KiwiRap data, see: <http://www.kiwirap.org.nz/> and <https://roadsafetyrisk.co.nz/>.

⁴⁸ NZTA SH1 Christchurch – Dunedin programme business case. February 2017.

medium high and medium collective risk, mainly along the east coast, including in Dunedin, Invercargill and Balclutha, plus two in Central Otago.

The main benefit of addressing this problem would be to improve safety and reduce the social impact of fatalities and injuries.

Problem 3: Parts of the network are vulnerable to closure from adverse events resulting in economic and social disruptions, of which there is increased recognition.

Roads are vital to the everyday functioning of our communities. Yet, in Otago and Southland, we face major challenges just to maintain our current transport networks. Our demanding natural environment creates many challenges.

Growth can pose a challenge to network resilience. This challenge faces the Queenstown/Wanaka/ Central Otago area. Growth can enable investment in resilient infrastructure, e.g. when investment projects provide additional redundancy in networks at the same time as providing for growth. When upgrading of infrastructure does not keep pace with growth however, this contributes to a reduction in infrastructure redundancy capacity and thus a reduction in resilience. This has been evident in Queenstown especially when major events are being held.

Road closures due to natural events or road crashes also pose a challenge to resilience. At the same time, management of the transport system is struggling to keep up with changing expectations concerning how we deal with road closures and provide detours. When natural events or crashes result in road closures, detours may not exist (e.g. for the state highway between Bluff and Awarua), or they may be lengthy. There can be an additional issue when the detour is not particularly safe or has weight restrictions on it.

The way we are now living our lives 'just-in-time' has increased our vulnerability (compared to 20 or more years ago). For example, many businesses in Otago and Southland do not keep much stock but order it in when customers request. The pressure for same-day or next-day delivery, especially of retail goods, has introduced a risk to drivers attempting to use through-routes in winter conditions, particularly on SH8 over the Lindis Pass, and SH1 over Dunedin's northern motorway.

Lack of cell-phone coverage in many parts of Otago and Southland, coupled with adverse driving conditions, has the potential to delay advice about, and response to, crashes. Although there is radio-telephone coverage, cell-phone coverage is lacking on parts of several routes, including Clarksville to Roxburgh (SH8), the Lindis Pass (SH8), SH87, and SH94 between Te Anau and Milford Sound. Large parts of the Maniototo also lacks cell-phone coverage.

Those sections of the road network along the east coast of the South Island at higher elevations (including SH1 north between Dunedin and Waitati) are susceptible to periodic closure due to snow and ice in the winter months. Winter driving conditions continue to adversely affect inter-regional state highways, creating safety risks and leading to occasional road closure. Not just SH1, immediately north of Dunedin, but also the Te Anau-Milford Sound highway (SH94), Haast Pass/Tioripatea (SH6), Lindis Pass (SH8), the Pig Route (SH85), and SH87 between Outram and Kyeburn can become inaccessible for periods in winter. Significant parts of the local road network are also at higher altitudes, especially in Central Otago. These routes are also susceptible to closure in winter months, challenging the affordability of providing accessibility to large parts of the district, and over Danseys Pass⁴⁹.

⁴⁹ See Central Otago District Council Activity Management Plan.

Rockfall poses an ongoing problem in the Kawarau Gorge (SH6), at the Nevis Bluff, threatening access to Queenstown. Both rockfall and avalanches pose a risk at the eastern approaches to the Homer Tunnel on SH94 to Milford Sound.

Climate change poses another risk. Coastal areas are at risk from sediment movement and coastal erosion include the Katiki Straight in North Otago and the Oamaru rail yards. Over time, climate change may exacerbate this risk and resultant damage. The vulnerability of lower lying parts of the transport network to sea level rise (over the medium to long term), including much of South Dunedin, also requires further investigation and planning.

We face not only the challenge of trying to predict where rain and earthquake induced landslips are likely to occur, but also the potential challenges of (1) the high costs of remediating any large landslips and (2) the economic effects of prolonged closure. An example of the latter occurred when a slip at Diana Falls closed the Haast Pass in September 2013, initially for 11 days, disrupting the usual flows of visitors around the South Island. NZTA subsequently opened one lane but it took more than 14 months' remedial work to stabilise the site and reinstate two lanes⁵⁰.

The Christchurch earthquakes in 2011, the Kaikoura earthquake in 2017, on top of the severe rain and snow events in recent years, have raised the question in many people's minds of whether the South Island is sufficiently resilient to disruptions to our land transport system. These events have stimulated discussions about how we can increase our resilience.

Thanks to recent scientific research, we now know the Alpine Fault, which runs 400 km up the South Island, poses a large risk to many southern South Island communities. Historical patterns of earthquake activity suggest that this fault is likely to rupture sometime in the next few decades, with devastating consequences. In the scenario modelled for the Alpine Fault Study Project AF8, which has an expected return period of 300 years, tens of thousands of landslides are expected, isolating many areas by road, including Queenstown, Wanaka and surrounding settlements, and damaging most if not all lifelines. These growth areas remain geographically distant from their major sources of food and fuel, and are totally dependent on trucked fuel.

The main benefits of addressing this problem would be:

- improved network performance and capability, and network resilience
- improved safety and reduced social impact of fatalities and injuries
- focus on areas of regional economic development, productivity and connectivity
- system optimised through communication technology, innovation and improved people capability
- greater value for money delivered by transport investments.

Problems on the regions' state highways

In 2017, NZTA identified the key problems for the state highway corridors within, and connecting with, the Otago and Southland regions, as set out below. These problems mainly concern safety, but also accessibility, connectivity, resilience and regional development. NZTA's problem identification forms the bulk of the issues, listed below, for each state highway in Otago Southland; RLTP submissions identified some further issues which are included below.

⁵⁰ See: <https://www.nzta.govt.nz/planning-and-investment/2015-18-national-land-transport-programme/case-studies/diana-falls/> . Accessed 15 September 2017.

Wanaka to Nelson (SH6)

- This route has safety hotspots: run-off road, head-on, mix of traffic.
- This is a tourist route and many drivers on it are unfamiliar with the route.

Queenstown to Rangitata (SH6, SH8)

- This route has safety hotspots: run-off road, head-on, mix of traffic.
- This is a high-volume tourist route and many drivers on it are unfamiliar with the route.

Cromwell to Milton (SH8)

- This is the main tourist link between Dunedin and Central Otago/Queenstown Lakes.
- Increasing traffic volumes from tourists and recreational travellers and infrequent/substandard passing opportunities.
- There are isolated resilience issues.

Queenstown to Milford Sound (SH6, SH97, SH94)

- There is a safety risk due to challenging and unforgiving terrain and a large portion of first time route users (Otago section i.e. Devils Staircase)
- Development between Frankton and Jacks Point is likely to result in an additional 8,000-10,000 daily trips which has the potential to affect speeds/efficiency of the northern section of SH6.
- There is a safety risk due to challenging and unforgiving terrain and a large portion of first time route users.
- RLTP submitters identified several major safety problems on this journey, particularly the stretch between Te Anau and Milford Sound (including outside the school in Te Anau). Submitters also highlighted the paucity of suitable facilities at key sites along this journey, and at Milford Sound itself which has become too congested. These problems are being compounded by the growing number of visitors making this journey.
- Resilience issues relating to natural hazards (rockfall, avalanche), weather, incident and preventative maintenance events.
- There is no alternate route and limited communications (e.g. cell reception).

Dunedin to Christchurch (SH1, key local routes, and the Main South Line (rail))

- Travel time is unreliable: increasing traffic, mix of traffic with speed differentials and peak event demands.
- There are safety hotspots: intersections, run-off road, head-on and unforgiving environment.
- Safety and access issues in the urban area of North Oamaru, including for pedestrians and cyclists.

Port Chalmers to Bluff (SH88, SH1, SH93)

- This is the main economic enabler for the region, connecting Dunedin and Invercargill, industry and ports.
- SH88 from Ravensbourne to Port Chalmers is narrow, windy and lacks adequate shoulders over a significant portion of its length for a national route.
- There are accessibility issues for HCVs, particularly the SH88/SH1 intersection and the Sawyers Bay overbridge.
- Safety issues include SH93 between Clinton and Matura, which is only two-star rated, with challenging topography and sub-standard passing opportunities.
- The intersection of SH1 and SH93 at Matura needs to be reconfigured to improve safety and avoid stock trucks straddling the Main Trunk Railway Line, immediately adjacent to the intersection.
- There are industrial development pressures south of Invercargill and in south of Dunedin in Clutha.

Southern Cluster, Otago (SH85, SH87, SH90)

- These provide connectivity and links into Central Otago from Dunedin/Mosgiel.
- SH87 is affected by snow and both are susceptible to ice/winter driving conditions.
- Current and projected population growth in Mosgiel is having an impact on the transport network and the town centre, particularly in afternoon peak.

Southern Cluster, Southland (SH6, SH90, SH94, SH96, SH98, SH99)

- These provide important connectivity with local roads for visitors, local communities and freight movement.
- SH99 forms part of the Southern Scenic Route, an important and popular tourist route. Visitor expectations of a consistent and reliable journey experience on both state highways and local roads e.g. consistent signage and road conditions.
- The focus is on maintaining connectivity through maintenance and operations and event response planning to facilitate reliable and efficient access for freight.

2.4 Opportunities

In addition to the key problems in the previous section), the RTCs have identified five key opportunities that they wish to pursue. Each of these five opportunities is described in this sub-section:

1. the opportunity to take a South-Island wide approach to transport
2. the opportunity for mode integration and mode shift
3. the opportunity to support tourism and the regional dispersal of tourism benefits
4. the opportunity to create a network of cycle rides and cycling facilities.
5. the opportunity to a step change reduction in serious road trauma.

The main benefits of realising the first four opportunities, above, would be:

- improved performance and capability of the transport network, and network resilience
- regional economic development, productivity and connectivity
- increased customer voice on connectivity, accessibility and modality shifts
- greater value for money.

The main benefit of realising the fifth opportunity would be improved safety and reduction in the social impact of fatalities and injuries:

The opportunity to take a South Island-wide approach to transport

Freight and visitor journeys do not begin or end at our northern boundaries with Canterbury and the West Coast. There is an opportunity to take a South Island perspective on transport journeys, to better meet customers' needs.

As discussed in the foreword, the chairs of the seven Regional Transport Committees in the South Island have recognised the opportunity to help drive our economy and better serve our communities, through collaboration and integration. The Chairs' Group has three key priorities:

1. Identify and facilitate integrated freight and visitor journey improvements across the South Island.
2. Advocate for an enabling funding approach which supports both innovative multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.
3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

The group has committed to working collaboratively to planning work across the South Island in these key areas (including resilience, the importance of which has been highlighted in the aftermath of the recent Kaikoura earthquake). This initiative has already led to two South Island-wide projects being initiated in mid-2018: the visitor flows investigation described in the Section 2.2 (at the bottom of page 34) and the freight mode shift investigation described in the next sub-section.

It is likely there will be other projects in this space that will progress over the next three years (2018-2021) or so – the next one is likely to focus on improving resilience. Both ES and ORC have made funding provision for this work, as part of their transport planning activities.

The opportunity for mode integration and mode shift

There is potential to better integrate rail and coastal shipping into the transport network. The South Island RTCs Chairs' Group has been advocating for this. The projected 68 per cent increase in freight volumes by 2042 is one of the key challenges facing the South Island⁵¹. Most freight in the South Island is moved by road (over 90 per cent), and only a small percentage by rail, coastal shipping or air. The freight modes that perform this task today are forecast to largely perform similar roles in the future, with a slight increase anticipated in the proportion of freight shifted by road.

This reliance on road freight raises questions given that:

- the South Island has been significantly impacted by network disruption caused by seismic events and other natural disasters, and there is a present and ongoing risk to supply chains
- the potential effects of a significant increase in road freight, including road condition and maintenance costs, travel time reliability, road safety, and visitor experience
- the increasing demand for more sustainable, low CO² supply chains.

The availability of effective transport alternatives is a core component of a resilient, multi-modal transport system for the South Island including wider consideration of the role that rail and coastal shipping should play, or at more local scale. Other ways of increasing resilience at a local scale include:

- good quality walkways and footpaths and cycling infrastructure that enable connectivity (particularly considering the aging population)
- reliable and efficient public transport services that reduce dependency on single occupancy vehicles.

The Otago and Southland RTCs will continue to seek much better integration among the modes of transport. This includes planning to achieve this in a way that best suits community and commercial interests. There are several projects proposed in this update of the RLTPs for walking, cycling and public transport as part of integrated programmes in Dunedin and Queenstown.

Such alternatives to road transport also support emission reductions in the transport sector. New Zealand has one of the highest rates of car ownership among members of the Organisation for Economic Co-operation and Development (OECD) and a relatively old vehicle fleet, with most freight being transported by emission-intensive trucks rather than by train or coastal shipping⁵².

⁵¹ South Island Draft Freight Plan (2015) <http://www.nzta.govt.nz/assets/resources/draft-south-island-freight-plan/docs/draft-south-island-freight-plan.pdf> .

⁵² Ministry for the Environment (2016), New Zealand's Greenhouse Gas Inventory 1990-2014.

There is also an opportunity to shift mode from road to rail and coastal shipping. Road freight creates significantly greater environmental and social impacts than the alternative modes of rail and shipping: for example, traffic congestion, crashes, reduced air quality, greenhouse gas emissions and degradation of local roads. In pursuing this opportunity, the seven South Island regional and unitary councils are jointly funding, in 2018, an investigation into the opportunities for shifting freight from rail to road in the South Island. This investigation will identify the barriers that have been preventing this mode shift. The intention is to develop an action plan for freight mode shift on a South Island scale.

At the regional scale, there is also an opportunity to update the current strategic transport model in order to analyse the feasibility of shifting the carriage of logs (or other goods) from road to rail in Southland and Clutha.

The opportunity to support tourism and the regional dispersal of tourism benefits

The New Zealand Tourism Strategy has the overall aim of increasing the contribution made by tourism at a national and regional level. There is scope to increase the contribution of tourism to the economies of Otago and Southland. There is also scope to better disperse the benefits of tourism across our two regions. The New Zealand Tourism Strategy seeks to disperse visitors across regions, in order that tourism benefits all regions⁵³. Tourism provides an opportunity for growth, not just in the growing areas of Queenstown Lakes and Central Otago, but also in districts such as Southland, Clutha and Waitaki.

To fully reap the benefits of the projected tourism growth – including the benefits to smaller communities from dispersing visitors throughout Southern New Zealand – requires a good understanding of current visitor travel patterns and flows. The desktop assessment of visitor flows into, through and out of the South Island, described in section 2.2 and being done as part of the South Island transport and tourism project, is the first step towards acquiring this understanding. Future work may include developing a visitor flows model for the South Island.

At present, the road environment along tourist routes provides a poor journey experience for visitors in several parts of Otago and Southland (e.g. in Queenstown Lakes and Clutha districts). This is of concern, as more and more tourists chose to self-drive. Fully reaping the benefits of the projected tourism growth also requires a well-managed response to such issues. It also requires better understanding of visitors' expectations.

While we do not have a great understanding of visitor expectations concerning their journeys in southern New Zealand, we do know there is an opportunity to improve the journey experience for visitors. The question is: what investment is needed in state highways and on local roads, and more generally, in transport management, to support tourism, including the aims of the national strategy. The rest of this sub-section highlights opportunities for investment.

A well-managed approach is particularly needed on those key journeys that are characterised by long travelling distances with limited amenities and unfamiliar and challenging road conditions⁵⁴. Many of the tourism journeys in southern New Zealand fall into this category including: Christchurch to Queenstown over the Lindis Pass, Queenstown to Te Anau and Milford Sound, SH6 connecting Nelson and the West Coast with the Southern Lakes area, via Haast Pass, the Southern Scenic Route via the Catlins, SH1, and even large parts of SH1, from the Waitaki River to Bluff.

⁵³ See <http://www.mbie.govt.nz/info-services/sectors-industries/tourism/tourism-strategy>

⁵⁴ Queenstown to Rangitata Corridor Management Plan. NZTA 2017.

There is an opportunity to recreate the Southern Scenic Route as a tourist loop. At present, this corridor, along SH6 and SH99, is positioned as a one-way journey, typically from Queenstown to Dunedin. A loop route would utilise SH85, SH87 and parts of the adjoining corridors (Queenstown to Rangitata; Frankton to Te Anau). To make this work, the loop route would need to be upgraded to provide a consistent level of service along the entire loop, particularly in terms of journey information, safety and road conditions⁵⁵.

The state highway corridor between Frankton and Milford Sound is unique in that its predominant demand comes from tourism. Increasing tourist numbers and the increasing demand for the road to remain open are creating increased pressure on this corridor. The strong year-round tourism market is largely driving the increasing demand for the road to remain open with minimal disruption. As self-driving increases – the tourism sector has been actively promoting this experience – the increasing conflict between slower sightseeing journeys and the time-constrained through journeys to Milford Sound and back in one day needs to be managed. More safe stopping areas and slow vehicle bays are likely to be needed to accommodate this mixed purpose use, and to ensure safe, reliable journeys. The predicted growth will also place pressure on assets already at capacity, such as the Homer Tunnel, or those nearing capacity⁵⁶.

The nature of journeys between Queenstown and Milford Sound could be reshaped to better integrate Te Anau into them. Furthermore, the airport at Te Anau could be upgraded to enable visitors to use it as an access point for travel to the southern South Island (e.g. with connections to Auckland and Christchurch). These both present opportunities for Te Anau to increase its share of the visitor market.

There is also potential in the future to use Alexandra airport as an access point for southern New Zealand. Use of this district council-owned airport, owned by the district council has increased to the point that the first stage of a development plan has started with construction of a hangar/accommodation precinct with space for 22 lessees, plus a private hangar⁵⁷.

Local roads could also cater better for their tourist customers, especially local roads that tourists use to access either tourist attractions along the road or at the road end, or to access the back country. The Southland Regional Development Strategy (SORDS) Action Plan identifies the need to improve signage across roads in Southland and the Catlins, to cater better for international tourists. The SORDS action plan also highlights the need to seal local roads that access key tourist sites⁵⁸.

Some districts have proposed low cost / low risk projects that are intended to support the tourism industry through such matters as tourist car parks and upgrades to tourist routes such as Danseys Pass in Waitaki district.

The opportunity to create a network of cycle rides and cycling facilities

The Otago and Southland RTCs have two objectives for cycling: to expand cycle tourism, and to see much larger numbers of people travelling by cycle in urban and peri-urban areas. They seek two key results:

- The number of people choosing to cycle is sufficient to make a positive contribution towards ensuring a sustainable and accessible transport network.

⁵⁵ Southern Arterial & Primary Collection Cluster Corridor Management Plan 2018-2028. NZTA 2017.

⁵⁶ Frankton to Milford Sound Corridor Management Plan 2018-2028. NZTA 2017.

⁵⁷ See <http://www.codc.govt.nz/your-council/project-updates/alexairport/Pages/default.aspx>, accessed 6 November 2017.

⁵⁸ The Southland Regional Economic Development Strategy (SORDS) Action Plan.

- The number of people using cycle trails boosts the economy of Otago and Southland.

The Committees see the potential to expand Otago and Southland's network of off-road cycle trails and Heartland Rides (e.g. by using secondary roads for the latter). Growing the trail network has the potential to draw an increasing number of visitors, both domestic and international.

The Committees support the long-term objective of connecting the Great Rides with the rest of New Zealand through the creation of a nationwide cycling network, an objective shared with the Transport Agency and The New Zealand Cycle Trail.

Initial priorities for expanding the cycle network in Otago and Southland are:

- completing the Around the Mountain trail
- connecting Queenstown and Dunedin with a cycle trail by completing the missing sections including extending the Clutha Gold Trail from Lawrence to Waihola
- new trails connecting Queenstown, Wanaka and Cromwell with the Central Otago trails network at Clyde
- connecting the Queenstown Trails with commuter cycling routes in the Wakatipu Basin
- completing Dunedin's cycle network for use by visitors as well as locals.

The growing network of cycle rides and trails in Otago Southland is summarised in Section 2 and mapped on Figure 5 below. This figure shows existing Great Rides and Heartland Rides. Note there are further cycle trails not shown on the map e.g. the Lake2Lake Trail in Te Anau, and mountain biking trails around Dunedin.

There are opportunities to further expand the cycle network by creating several more Heartland Rides. Suggestions for an inter-linked cycle network in southern NZ are shown on Figure 5 to illustrate what could be created.

Looking more broadly than just cycle trails: the multi-agency Ride Southland group is preparing a strategy and business case for cycling facilities in Southland. This should lead to individual Approved Organisations preparing detailed business cases for individual facilities.

There is an opportunity to build on this Southland work, and to develop a parallel cycling strategy for Otago.

Possibilities include:

- Dunedin – Oamaru and north beyond Timaru.
- Balclutha – Invercargill via the Catlins.
- Bluff – Invercargill – Lumsden.
- Invercargill – Manapouri – Te Anau via Tuatapere.
- A loop connecting Queenstown – Cromwell, Cromwell – Clyde, Alexandra and Wanaka.
- Danseys Pass.

Some of these suggestions may require 100 per cent government funding if the existing roads are to be upgraded to a suitable standard (e.g. Danseys Pass, an alpine route).

The 2013 Dunedin City Integrated Transport Strategy identified a proposed strategic cycle network for the city. Some parts of Dunedin's transport network already have cycle facilities, e.g. a shared path along the western harbour, off-road facilities from the inner harbour to St Kilda beach, as well as some on-road cycle lanes.

Figure 5: Southern New Zealand cycle network: existing and potential

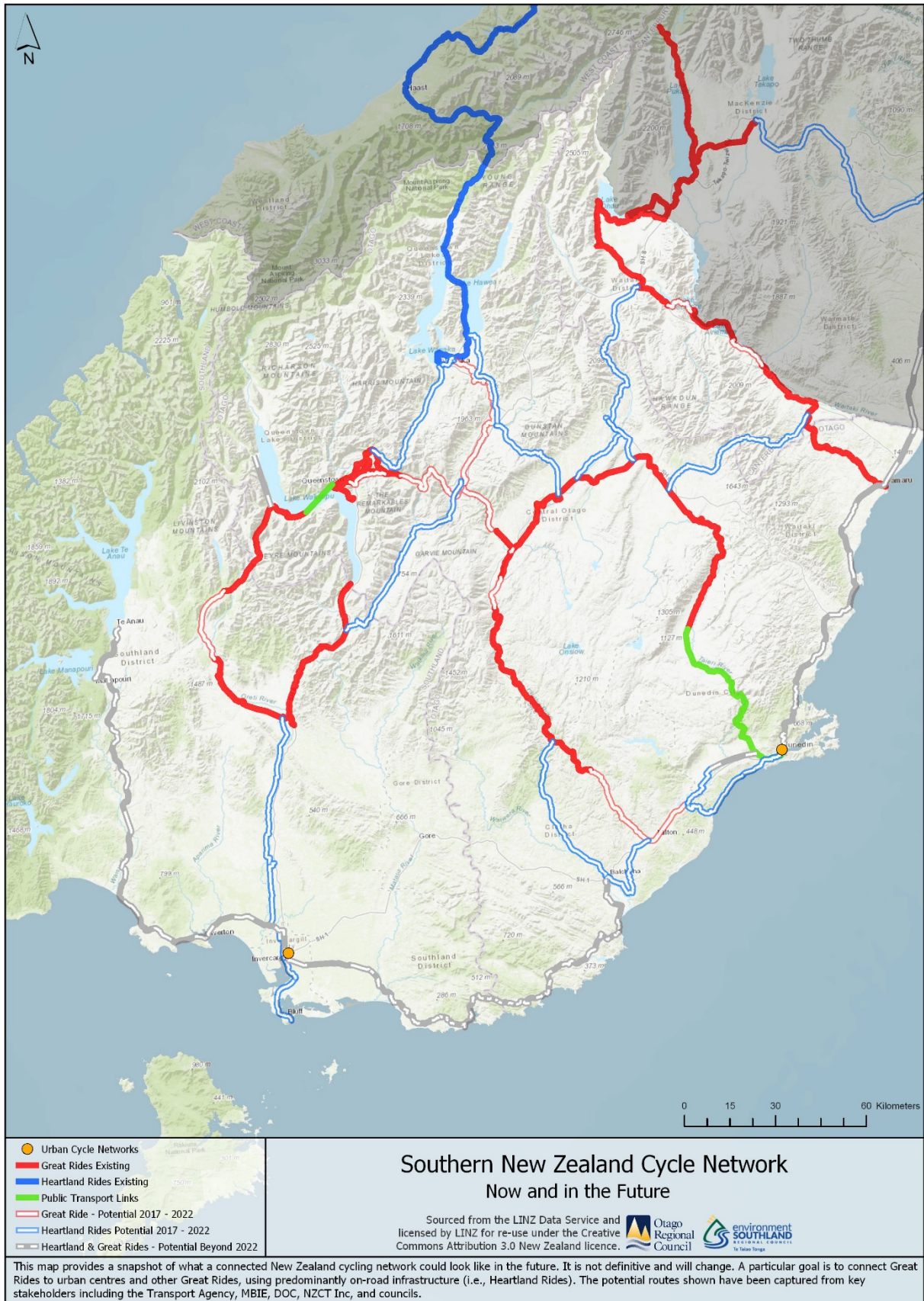
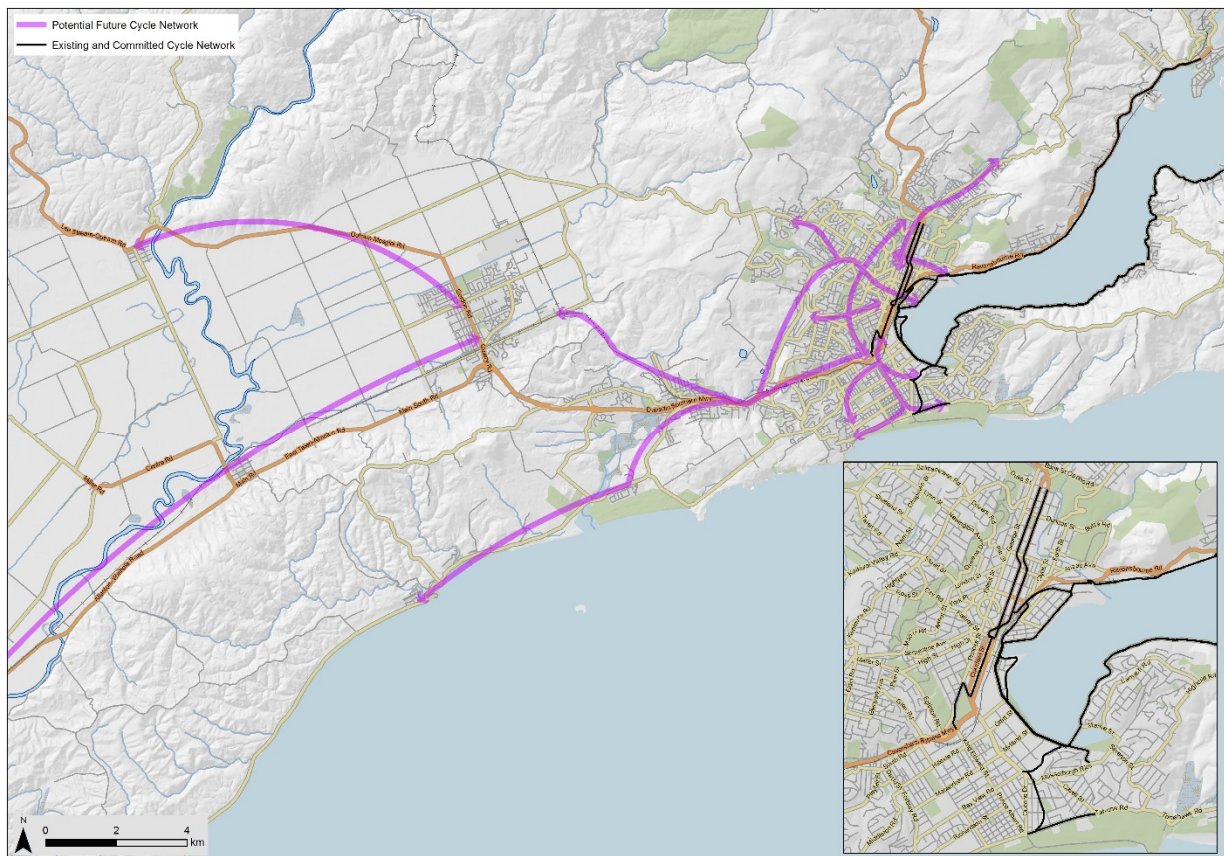


Figure 6: Dunedin’s current and future cycle network



Source: *Dunedin City Council Transportation Planning, November 2017*

Additionally, before mid-2018, Dunedin City Council and the Transport Agency plan to complete cycleways on SH1 through the city (the one-way pair), to link NZTA’s SH1 / one-way pair cycle lanes, to connecting existing shared paths to form a harbour circuit and linking that circuit to the central business district. The extension of the SH88 walkway / cycleway to Port Chalmers is now going to be delivered as part of the Dunedin-Port Chalmers Safety Improvements Project, which has funding committed.

These improvements are designed to improve safety and to encourage increased cycling by both commuters and recreational cyclists.

Future improvements to Dunedin’s cycle network, shown on Figure 6, are likely to focus on improving access and safety from residential catchments, employment areas, and Dunedin’s key attractors to cycle facilities. Dunedin City Council plans a new cycleway along the Southern Trail corridor between Caversham and Wingatui, as well as a bridge from the inner harbour to the central business district.

Figure 7, below, shows the proposed cycle network for Queenstown’s town centre.

Figure 7: Queenstown's proposed Town Centre cycle network

Source: Queenstown Lakes District Council, November 2017

The opportunity to make a step change reduction in serious road trauma

In October 2018, the Southern Road Safety Influencing Group⁵⁹ and NZTA partnered to launch an initiative intended to bring about a step change in reducing serious road trauma. Called *Any Number is too Many*, this new approach to road safety starts with the belief that while road deaths and serious injuries **are** preventable and we don't have to accept these as normal, our old approach to road safety is not delivering the step change needed. Instead, change needs to come from the community, because it is our families, friends and neighbours who are affected.

Any Number is Too Many provides a means of creating community commitment to increasing road safety and a means of engaging on this issue. The approach is designed to build public understanding of road risk, resulting in safer choices by communities and individuals. It does this by providing people with easy ways to emotionally connect with *Any Number is Too Many*, and to demonstrate their care, leading to enduring behaviour change. (The design is grounded in proven social marketing theory and practice.)

⁵⁹ The Southern Road Safety Influencing Group is an initiative set up by the Southland and Otago Regional Transport Committees, and includes regional council, territorial authorities, AA Southland, ACC, SDHB, the Richardson Group, Fonterra and Real Journeys.

The objectives of *Any Number is Too Many* are:

- communities are having good conversations about risk on the road
- more people know there are conversations going on
- more people are participating in these conversations
- more people 'care':
 - the concerned and disengaged' are becoming more public in displaying their concern
 - more people agree that some roads are dangerous (at the current speed)
 - more people believe speed should match risk.

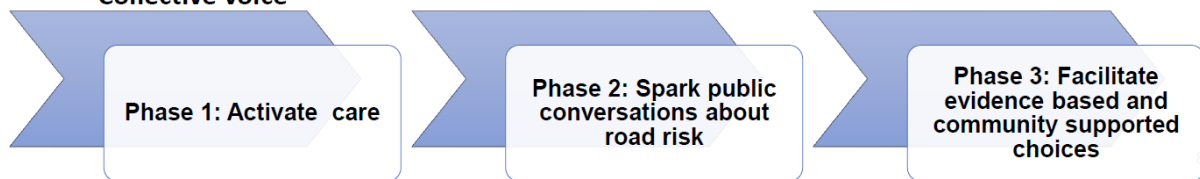
The outcomes anticipated from engaging communities in better conversations about road risk and safer road safety choices are:

- Communities and individuals understand the factors that determine road risk (It's not just the driver / some roads are dangerous).
- Communities and individuals are more open to road safety changes and are making safer choices.
- Speed limit consultations are supported. Drivers are complying with speed limits.
- Death and serious injury is reduced.

The strategic approach being used is shown in the diagram below. At the time these RLTPs are being finalised (May 2018), *Any Number is Too Many* is still in Phase 2.

Strategic Approach

- Trigger declarations
- Collective voice



Thanks to the investment that the Road Safety Influencing Group partners and NZTA have made in designing and launching this initiative, and the effort invested in establishing it as a cross-agency collaborative approach, Otago and Southland regions are now well placed to build on this opportunity to make a step change reduction in road trauma.

While there is some funding for AOs to continue using the *Any Number is Too Many* brand included in the road safety promotion budgets (in the Road Safety Activity Class) in these RLTPs for 2018-21: in for each AO, NZTA has, however, announced, that it will no longer be supporting *Any Number is Too Many* project as it wants to focus on a national rollout of an accelerated programme for implementation of its Speed Management Guide instead.

Consequently, the Southern Road Safety Influencing Group is to consider (in mid-2018) how to continue *Any Number is Too Many* project in order to support better conversations around road risk and appropriate speed limits and driving behaviour.

3 Strategy and policy for Otago Southland land transport

3.1 Introduction

In updating the RLTPs, the Otago and Southland RTCs have refined their strategy and clarified the long-term results they expect from the investment that approved organisations make in Otago and Southland's transport system.

This section of the plans explains the strategy. Measurement of progress is covered in the appendix.

3.2 Long-term goal and results

The long-term goal is a transport system in Otago and Southland that provides adequately for mobility, economic activity and productivity while minimising road trauma.

Intended long-term results

The RTCs have also identified the long-term results they seek from local authority and NLTF investment in the land transport systems of Otago and Southland:

- The network is reliable and resilient.
- Major externalities are reduced (including road risk and the resultant trauma, and carbon emissions).
- Exporting is supported.
- Tourism is enabled and supported.
- Growth is enabled.
- Non-traditional economic sectors are enabled.
- There is an increased choice in travel modes.
- Community resilience has been enhanced (including climate change adaptation).
- Decision-making is timely and relevant.
- There is sufficient support and choice of funding to realise the strategy outlined in these plans.

These intended long-term results are important because, collectively, they will enable our regions to achieve the goal, by ensuring the following three factors that are critical to success in achieving the goal are realised:

- Transport enables and supports economic activity and growth.
- The transport system adequately meets social needs.
- Transport helps to positively shape the future of Otago and Southland.

3.3 Benefits sought from the next three to ten years' RLTP investment

Focus on realising benefits from improving the transport system

As the first steps towards achieving these long-term results, the RTCs seeks to focus the investment that approved organisations (AOs) make in Otago Southland land transport on activities that realise the following benefits over the next three to 10 years (i.e. the remaining period of these RLTPs and the years immediately afterwards).

Main benefits

1. Improvement in the performance and capability of the transport network, and network resilience.
2. Improved safety and reduction in the social impact of fatalities and injuries.
3. Focus on areas of regional economic development, productivity and connectivity

Enabling benefits

4. Increased customer voice on connectivity, accessibility and modality shifts and the role of transport in ensuring wellbeing.
5. Greater value for money of transport investments.
6. Optimisation of systems through communication, technology, innovation and improved people capability.

To help achieve this focus on realising specific benefits over the next 3-10 years, the RTCs:

- have influenced AOs as they develop activities and projects in the months leading up to the development of the RLTPs
- are using potential contribution to these benefits as a key factor when assessing the priority of each proposed project (as shown document).

Moreover, to help investment in the land transport system to realise these benefits, the RTCs have set the following desired outcomes, which are expected to contribute as stepping stones towards the intended long-term results. The RTCs will be measuring progress towards these outcomes.

Outcomes associated with each main benefit

1. Improvement in the performance and capability of the transport network, and network resilience:
 - Maintain current network(s).
 - Enhance network performance and capability (where needed e.g. as shown by the ONRC analysis).
2. Improved safety and reduction in the social impact of fatalities and injuries:
 - Improve safety.
3. Regional economic development, productivity and connectivity:
 - Increase economic growth and productivity (the focus areas for this are Queenstown, Dunedin, and key routes – including but not limited to those shown on Figure 2).

Outcomes associated with each enabling benefit:

4. Increased customer voice on connectivity, accessibility, modality shifts and wellbeing:
 - Enhance community resilience and cohesion.
 - Increase health, wellbeing and environmental management.
 - Improve support of customer groups.
5. Greater value for money of transport investments:
 - Enhance system performance, and cost.
6. Optimisation of systems through communication, technology, innovation and improved people capability:
 - Increase partnership and adaptive management.
 - Increase communication and technology solutions.

Examples of the factors pertinent to each desired outcome are listed in the appendix. So too is an explanation of how customers' voices and needs have been considered in the compilation of these RLTP variations.

Delivery of this strategy

The strategy will be delivered through:

- a programme of proposed activities for the next three years, which collectively focus on achieving a safe and sustainable transport system in Otago and Southland, that supports and enables regional development (Section 4)
- five key opportunities the RTCs intend to pursue over the next few years (section 2.3)
- supporting policies (section 3.4)
- an advocacy programme to be undertaken by the RTCs (section 3.5).

How success will be measured

In future, the RTCs will measure progress towards these long-term results and the intended outcomes. The appendix explains this further. As part of this, the outcomes will be made into SMART ones, so progress can be monitored.

3.4 Land transport policies for the RTCs and AOs

Approved organisations, or the RTCs, as appropriate to their functions, will be responsible for implementing the following policies. Other agencies may also be responsible, for example KiwiRail or NZ Police.

Supporting the carriage of freight and exporting

Helps achieve:

Benefit 1 Improved performance and capability of the transport network, and network resilience

Benefit 3 Regional improvements, economic development, productivity and connectivity

Benefit 6 Optimisation of systems

1. Ensure freight movements within or across Otago and Southland are efficient.
 - Generally, all state highways should be capable of providing access for overweight and over-dimensional vehicles. cost effective alternative routes should be available.
 - All state highways, national roads, regional roads, arterial roads and primary collector roads should be accessible by high productivity motor vehicles, or cost effective alternative routes should be available where this is not appropriate.
 - Most local roads should be accessible by 50 tonne vehicles.
 - There should be appropriate links between the road freight network and the rail network.

Supporting and enabling tourism and visitor travel

Helps achieve:

Benefit 2 Improved safety and reduction in the social impact of fatalities and injuries

Benefit 3 Regional improvements, economic development, productivity and connectivity

2. Operate, maintain and improve the strategic visitor network (including the cycle network) to allow safe, reliable visitor travel.

Minimising road trauma

Helps achieve Benefit 2 Improved safety and reduction in the social impact of fatalities and injuries

3. Provide for the safe operation of all legitimate transport modes.
4. Encourage everyone to accept the significant responsibilities involved in moving towards zero serious road trauma on our networks.
5. Manage networks to achieve this:
 - Encourage all users of the transport system to take personal responsibility for their own behaviour, and how it impacts on their own and others safety.
 - Create and foster high social pressure to drive safely.
 - Invest in effective road safety interventions, reflecting the importance of road safety to the region.
 - Follow the Safe System approach for improving road safety, and apply effective interventions.
 - Focus on vulnerable road users, allocate road space to walking and cycling where needed to ensure safe travel and prioritise pedestrian safety (given the age profile of those who walk).

- In areas where the safety of those using active transport is at significant risk from other road users, build cycleways/walkways separated from motorised traffic.
- 6. Reduce crash response times for police and emergency services and improve the rate of recovery from crash injuries, especially in rural areas.

Ensuring community resilience

Helps achieve Benefit 4 Increased customer voice, connectivity, accessibility and modality shifts

- 7. When needed to ensure resilience, prompt a change in travel behaviour towards increased walking, cycling and public transport use in urban areas, by:
 - managing traffic to maintain certain levels of congestion
 - adapting the supply and pricing of car parking over time
 - promoting multi-modal journeys.

Providing for mode choice including walking, cycling and public transport

Helps achieve Benefit 4 Increased customer voice, connectivity, accessibility and modality shifts

Helps achieve Benefit 6 Optimisation of systems

- 8. Support and promote growth in cycle and pedestrian trips and in public transport patronage.
- 9. These public passenger services are provided in Otago Southland (whether as commercial services or as services provided with public subsidy, as appropriate):
 - Three separate integrated urban public transport networks, one in Dunedin, one in Wakatipu Basin (on land and water) and one in Invercargill delivered by:
 - scheduled public transport services
 - non-scheduled or on-demand services, including ride share and taxi vans or shuttles with wheelchair hoists
 - Services between centres within Otago Southland and beyond, provided by large and/or small passenger service vehicles
 - School services (separate from public transport services in the integrated networks, used by school children) provided by Ministry of Education as an exempt service, or by a public transport bus operator and registered as an exempt service
 - Taxis, shuttles and private hire services in those areas where providers choose to operate
 - Bus, ferry and rail services for excursions and special events
 - The Total Mobility scheme for those with disabilities unable to use public transport
 - Community-based schemes and informal arrangements, where people choose to operate them
 - Emergency and medical-related transport services.
- 10. Provide park and ride facilities if needed to help optimise the transport network and/or increase public transport patronage.
- 11. Consider the end to end journey requirements of those using the transport network, in the design of infrastructure and the provision of services.

12. Consider the needs of people with cognitive, physical or sensory impairments in the design of new infrastructure and the provision of services.

Fostering integrated transport and landuse planning

Helps achieve:

Benefit 1 Improved performance and capability of the transport network and network resilience

Benefit 3 Focus on regional economic development, productivity and connectivity

Benefit 4 Increased customer voice on connectivity, accessibility and mode shift

13. Recognise how urban form and landuse patterns influence the effectiveness and efficiency of transport and health.

Reducing the environmental externalities arising from transport

14. Recognise the potential adverse impacts of road construction and maintenance on the environment, including the effects on native biodiversity.
15. Where possible, avoid removing native vegetation when undertaking road maintenance, renewals and improvements

3.5 The RTCs' advocacy programme

Supporting the carriage of freight and exporting

1. Advocate for funding streams to be amended so road and rail are funded from the same source, encouraging sensible strategic planning of transport, and wise use of resources.
2. Advocate for the development and use of a South Island-wide model of freight flows (value and volume).

Supporting and enabling tourism and visitor travel

3. Advocate for alternative funding mechanisms, beyond development contributions, to ensure those directly benefiting from tourism-oriented facilities, infrastructure and services associated with transport, contribute fairly to their funding.
4. Promote touring routes within Otago and Southland, including between Dunedin and Queenstown, between Queenstown and Milford, and the Southern Scenic Route.
5. Advocate for funding to support the completion of a network of cycle rides, rails and routes throughout Southern New Zealand.
6. Advocate for the development and use of a South Island-wide model of tourism flows (numbers and value).

Minimising road trauma

7. Promote better community conversations about road risk.
8. Advocate for a long-term goal of zero serious road trauma.
9. Advocate for cell phone coverage over the whole of Otago Southland to provide emergency coverage.

Providing for mode choice including walking, cycling and public transport

10. Advocate for new urban development providing a range of transportation options and good connectivity between modes – including public transport, walking and cycling, mobility scooters, as well as motorised vehicles.
11. Advocate for the minimisation of regulatory and administrative barriers for initiatives such as car clubs, car sharing, ride sharing and community transport services when these help communities to be self-reliant.

Managing the environmental effects of the transport system

12. Advocate for a national requirement that all trucks carrying stock have an effluent tank that prevents any effluent discharge onto public roads, and for adequate disposal facilities.
13. Advocate for the proper control of vehicle emissions through:
 - government rules on smoky vehicles, and emission standards for imported vehicles and fuels
 - appropriate vehicle quality standards in the requirements for urban buses, and the Regional Public Transport Plans
 - consideration of public transport emissions in NZTA funding mechanisms.

4 Proposed programmes of activities for 2018/19 to 2020/21

4.1 Projects with funding already approved, at May 2018

The next two tables list those projects that, at November 2017, are committed i.e. they have funding already approved under section 20 of the Land Transport Management Act 2003 but are not yet completed.

Please note, projects that are scheduled for completion in 2017/18 are included in the tables in Appendix 9.

Table 11: Projects in Southland region, with NZTA funding already approved

Organisation	Activity Class	Project Name	Phase	Start Year	Finish Year	Cost 2018/19	Cost 2019/20	Cost 2020/21
GDC / SDC	13	Pyramid Bridge Replacement	Construction	2018	2019	\$3,852,050	\$0	\$0
ICC	12	11 Year Street Lighting Renewal Programme	Construction	2009	2019	\$368,100	\$368,100	\$0
NZTA	13	Edendale Realignment	Construction	2018	2020	\$7,039,233	\$5,802,605	\$0
NZTA	20	Visiting Drivers Signature Project	Implementation	2016	2018	\$2,006,437	\$0	\$0

Notes

1. NZTA is seeking to continue the Visiting Drivers Signature Project into 2018/19: see Table H.
2. Funding carry overs: NZTA has extended the deadline for the various LED streetlight installation projects, so funding for approved projects is being carried over into the 2018-21 period.

Table 12: Projects in Otago region, with NZTA funding already approved

Organisation	Activity Class	Project Name	Phase	Start Year	Finish Year	Cost 2018/19	Cost 2019/20	Cost 2020/21
CDC	12	LED Luminaire Retrofit	Construction	2017	2019	\$500,000	\$0	\$0
DCC	12	Peninsula Roding - Portobello Rd, and Phase 4, Harington Point Road	Construction	2018	2022	\$11,000,000	\$11,000,000	\$11,000,000
NZTA	20	Dunedin – Fairfield Safety Improvements (Safe Roads Alliance project)	Implementation	2017	2018	\$1,053,095	\$0	\$0
NZTA	3	Dunedin One Way Pair Cycle Lanes	Implementation	2016	2018	\$1,826,280	\$0	\$0
NZTA	13	SH 88 Cycling and Pedestrian Facilities*	Property Implementation	2015	2021	\$13,400,000	\$9,500,000	\$5,700,000
NZTA	20	Dunedin – Port Chalmers Safety Improvements (Safe Roads Alliance project)	Implementation					
NZTA	20	Visiting Drivers Signature Project	Implementation	2016	2018	\$1,405,979	\$0	\$0
ORC	4	Dunedin Public Transport Infrastructure Improvements [includes bus hub]	Implementation	2015	2024	\$3,007,228	\$0	\$0
ORC	4	Wakatipu Basin Public Transport – small ferry service	Detailed business case preparation	2017	2018	\$150,000	\$0	\$0
ORC	4	Regional Ticketing upgrade	Implementation	2018	2022/23	\$693,314	\$2,640,733	\$616,128
QLDC	12	Glenorchy Road – Paradise Rd: Rees River Bridge Protection	Construction	2016	2023	\$0	\$200,000	\$0

Note about funding carry overs

1. NZTA has extended the deadline for the various LED streetlight installation projects, so funding for approved projects is being carried over into the 2018-21 period.
2. ORC is seeking carry over of funding for the construction of a second stock truck effluent disposal facility in central Otago.

4.2 Descriptions of prioritised activities and projects for 2018-21

The committees have prioritised the larger projects into two priority bands, taking into account the benefits that each project would help realise, whether it forms part of an integrated programme of works for a particular area, and whether it is of inter-regional significance. Projects for which insufficient information is available to judge how the results will align with RLTP strategy are included in the lower priority band; this applies to a suite of NZTA safety projects for Otago that are in the 2018 Transport Agency Investment Plan.

Integrated programmes of work are kept within a single prioritisation category, since all projects within such a programme need to be implemented in order to realise the anticipated benefits.

Priority One projects – Southland

NZTA

Project Name:	SH 1 - Edendale Realignment	Item No 19 & 23
Organisation	NZTA	
Project Funding	\$13,178,058	Project Years 2015 to 2018
Project description	Issues with variations in the speed limits through the Edendale township and a right-angled bend with an adjacent intersection and level crossing all located within a short section of highway. Any expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a bypass to the township, with appropriate connections to the Fonterra plant.	
Reason for priority	Benefits safety, also network performance and capability, and regional development. The project improves safety for vehicles and other road users within the Edendale township. The project supports economic growth by providing a transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable.	
Is it inter-regionally significant and why?	Yes. This project supports economic growth within Otago and Southland and is on a key journey between Southland, Otago and Canterbury (SH1)	

Project Name:	SH 1 – Elles Road Roundabout	Item No 21
Organisation	NZTA	
Project Funding	\$3,742,576	Project Years 2017 to 2025
Project description	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout to provide an alternative access to the industrial area.	
Reason for priority	Benefits safety, also network performance and capability, and regional development. Improved safety for all road users at this high-risk intersection. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	
Is it inter-regionally significant and why?	Yes. This intersection, on a key journey between Southland, Otago and Canterbury (SH1) is on the national register of high risk intersections. Visitors travel through this intersection.	

Project Name:	SH 94 - Milford Rockfall/Avalanche Protection	Item No 24
Organisation	NZTA	
Project Funding	\$1,041,823 of \$13.7M	Project Years 2018-2020
Project description	Detailed business case and design for the realignment of SH94 to avoid avalanche path on eastern approach to tunnel. Relocation of visitor attraction/stopping location. High velocity catch-fencing at two other locations.	
Reason for priority	Benefits safety, also network performance and capability, and regional development. Improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions.	
Is it inter-regionally significant and why?	Yes. The project is located on the inter-regional journey between Queenstown, Te Anau and Milford Sound.	

Project Name:	Visiting Drivers Signature Project	Item No 25
Organisation	NZTA	
Project Funding	\$2,006,437	Project Years 2019
Project description	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	
Reason for priority	Improved safety for users. Benefits regional development.	
Is it inter-regionally significant and why?	Yes.	

Explanation of the Priority One projects in Otago region

The RTCs have identified 29 of the projects proposed for Otago during 2018-21 as being of top priority (Priority One). This count excludes those projects deemed low cost and low risk. Eighteen of these are in Queenstown, six in Dunedin and five in other localities.

The Priority One projects proposed for Queenstown are part of an integrated approach to addressing problems facing this area. The Priority One projects proposed for Dunedin form an integrated approach to improving transport in the Dunedin city centre.

Queenstown

All of the Priority One projects for the Queenstown area are part of the integrated Queenstown programme business case (as is part of ORC's project of regional public transport infrastructure improvements).

The integrated programme business case developed for Queenstown is designed to address the following problems:

- Significant growth in visitors, residents and vehicles leads to increasing trip unreliability and worsening customer experience across the network.
- Car dominance and associated congestion is affecting the liveability and attractiveness of the area.

The benefits anticipated from addressing these problems are:

- improved network performance and customer experience for all users
- improved liveability and visitor experience.

Investment objectives, identified in conjunction with stakeholders, focus on improving mode share and people throughput, as well as on travel time reliability for both general traffic and public transport.

The recommended programme, selected from four alternative programmes, seeks to address the problems through a mix of infrastructural, public transport and behaviour change methods. Key activities include:

- Making public transport an attractive and viable alternative to the private car through improvements to service provision, and the introduction of bus priority, expanding the water taxi into a full ferry operation, park and ride and, beyond 2021, a mass transit corridor between Queenstown and Frankton.
- Altering costs, provision and management of parking to support reduction in the use of private cars and increase in the use of public transport (this change has already been initiated).
- Completing infrastructure projects for vehicular and active modes, including removing vehicle movements from the most congested areas of the town centre, providing better access for public transport and pedestrians, and a new town centre arterial to allow the town centre to expand.

The recommended programme also draws on the master-planning business case being developed for Queenstown's town centre. The masterplan is enabling the multi-agency partners to bring together, in a single spatial plan, the high-level transport elements of the proposed improvements to the town centre.

Two of the projects in this integrated programme are designed to support the Housing Infrastructure Fund projects, designed to assist this high growth council to advance infrastructure projects important to increasing housing supply.

Dunedin

The six Priority One projects proposed for Dunedin are part of an integrated approach to addressing area specific problems. The programme business case developed for Dunedin city centre, along with the cycle lanes on the one-way pair (the construction of which recently started) is designed to address the following problems:

- SH1, the railway and north/south arterial routes bisect areas of high pedestrian use resulting in dislocation and poor connectivity of key areas.
- The design, use and management of central city routes results in intermodal conflict.
- Poor management of car parking impacts adversely on safety, mode choice and amenity of the city.
- The design, management and lack of integration of public transport discourages use and leads to low patronage.

The benefits anticipated from addressing these problems are:

- improved safety
- reduced severance
- appropriate mode choice
- the central city is a 'nice place to be'
- greater resilience.

The recommended programme, selected from five alternative programmes, seeks to address the problems through the following key activities:

- Improvements to public transport, including the development of a central city bus hub.
- Infrastructure improvements to increase safety and accessibility, particularly for pedestrians and cyclists.
- Improvements to the cycle network to increase safety and increase cycling uptake (this work extends the network beyond the central city area).

Priority One projects – Otago

These project descriptions are grouped by the organisation proposing them.

Clutha District Council

Project Name:	Hina Hina Bridge Replacement	Item No 47
Organisation	CDC	
Project funding	\$2,729,000	Project years 2018 to 2019
Project description	Replacement of the Hina Hina Bridge.	
Reason for priority	This bridge is on the Southern Scenic Route journey used by tourists going to Jacks Bay Blowhole and to Purakaunui Falls in the Catlins. The bridge also is a critical lifeline for emergency services having to access the community (with the bridge access being 12.5 km shorter than the alternate route) Benefits safety and network resilience; supports regional development.	
Is it inter-regionally significant and why	Yes – the bridge is on a journey within the Southern Scenic Route area frequented by visitors.	

Dunedin City Council

Project Name:	City to Harbour Cycle/Pedestrian Connection (Dunedin)	Item No 24
Organisation	DCC	
Project funding	\$11,331,000	Project years 2018 to 2020
Project description	The aim of this project is to improve the pedestrian and cycle connection between the city centre and harbour. This will encourage redevelopment of the harbourside and will improve accessibility between the centre city and outlying areas including Peninsula and south Dunedin.	
Reason for priority	This project addresses some safety issues and responds to current and latent user demands – pedestrian and cyclist access to the harbour is currently poorly provided for. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	No	

Project Name:	Dunedin Urban Cycleways	Item No 25
Organisation	DCC	
Project funding	\$17,521,900	Project years 2018 to 2024
Project description	Improve Dunedin's urban cycleways with a focus on road safety, and on providing an appropriate level of service to encourage the uptake of cycling for everyone.	
Reason for priority	Addressing safety issues and responds to current and latent user demands – cyclists are poorly provided for currently on the Dunedin network. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	No	

Project Name:	Dunedin Central City Safety and Accessibility Upgrade	Item No 51
Organisation	DCC	
Project funding	\$17,507,000	Project years 2018 to 2024
Project description	This project arises from the Dunedin City Centre - Access, Mobility and Safety Strategic Case and Programme Business Case and will result in better use of existing capacity, greater transport choice, positive health outcomes, reduced environmental effects, and a secure and resilient network. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
Reason for priority	The potential for a significant reduction in injury crashes, including crashes involving pedestrians and cyclists, and the contribution to network access by all modes. The contribution to reducing death and serious injury crashes for Otago is significant, as Dunedin city centre is the hotspot for crashes involving pedestrians and cyclists. Benefits safety and network performance and capability. Enables greater customer voice and accessibility.	
Is it inter-regionally significant and why?	No	

Project Name:	Tertiary Precinct (Dunedin)	Item No 54
Organisation	DCC	
Project funding	\$6,712,200	Project years 2018 to 2022
Project description	Upgrade to streets surrounding the campuses of the University of Otago and Otago Polytechnic, to improve safety and accessibility by foot and cycle, and the streetscape.	
Reason for priority	This project is a priority due to the contribution to safety, pedestrian/cycling access and future proofing for these users. The tertiary institutions in Dunedin are regionally important, and the area has many vulnerable users during term time. Benefits safety and network performance and capability. Enables greater customer voice and accessibility.	
Is it inter-regionally significant and why?	No	

NZTA

Project Name:	Wakatipu Walking/Cycling Improvements	Item No 26
Organisation	NZTA	
Project funding	13,132,800	Project years 2018 to 2026
Project description	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. Upgrading of the existing Frankton track connecting Frankton to Queenstown as a safe alternative to SH6A for road cycling.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits safety and network performance and capability. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Park and Ride Facilities (Queenstown, including on SH6)	Item No 29 & 71
Organisation	NZTA	
Project funding	\$9.3M	Project years 2018 to 2021
Project description	The Queenstown Integrated Transport Programme Business Case has identified park and ride facilities as being complimentary to the transport improvements in the Wakatipu Basin. These will need to be located adjacent to new areas of residential development where servicing the entire area by public transport is inefficient. One or more sites is likely to be needed alongside SH6. <i>For QLDC park and ride project; see project 36.</i>	
Reason for priority	These two projects are part of the Queenstown integrated transport business case. They benefit network performance and capability and safety and regional development. They also enable greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Grant Road to Kawarau Falls Bridge (Queenstown)	Item No 65
Organisation	NZTA	
Project funding	\$22,001,139	Project years 2018 to 2021
Project description	Work 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 Roundabout improvements and Corridor Improvements between the BP Roundabout and Kawarau Falls Bridge.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance - reduced congestion and improved efficiency of existing corridor - also safety and regional development. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why? 2017 to 2020	Yes. This project is located on the inter-regional journey between Christchurch and Queenstown. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	SH 6 – Ladies Mile Corridor Improvements (Queenstown)	Item No 70 & 79
Organisation	NZTA	
Project funding	\$8,289,605	Project years 2017 to 2020
Project description	Capacity and safety issues related to Howards Drive, which is the only access to the Lake Hayes Estate residential development. Residential traffic from Stalker Road, Lower Shotover Road and Tucker Beach Road require corridor and access improvements. Further population growth is predicted for the area	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance - reduced congestion and improved efficiency of existing corridor - also safety and regional development. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why? 2017 to 2020	Yes. This project is located on the inter-regional journey between Christchurch and Queenstown. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	SH 6A Corridor Improvements	Item No 72
Organisation	NZTA	
Project funding	\$20,141,958	Project years 2018 to 2020
Project description	Corridor improvements to relieve congestion and improve access from side roads.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability and safety and regional development. Also enables greater customer voice by responding to the call to create space to allow the town centre to expand.	
Is it inter-regionally significant and why?	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance.	

Project Name:	Stanley St Corridor Improvements (Town Centre)	Item No 76
Organisation	NZTA	
Project funding	\$109M total cost which will be shared with QLDC	Project years 2018 to 2022
Project description	These improvements will optimise access to the town centre, particularly for public transport, facilitate access to a new town centre public transport hub and provide access to area covered by plan change 50. Development of the new town centre public transport hub is an integral part of this project. This project is the same project as QLDC project 84. A cost-sharing agreement will be needed.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability and safety and regional development. Also enables greater customer voice by responding to the call to create space to allow the town centre to expand.	
Is it inter-regionally significant and why?	Yes. As the major tourist hub in the South Island, addressing Queenstown transport issues is of national significance.	

Project Name: Visiting Drivers Signature Project		Item No 86
Organisation	NZTA	
Project funding	\$2,274,080	Project years 2018-19
Project description	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	
Reason for priority	Improved safety for users. Benefits regional development.	
Is it inter-regionally significant and why?	Yes.	

Otago Regional Council

Project Name:	Public Transport Infrastructure Improvements	Item 31
Organisation	ORC	
Project funding	\$3,990,000	Project years 2017-19
Project description	Development and implementation of Dunedin central city bus hub and provision of realtime information.	
Reason for priority	Enables greater customer voice, accessibility and modality shift. Benefits network performance and capability, regional development and safety.	
Is it inter-regionally significant and why?	No	

Project Name:	Wakatipu Further Small Ferry Services	Item No 33
Organisation	ORC	
Project funding	\$2,460,000	Project years 2018 to 2027
Project description	Further improvements to the ferry service, as demand increases. Part of the Queenstown Integrated Transport Business Case. <i>See also QLDC project 37 for water taxi service/ferry network.</i>	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Wakatipu Public Transport Hub Improvements Support	Item No 34
Organisation	ORC	
Project funding	\$1,500,000	Project years 2020 to 2021
Project description	Support for the new public transport hub (see project 35); this project will improve customer experience and enhance the attractiveness of public transport by providing a contribution to bus hub technology improvements.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Queenstown Lakes District Council

Project Name: Queenstown Town Centre Pedestrianisation		Item No 27
Organisation	QLDC	
Project funding	\$45,415,000	Project years 2018 to 2027
Project description	Restriction of vehicles by time or location in the town centre. Programme refined to those streets with high priority pedestrianisation connections (PT Hub and Gardens to Gondola).	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits regional development and improved safety. Enables greater customer voice, accessibility and modality shift.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name: Wakatipu Active Travel Network		Item No 28
Organisation	QLDC	
Project funding	\$24,428,000	Project years 2018 to 2023
Project description	Identifying and implementing an on-road and off-road connected pedestrian cycle network for Queenstown. Includes additional active mode crossing of Shotover River. Improve high level bicycle link to Fernhill. Provide cycle hire scheme. Include marketing, promotion and education. Provide cycle storage facilities, lockers and showers at locations throughout the Queenstown and Frankton areas e.g. Fernhill and Gorge Road, and Jack's Point to Queenstown link.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits safety, network performance and capability. Enables greater customer voice, accessibility and modality shifts.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name: Public Transport Hub, Queenstown town centre		Item No 35
Organisation	QLDC	
Project funding	\$19,931	Project years 2019/20, 2022-23
Project description	Provision of a new public and passenger transport hub in Queenstown town centre, nominally on Stanley Street.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance, and capability, and safety and regional development. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Park and Ride Transport Services (Queenstown)	Item No 36
Organisation	QLDC	
Project funding	\$3,000,000	Project years 2018 to 2021
Project description	The provision of parking facilities at appropriate locations. Connecting to major PT hubs in Queenstown and Frankton, possibly located at Arrow Junction and Jacks Point. <i>For NZTA's park and ride projects, see projects 29 and 71 above.</i>	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, and safety and regional development. Enables greater customer voice and modality shifts.	
Is it inter-regionally significant and why?	Yes, the Arrow Junction facility will be located on a major journey between Christchurch and Queenstown.	

Project Name:	Water Taxi Service/Ferry Network (Queenstown)	Item No 37
Organisation	QLDC	
Project funding	\$5,669,000	Project years 2018 to 2023
Project description	Investigation and implementation of water-based infrastructure to support water transport. <i>See also ORC project 33.</i>	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables greater customer voice, accessibility and modality shift. Helps optimise the Wakatipu Basin transport system.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Housing Infrastructure Fund Project – Ladies Mile	Item No 56
Organisation	QLDC	
Project funding	\$6,100,000	Project years 2018 to 2020
Project description	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 SH6.	
Reason for priority	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.	
Is it inter-regionally significant and why?	No	

Project Name:		Housing Infrastructure Fund Project – Quail Rise	Item No 57
Organisation	QLDC		
Project funding	\$8,539,723	Project years	2018 to 2020
Project description	The Quail Rise South project borders the existing Quail Rise residential development and SH6. The road will link Ferry Hill Drive to the roundabout at the intersection of SH6 and Hawthorne Drive.		
Reason for priority	This project is aligned with the Queenstown integrated transport business case. Benefits network performance and capability, and regional development and connectivity.		
Is it inter-regionally significant and why?	No		

Project Name:		Queenstown Traffic Management Facilities	Item No 60 & 85
Organisation	QLDC		
Project funding	\$7,975,000	Project years	2018 to 2023
Project description	Queenstown traffic management facilities including consolidation of services, information and technologies to manage and operate intelligent traffic systems.		
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables systems optimisation.		
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.		

Project Name:		Ballantyne Road Seal Extension (Wanaka)	Item No 82
Organisation	QLDC		
Project funding	\$2,100,000	Project years	2018
Project description	Provide a safe, accessible, resilient and alternative route in the town of Wanaka.		
Reason for priority	Benefits safety, network performance and capability, and safety. Enables greater customer voice, accessibility and modality shift.		
Is it inter-regionally significant and why?	No		

Project Name:	Queenstown Town Centre Arterial	Item No 84
Organisation	QLDC	
Project funding	\$139,484,000	Project years 2021 to 2024
Project description	QLDC is proposing a new town centre arterial to improve access and efficiency particularly for public transport and to facilitate access to a new town centre public transport hub and provides access to the area covered by Plan Change 50. This is the same project as NZTA's project 76, and assumes cost-sharing between QLDC and NZTA.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, also safety and regional development. Also enables greater customer voice by responding to the call to create the space to allow the town centre to expand.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Shotover River Bridge (Arthurs Point) Duplication	Item No 86
Organisation	QLDC	
Project funding	\$500,000	Project years 2020
Project description	Initial work (detailed business case preparation) associated with an additional crossing near the Edith Cavell bridge at Arthurs Point, near Queenstown, for all modes.	
Reason for priority	This project is part of the Queenstown integrated transport business case. Benefits network performance and capability, and safety and regional development.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors. Queenstown is an important part of national marketing of New Zealand to tourists.	

Project Name:	Wanaka Master Plan	Item No 87
Organisation	QLDC	
Project funding	\$500,000	Project years 2019
Project description	Reviewing network connections and movements through the town and surrounding areas to optimise transport efficiency and multi modal options.	
Reason for priority	Proactive approach to addressing the transport issues in the Wanaka District. Benefits network performance and capability, and safety and regional development.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors	

Waitaki DC

Project Name:	Kakanui Bridge Design and Construction	Item No 61
Organisation	WDC	
Project funding	\$7,000,000	Project years 2019 to 2020
Project description	Design and construct a replacement bridge. Heavy vehicles, including emergency services such as fire engine and school buses, cannot use the bridge with its current posting. If the bridge was to fail, the south and north sides of the community would be cut off from each other. To go from the south side to the north side of the river would be about 18 km to travel.	
Reason for priority	Benefits regional development (this is a tourist route), network resilience and safety.	
Is it inter-regionally significant and why?	Yes. These improvements will improve the appeal of the area to visitors	

Priority Two projects – Otago

Dunedin City Council

Project Name:	Dunedin Streetlight Renewal with LEDs	Item No 52
Organisation	DCC	
Project funding	\$9,426,000	Project years 2017 to 2020
Project description	Renewal of street light luminaires with LED as existing ones reach the end of life.	
Reason for priority	Renewal of aging asset is required. There are safety implications from a failing lighting network. Installing a CMS will enable us to respond better and quicker to changing user demands through use of smart city functions. This will give enable greater value for money and energy efficiency.	
Is it inter-regionally significant and why?	No	

NZTA

Project Name:	Beaumont Bridge Replacement	Item No 64
Organisation	NZTA	
Project funding	\$17,060,000	Project years 2017 to 2020
Project description	Replacement of the existing bridge with a new two-lane structure and approach realignment.	
Reason for priority	This is an aging bridge, which is close to the end of its economic life. The objective of the project is to ensure a resilient and secure transport network and reduce delays. Benefits network performance and capability, and safety and regional development.	
Is it inter-regionally significant and why?	No	

Project Name:	ITS Improvement Project	Item No 67
Organisation	NZTA	
Project funding	\$9,737,011	Project years 2018-2020
Project description	Part of the development of a national transport operating system leading to regional implementation of an intelligent transport system across the transport network (both rural roads and urban areas) to provide customers with near real-time information.	
Reason for priority	Enables increased customer voice, and systems optimisation.	
Is it inter-regionally significant and why?	Yes	

Project Name:		Active road user intersection improvements- Otago	Item No 63
Organisation	NZTA		
Project funding	\$3.4M	Project years	2018-2021
Project description	This project seeks to deliver Safer Intersection treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This set of projects also contains proposed high-risk intersection treatments		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	No		

Project Name:		SH1 Mosgiel to Milton safety management	Item No 68
Organisation	NZTA		
Project funding	\$10.3M	Project years	2018-2021
Project description	This project seeks to deliver Safety Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Current Safe Roads Alliance Programme. This corridor is also in the quick-win median barriers programme and the proposed new Safe Roads Alliance corridors.		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	This project is located on the inter-regional journey between Invercargill and Christchurch.		

Project Name:		SH6 Cromwell to Queenstown safer corridor and resilience	Item No 69
Organisation	NZTA		
Project funding	\$34.8M	Project years	2018-2021
Project description	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification. This corridor is also in the proposed new Safe Roads Alliance corridors. Proposed resilience improvements at locations along the SH6		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	Yes, this project is located on inter-regional journeys between the West Coast and Queenstown and between Christchurch and Queenstown.		

Project Name:		SH8 Lawrence to Burma Road safer corridor	Item No 73
Organisation	NZTA		
Project funding	\$5.4M	Project years	2018-2021
Project description	This project seeks to deliver Safer Corridor/Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	No		

Project Name:		SH8/SH8B Intersection Improvement	Item No 74
Organisation	NZTA		
Project funding	\$3M	Project years	2018-2021
Project description	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	Yes, this project is located on an inter-regional journey between Christchurch and Queenstown.		

Project Name:		Dunedin to Port Chalmers Safety Improvements (SH88)	Item No 75
Organisation	NZTA		
Project funding	\$29.4M	Project years	2018-2022
Project description	The project will complete the final section of the SH88 shared walking and cycling path from Dunedin (St Leonards) to Port Chalmers. It will also implement various safety improvement options 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, the focus is areas of 80km/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.		
Reason for priority	Improved safety for users.		
Is it inter-regionally significant and why?	Yes (for freight)		

Project Name:	Dunedin – Fairfield safety improvements	Item No 77
Organisation	NZTA	
Project funding	\$6.7M	Project years 2015-2019
Project description	This project continues into 2018/19. The works entails: infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. This is part of the implementation of the Safer Journeys - Roads & Roadsides business case.	
Reason for priority	Improved safety for users.	
Is it inter-regionally significant and why?	Yes	

Project Name:	SH 1 – Oamaru - Dunedin Safety and Resilience	Item No 78
Organisation	NZTA	
Project funding	\$35.8M	Project years 2017 to 2026
Project description	This project seeks to deliver safer corridor treatments on the rural part of SH1, e.g. median and side barriers, roundabouts, or speed managed to within Safe System (harm minimisation) limits. The project also includes installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads and Roadsides business case. It does not include any safety improvements in the urban area of Oamaru. The project also seeks to treat coastal erosion along Katiki Straight, which is being monitored but requires a long-term solution.	
Reason for priority	Benefits safety, network performance and capability, and regional development. Improved safety for all road users. Reduction in crash rates and severity of crashes.	
Is it inter-regionally significant and why?	Yes. This project is located on the inter-regional journey between Dunedin and Christchurch.	

Project Name:	SH 6, SH8B, SH8 Gibbston to Clyde Corridor Improvements	Item No 80
Organisation	NZTA	
Project funding	\$1.8M	Project years 2018 to 2021
Project description	This project seeks to deliver safer corridor treatments such as median and side barriers, roundabouts or grade separation, or speed managed to within Safe System (harm minimisation) limits. This project is part of the 20 Year View Programme that aims to bring corridors up to a standard that is in line with their function and One Network Road Classification. At Nevis Bluff: ongoing work by Opus under the NMM contract, with capital project required. International peer review recommends staged high velocity catch fences. [Note, there needs to be further provision made for capital funding of Nevis Bluff work: see Table V.]	
Reason for priority	Improved safety for users and resilience of a key regional and tourism route. Benefits safety, network resilience and performance, and regional development.	
Is it inter-regionally significant and why?	Yes. Part of this project is located on inter-regional journeys between the West Coast and Queenstown and between Christchurch and Queenstown.	

4.3 Full programme of transport activities and projects proposed for 2018-21

Southland

Table A: Transport planning projects – Southland, Activity Class 1

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
1	ES	Regional Land Transport Planning Management 2015-18	<p>Manage the current RLTP and develop the next one, covering 2021-26, in collaboration with ORC. Work includes:</p> <p>(1) Investigating key strategic issues and developing investment priorities. (2) Finalising and operationalising a Results Monitoring Schema for the RLTPs, in conjunction with ORC. (3) Responding to any requests to vary the RLTP. (4) Liaising with approved organisations about implementing the RLTP. (5) Continuing the work of the Southern Road Safety Influencing Group (6) Participating in the work of the South Island RTC Chairs' and officials' groups.</p>	2018	2020	\$2901,099	\$249,257	\$270,322	\$270,322	N/a	N/a
2	ICC	Activity Management Planning	Development of transportation planning activities consisting of an activity management plan, investigating a socio-economic network plan for Invercargill and further investigation of transport issues interconnected with heavy traffic routes and state highways.	2017	2027	\$410,000	\$15,000	\$50,000	\$50,000	N/a	N/a
3	ICC	RPTP for Southland 2018-2021	RPTP and activity management plan planning	2017	2027	\$410,000	\$15,000	\$50,000	\$50,000	N/a	N/a

Activity Class 1 Total	\$279,257	\$370,322	\$370,322		
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Table B: Road safety planning projects – Southland, Activity Class 2

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
4	ICC (shared service with SDC and GDC)	Road Safety Promotion 2018-21	<p>Southland has pioneered progressive approaches to delivering on road safety initiatives, particularly with the establishment and operation of the multi-agency regional road safety forum Road Safety Southland. Objectives for delivering road safety across Southland are to:</p> <ul style="list-style-type: none"> • Lead, co-ordinate and assist with the integrated activities across all relevant agencies and community groups aimed at improving driver attitudes, driver behaviour and the safety of all road users. • Improve the safety design aspects of the physical land transport network by encouraging road controlling authorities to actively use their safety management systems and respond to reviews of achievements • Support and encourage development of systems which improve the data collection, reporting recording and investigation of crashes. 	2018	2020	\$1,481,450	\$445,000	\$493,750	\$502,700	N/a	N/a
Activity Class 2 Total							\$485,000	\$493,750	\$502,700		

Table C: Public Transport Services – Southland, Activity Class 4

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
5	ICC	Low cost/Low Risk Improvements 2018-21		2018	2020	\$321,134	\$15,000	\$290,375	\$15,759	N/a	N/a
6	ICC	Public Transport Programme 2018-21	To provide value for money for our ratepayers and taxpayers in the delivery of public transport services within Invercargill, Gore and the Southland District.	2018	2020	\$6,493,173	\$2,209,050	\$2,063,575	\$2,220,548	N/a	N/a
Activity Class 4 Total							\$2,224,050	\$2,353,950	\$2,236,307		

Table D: Maintenance and Operations of Local Roads – Southland, Activity Class 8

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
7	DOC	Maintenance, Operations and Renewals Programme 2018-21	To enable DOC to function as an effective road controlling authority with other RCAs as part of the ONRC system	2018	2020	\$164,170	\$47,772	\$47,772	\$68,726	N/a	N/a
8	ES	Maintenance, Operations and Renewals Programme 2018-21	Maintenance of stock effluent disposal sites within the Southland region to remove effluent nuisance and adverse safety effects from effluent discharged onto our inter-regional state highways.	2018	2020	\$247,940	\$75,020	\$81,210	\$91,710	N/a	N/a
9	GDC	Maintenance, Operations and Renewals Programme 2018-21	The objectives of our programme are to provide and maintain a safe and fit-for-purpose Gore District road network which will: 1. Continue to support and encourage economic growth and productivity locally and nationally. 2. Implement the safe system approach to maintain and, where possible, accelerate an improving trend in the key indicators of road safety, fatalities and serious injuries. 3. Optimise value for money in all aspects of the delivery of land transport locally and nationally.	2018	2020	\$12,201,636	\$4,099,594	\$3,982,092	\$4,119,950	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
10	ICC	Maintenance, Operations and Renewals Programme 2018-21	The strategic drivers are to address safety within the network, together with managing current infrastructure as land use changes, while continuing to deliver the agreed ONRC performance levels via operational and maintenance activities at a core level of investment. Programmes are focused on maintaining existing assets to the appropriate levels. The community does not see the level of investment in maintenance (and renewals) as a current problem but the strategic issue is for the community to have the future capability and willingness (through prudent financial and asset management and local share ability) to be able to respond as the population demographics change and age (with income decline).	2018	2020	\$26,834,200	\$8,594,400	\$8,893,600	\$9,346,200	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
11	SDC	Maintenance, Operations and Renewals Programme 2018-21	The key objectives are aligned with the Government Policy Statement including supporting economic growth and productivity, road safety and value for money. Investment is based on the ONRC hierarchy and Economic Network Plan. This guides decisions regarding posted bridges, therefore achieving increased economic productivity by reducing transportation costs. It supports tourism by building on previous Southern Scenic Route work, through improvements such as pull off bays and seal widening projects. Safety will be addressed by the deficiency database, including guardrails, the overarching approach being safer systems.	2018	2020	\$70,227,582	\$23,236,278	\$22,836,981	\$24,154,323	N/a	N/a
12	SDC	Maintenance, Operations and Renewals Programme 2018-21	Business as Usual Approach to maintaining the Lower Hollyford Road	2018	2020	\$315,000	\$105,000	\$105,000	\$105,000	N/a	N/a
Activity Class 8 Total							\$36,158,064	\$35,946,655	\$37,885,909		

Table E: Maintenance and Operations of State Highways – Southland, Activity Class 9

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
13	NZTA	Maintenance, Operations and Renewals Programme 2015-18	<p>Provide a business case to seek funding to enable HNO to provide networks that are fit for purpose, to deliver appropriate customer level of service. The focus will be:</p> <ul style="list-style-type: none"> on-going maintenance of assets in accordance with levels of service appropriate to the network hierarchy on-going delivery of structures replacement at the end of their economic life demonstrating value for money. <p>Please refer to the State Highway Activity Management Plan (SHAMP) that covers planning, maintenance, operations and improvements activities to be delivered by HNO over the next ten years, providing a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling journeys safely and efficiently while achieving value for money.</p>	2018	2020	\$70,184,198	\$21,318,645	\$24,787,785	\$24,080,768	N/a	N/a
Activity Class 9 Total							\$21,318,645	\$24,787,785	\$24,080,768		

Table F: Local Roads Improvements – Southland, Activity Class 12

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
14	DOC	Low Cost / Low Risk Improvement Projects 2018-21	To enable DOC to function as an effective road controlling authority with other RCAs as part of the ONRC system	2018	2020	\$100,000	\$0	\$0	\$100,000	N/a	N/a
15	ES	Low Cost / Low Risk Improvement Projects 2018-21	To complete and advise the industry of the network of stock truck effluent sites in southern NZ, thus minimising spillage of stock effluent onto roads, and the resultant road safety risk and environmental pollution.	2018	2019	\$364,740	\$177,300	\$187,440	\$0	N/a	N/a
16	GDC	Low Cost / Low Risk Improvement Projects 2018-21	The objectives of the minor improvements programme are to encourage or maintain economic growth, encourage or maintain productivity and improve safety.	2018	2020	\$928,541	\$614,193	\$154,866	\$159,482	N/a	N/a
17	ICC	Low Cost / Low Risk Improvement Projects 2018-21	The objective of this programme is to invest in effective road safety interventions aligning with the safer journeys direction. The solutions will deliver minor projects which improve resilience and the safety of the network. Invercargill has a number of safety issues particularly intersections where improvements are needed to reduce (including the risks of) fatal and serious injury. These have been regularly recognised by NZTA in the Community at Risk register and through statistical analysis undertaken by Elle Flinn at ORC.	2018	2020	\$3,794,400	\$1,199,000	\$965,000	\$1,630,400	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
18	SDC	Low Cost / Low Risk Improvement Projects 2018-21	Move from reactive to proactive approach to safety interventions/ risk management approach likelihood, and consequence. Pro-active bridge replacement programme focused on reducing bridges, posting strategic link to economic productivity. Improvements of rehabilitations. Strategic alignment in investment that will grow economic productivity and safety improvements.	2018	2020	\$5,730,000	\$1,650,000	\$2,050,000	\$2,030,000	N/a	N/a
Activity Class 12 Total							\$3,640,493	\$3,357,306	\$3,919,882		

Table G: State Highways Improvements – Southland, Activity Class 13

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
19	NZTA	Edendale Realignment	Bypass of Edendale township. There are issues with variations in the speed limits through Edendale township and with a horizontal curve with an intersection located on the apex and an adjacent level crossing within a short section of highway. Additionally, expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant.	2015	2020	\$1,584,258	\$895,434	\$0	\$51,300	1	1 NOW A COMMITTED PROJECT: SEE TABLE 11
20	NZTA	Low Cost / Low Risk Improvement Projects 2018-21	Activities will be targeted to low cost safety, optimisation and resilience activities which contribute to NZTA's goals of either: (a) reducing the number of deaths and serious injuries (SOI objective 4) (b) making the best use of urban capacity (SOI Priority 2) or (c) greater resilience of the state highway network (SOI objective 7). The objective will be to either reduce the level of deaths and serious injuries, improve urban network capacity in our major centres or to reduce the resilience risk on our key routes through preventative maintenance activities.	2018	2020	\$10,606,923	\$3,462,700	\$3,541,630	\$3,602,593	N/a	N/a
21	NZTA	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout. Objective of project is improved safety for all road users and reduction in crashes and the severity of unavoidable crashes. Improved access to commercial/industrial premises.	2018	2020	\$3,742,576	\$199,182	\$100,610	\$3,442,784	1	1

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
22	NZTA	SH94 Milford Road PBC	Placeholder for potential improvements from the Milford Opportunities project	2018	2018	\$307,800	\$307,800	\$0	\$0	N/a	N/a
Activity Class 13 Total							\$4,865,116	\$3,642,240	\$7,096,677		

Table H: Regional Improvements – Southland, Activity Class 20

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
23	NZTA	Edendale Realignment	Bypass of Edendale township. There are issues with variations in the speed limits through Edendale township and with a horizontal curve with an intersection located on the apex and an adjacent level crossing within a short section of highway. Additionally, expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant.	2017	2018	\$11,593,800	\$5,643,000	\$3,898,800	\$0	1	1 NOW A COMMITTED PROJECT: SEE TABLE 11
24	NZTA	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to the Homer tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations. Objectives are improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	2018	2020	\$1,041,823	\$692,189	\$349,634	\$0	1	1
25	NZTA	Visiting Drivers Signature Project Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers.	2016	2018	\$4,822,485	\$2,006,437	\$0	\$0	N/a	1
Activity Class 20 Total							\$8,341,646	\$5,130,000	\$5,130,000		

Table I: Southland Ten Year Forecast

Organis-ation	Activity Class	Activity Class Name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
DOC	8	Local road maintenance	\$0	\$0	\$0	\$47,772	\$47,772	\$68,726	\$68,726	\$68,726	\$68,726	\$68,726
DOC	12	Local road improvements	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0
Department of Conservation Total			\$0	\$0	\$0	\$47,772	\$47,772	\$168,726	\$68,726	\$68,726	\$68,726	\$68,726
ES	1	Transport planning	\$157,806	\$174,572	\$157,260	\$249,257	\$270,322	\$270,322	\$255,128	\$264,011	\$264,971	\$257,011
ES	8	Local road maintenance	\$28,070	\$32,409	\$31,000	\$75,020	\$81,210	\$91,710	\$91,920	\$92,030	\$92,250	\$92,360
ES	12	Local road improvements	\$0	\$0	\$344,200	\$354,600	\$374,880	\$0	\$0	\$0	\$0	\$0
Environment Southland Total			\$185,876	\$206,981	\$532,460	\$678,877	\$726,412	\$362,032	\$347,048	\$356,041	\$357,221	\$349,371
GDC	8	Local road maintenance	\$2,888,047	\$3,423,460	\$3,518,000	\$4,099,594	\$3,982,092	\$4,119,950	\$4,187,682	\$4,308,959	\$4,430,238	\$4,547,950
GDC	12	Local road improvements	\$79,836	\$206,607	\$1,454,100	\$614,193	\$154,866	\$159,482	\$0	\$0	\$0	\$0
Gore District Council Total			\$2,967,883	\$3,630,067	\$4,972,100	\$4,713,787	\$4,136,958	\$4,279,432	\$4,187,682	\$4,308,959	\$4,430,238	\$4,547,950
ICC	1	Transport planning	\$0	\$0	\$30,000	\$15,000	\$50,000	\$50,000	\$15,000	\$50,000	\$50,000	\$15,000
ICC	2	Road safety promotion	\$275,449	\$293,281	\$398,156	\$485,000	\$493,750	\$502,700	\$512,000	\$521,500	\$531,000	\$540,900
ICC	4	Public transport	\$1,564,418	\$1,581,999	\$1,885,527	\$2,224,050	\$2,353,950	\$2,236,307	\$2,283,197	\$2,309,922	\$2,367,671	\$2,458,753
ICC	8	Local road maintenance	\$8,903,705	\$8,040,669	\$8,316,333	\$8,594,400	\$8,893,600	\$9,346,200	\$11,023,400	\$10,824,400	\$11,094,700	\$11,407,200
ICC	12	Local road improvements	\$919,160	\$354,734	\$3,117,358	\$1,199,000	\$965,000	\$1,630,400	\$700,000	\$700,000	\$700,000	\$750,000
Invercargill City Council Total			\$11,662,732	\$10,270,683	\$13,747,374	\$12,517,450	\$12,756,300	\$13,765,607	\$14,533,597	\$14,405,822	\$14,743,371	\$15,171,853
SDC	1	Transport planning	\$12,035	\$62,965	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SDC	8	Local road maintenance	\$19,524,495	\$22,527,740	\$25,266,404	\$23,341,278	\$22,941,981	\$24,259,323	\$23,112,153	\$24,140,465	\$26,980,269	\$25,397,737
SDC	12	Local road improvements	\$405,664	\$2,200,260	\$13,561,548	\$1,650,000	\$2,050,000	\$2,030,000	\$0	\$0	\$0	\$0
Southland District Council Total			\$19,942,194	\$24,790,965	\$38,827,952	\$24,991,278	\$24,991,981	\$26,289,323	\$23,112,153	\$24,140,465	\$26,980,269	\$25,397,737
NZTA	9	State highway maintenance	\$17,253,139	\$15,543,225	\$20,379,192	\$21,318,645	\$24,784,785	\$24,080,768	\$26,733,745	\$27,656,060	\$28,610,194	\$30,153,364
NZTA	13	State highway improvements	\$2,273,521	\$1,035,588	\$3,354,183	\$3,462,700	\$3,541,630	\$3,602,593	\$5,478,000	\$10,531,000	\$10,931,000	\$8,081,000
NZTA State Highways Total			\$19,526,660	\$16,578,813	\$23,733,375	\$24,781,345	\$28,326,415	\$27,683,361	\$32,211,745	\$38,187,060	\$39,541,194	\$38,234,364
Southland Region Total			\$54,285,345	\$55,477,509	\$81,813,261	\$67,730,509	\$70,985,838	\$72,548,481	\$74,460,951	\$81,467,073	\$86,121,019	\$83,770,001

Otago Projects**Table J: Transport Planning Projects – Otago, Activity Class 1**

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
1	CODC	Activity Management Planning	Improved activity management planning including refined risk management and demand forecasting. Further development of levels of service, particularly relating to the extent of maintenance for low volume roads and bridges. Undertaking investigation into pavement asset performance and improved pavement deterioration forecasting, including implementing dTims for pavement deterioration forecasting and optimised reseal programmes. Reviewing street lighting levels of service and cost analysis of capital investment in efficient lights vs energy costs.	2012	2021	\$735,403	\$57,946	\$75,291	\$60,651	N/a	N/a
2	CDC	Activity Management Planning	Transportation planning activities consisting of Activity Management Plan, Economic Network Plan and Road Safety Action Plan improvements as well as road valuations. Objective is to ensure TAMP, ENP, RSAP and road valuations are up to date, thus ensuring best practice tools are available in making optimal asset management decisions.	2018	2027	\$868,470	\$65,100	\$103,203	\$70,317	N/a	N/a
3	DCC	Dunedin Urban Cycleways	Improve Dunedin urban cycleways with a focus on road safety, and on providing an appropriate level of service to encourage the uptake of cycling for everyone.	2018	2018	\$51,600	\$51,600	\$0	\$0	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
4	DCC	Mosgiel Town Centre and Arterial Routes	Improve safety and accessibility in the Mosgiel town centre; explore options for the Mosgiel and Taieri arterial road network.	2020	2020	\$106,300	\$0	\$0	\$106,300	N/a	N/a
5	DCC	Operations and Renewal Programme Business case	Programme business case for implementation of ONRC and CLOS applied to AMP.	2017	2024	\$800,000	\$100,000	\$100,000	\$100,000	N/a	N/a
6	ORC	Regional Land Transport Planning Management 2018-21	Develop, deliver and manage the Regional Land Transport Programme, including (1) investigating key strategic issues and developing investment priorities, including completion of the Otago Southland road safety strategy, (2) monitoring implementation of the RLTP and regions' road safety strategy through aggregation and analysis of data, (3) liaison with approved organisations about implementing the RLTP and regions' road safety strategy through aggregation and analysis of data, (3) liaison with approved organisations about implementing the RLTP and regions' road safety strategy, and (4) responding to any requests to vary the RLTP.	2018	2028	\$4,940,192	\$380,000	\$440,000	\$440,000	N/a	N/a
7	ORC	Regional Public Transport Planning	Ongoing review requirements of the Regional Public Transport Plan.	2018	2027	\$1,348,828	\$147,522	\$119,429	\$147,953	N/a	N/a
8	QLDC	Activity Management Planning	Ongoing management and development of the transport activity management plan.	2018	2020	\$385,000	\$295,000	\$45,000	\$45,000	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
9	QLDC	Alternate Routes & Crossings Programme Business	Investigation into District-wide Alternate Routes and Crossings; improved network performance and levels of service for all travel options including improved liveability and visitor experience	2018	2018	\$100,000	\$100,000	\$0	\$0		
10	QLDC	Crown Estate Programme Business Case	Crown Estate Programme Business Case.	2019	2019	\$200,000	\$0	\$200,000	\$0	N/a	N/a
11	QLDC	Emerging Communities PBC	Look at the Districts smaller townships and their transport needs. Glenorchy, Kingston, Cardrona are examples of where we need to consider networks for all modes so that they are truly integrated into the District	2018	2018	\$100,000	\$100,000	\$0	\$0	N/a	N/a
12	QLDC	Frankton Masterplan PBC	Reviewing network connections and movements through the town and surrounding areas to optimise transport efficiency and multi modal options. Includes reviewing origin and destinations of key links with SH (Ladies Mile to Kawarau Gorge), MRT (Gondola) to town centre, PT/Ferry connections and QT Airport	2018	2018	\$500,000	\$500,000	\$0	\$0	N/a	N/a
13	QLDC	Queenstown Integrated Transport PBC	Queenstown Integrated Transport PBC	2020	2020	\$100,000	\$0	\$0	\$100,000		
14	QLDC	Road Safety Action Plans	On-going management & development of the transport activity management road safety action plan.	2018	2020	\$100,000	\$50,000	\$25,000	\$25,000	N/a	N/a
15	QLDC	Transport Modelling	Transport monitoring in response to the dramatic growth in the district. QLDC will be ensuring the traffic model is consistently aligned with population projections, traffic	2018	2020	\$320,000	\$140,000	\$140,000	\$40,000	N/a	N/a

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
			growth and network changes. This includes developing multi modal options.								
16	QLDC	Wanaka Master Plan	Reviewing network connections and movements through the town and surrounding areas to optimise transport efficiency and multi modal options. Includes reviewing origin and destinations of key tourist routes, key links with SH, town centre e.g. Haast, Crown Range and Wanaka Airport.	2020	2020	\$400,000	\$400,000	\$0	\$0	N/a	N/a
17	WDC	Kakanui Point Bridge Business Case Development	The strategic case has been developed for a full replacement or capital improvement of the existing timber bridge, whichever option is the outcome. This has been identified within the Programme Business Case in the WDC Rooding Business Case. The next stage of the development is a detailed and indicative business case to identify options for the Kakanui Point bridge.	2018	2018	\$150,000	\$150,000	\$0	\$0	N/a	N/a
18	WDC	WDC Transport Planning	Activity Management Plan updates and Transport Planning for 2018-21.	2018	2024	\$531,408	\$71,370	\$72,725	\$74,180	N/a	N/a
Activity Class 1 Total							\$2,608,538	\$1,320,648	\$1,209,401		

Table K: Road Safety Projects – Otago, Activity Class 2 - Road Safety

Item No	Organisation Name	Project Name	Project Description and Objective	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
19	CODC	Road Safety Promotion 2018-21	Respond to the priorities for road safety contained in the draft 2018 GPS and the Safer Journeys Action Plan 2016-2020. Put forward community road safety investment through our programme to directly address crash groupings, where the NZTA Communities at Risk Register identifies these as our district priorities. Support programmes focused on road safety concerns targeted in the Otago Regional Council Land Transport Plan.	2018	2020	\$295,200	\$98,400	\$98,400	\$98,400	N/a	N/a
20	CDC	Road Safety Promotion 2018-21	A safe and resilient roading network.	2018	2020	\$328,000	\$105,000	\$110,000	\$113,000	N/a	N/a
21	DCC	Road Safety Promotion 2018-21	The objective of the programme is to progressively reduce crashes and serious injuries in Dunedin. This programme helps to give effect to the Dunedin Road Safety Action Plan and recognises the Safer Journeys 2020 approach and key areas of concern that the Government has prioritised as needing attention.	2018	2020	\$1,998,168	\$650,969	\$665,941	\$681,258	N/a	N/a
22	QLDC	Road Safety Promotion 2018-21	To reduce the likelihood of crashes occurring, the consequences if they do and to ensure our future road users are safe.	2018	2020	\$442,000	\$144,000	\$148,000	\$150,000	N/a	N/a
23	WDC	Waitaki Road Safety Promotion 2018-21	Our goal is to reduce the incidence and severity of road crashes in the Waitaki through a safe road system that is increasingly free of death and serious injury.	2018	2020	\$510,600	\$170,200	\$170,200	\$170,200	N/a	N/a
Activity Class 2 Total							\$1,168,569	\$1,192,541	\$1,212,858		

Table L: Walking and cycling – Otago, Activity Class 3

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
24	DCC	City to harbour cycle/pedestrian connection	The aim of this project is to improve the pedestrian and cycle connection between the city centre and harbour. This will encourage redevelopment of the harbourside; improve accessibility between the centre city and outlying areas including Otago Peninsula and South Dunedin.	2018	2018	\$258,000	\$258,000	\$0	\$0		1
				2018	2018	\$258,000	\$258,000	\$0	\$0		
				2019	2020	\$10,785,000	\$0	\$5,315,000	\$5,470,000		
25	DCC	Dunedin Urban Cycleways	Improve Dunedin's urban cycleways with a focus on road safety, and on providing an appropriate level of service to encourage the uptake of cycling for everyone.	2018	2018	\$464,400	\$464,400	\$0	\$0		1
				2019	2024	\$17,057,500	0	\$2,657,500	\$2,735,000		
26	NZTA	Wakatipu Walking/Cycling Network Improvements	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. Upgrading of the existing Frankton track connecting Frankton to Queenstown as a safe alternative to SH6A on road cycling.	2018	2018	\$11,286,000	\$0	\$0	\$5,643,000		1
				2019	2019	\$513,000	\$513,000	\$0	\$0		
				2020	2020	\$513,000	\$0	\$513,000	\$0		
				2018	2026	\$820,800	\$0	\$0	\$820,800		

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
27	QLDC	Queenstown Town Centre Pedestrianisation	Queenstown Town Centre Pedestrianisation.	2018	2027	\$3,951,000	\$1,044,000	\$0	\$0		1
				2018	2022	\$41,464,000	\$3,896,000	\$0	\$9,191,000		
28	QLDC	Wakatipu Active Travel Network	Walking and cycling facilities including improvements to connections for residential areas of Shotover Country/Lake Hayes estate, Jacks Point/Henley Downs and the Wakatipu trails.	2019	2023	\$2,640,000	\$842,000	\$584,000	\$216,000		1
				2018	2018	\$21,388,000	\$0	\$7,074,000	\$1,058,250		
				2018	2018	\$400,000	\$400,000	\$0	\$0		
Activity Class 3 Total							\$7,675,400	\$16,143,500	\$25,134,050		

Table M: Public Transport Services – Otago, Activity Class 4

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
29	NZTA	SH6 Park and Ride Facilities	The Queenstown Integrated Transport PBC has identified park and ride facilities as being complimentary to the transport improvements in the Wakatipu basin. These will need to be located adjacent to new areas of residential development, where servicing the entire area by public transport is inefficient.	2018	2018	\$533,725	\$513,725	\$0	\$0		1
				2019	2019	\$544,400	\$0	\$544,400	\$0		
				2020	2021	\$7,071,661	\$0	\$0	\$3,244,868		
30	ORC	Low cost / low risk improvements 2018-21		2018	2020	\$4,378,184	\$1,516,592	\$1,825,796	\$1,035,796	N/a	N/a
32	ORC	Public Transport Programme 2018-21	The operation of the public transport networks for Dunedin and Wakatipu Basin, as defined in the regional Public Transport Plan 2014 and its addenda. This includes SuperGold Card funding, and also the Total Mobility programme across Otago	2018	2020/21	\$38,127,779	\$12,717,575	\$12,642,059	\$12,768,145	N/a	N/a
				2018	2020/21	\$7,583,370	\$2,639,835	\$2,556,986	\$2,386,549		
33	ORC	Wakatipu Public Transport Further - Small Ferry Service	Part of the Queenstown Integrated Programme Business Case – implementation subject to approval of the detailed business case that is under preparation	2018	2027	\$13,560,000	\$60,000	\$1,200,000	\$1,200,000		1
34	ORC	Wakatipu Public Transport Hub Improvement - ORC Support	Improved customer experience and attractiveness of public transport: contribution to bus hub technology improvements	2020	2021	\$1,500,000	\$0	\$0	\$750,000		1

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
35	QLDC	Public transport hub, Queenstown Town Centre	A new Public and Passenger Transport hub in Queenstown Town Centre, nominally on Stanley Street.	2019	2019	\$5,225,000	\$0	\$5,225,000	\$0		1
36	QLDC	Park and Ride Transport Services	The provision of parking facilities at appropriate locations. Connecting to major public transport hubs for Queenstown and Frankton, possibly located at Arrow Junction and Jacks Point.	2018	2018	\$300,000	\$300,000	\$0	\$0		1
				2019	2021	\$2,700,000	\$0	\$1,000,000	\$1,000,000		
37	QLDC	Water taxi service/ferry network	Investigation and implementation of water-based infrastructure to support water transport.	2018	2024	\$4,635,000	\$100,000	\$0	\$0		1
				2020	2023	\$1,064,000	\$0	\$0	\$305,000		
Activity Class 4 Total							\$17,847,727	\$24,994,241	\$22,690,358		

Table N: Maintenance and Operations of Local Roads – Otago, Activity Class 8

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
38	CODC	Maintenance, Operations and Renewals Programme 2018-21	We will deliver safe and reliable infrastructure services which support our local economy and communities, in a manner which is affordable, sustainable, and equitable for current and future generations.	2018	2020	\$24,018,407	\$7,973,961	\$8,044,614	\$7,999,832	N/a	N/a
39	CDC	Maintenance, Operations and Renewals Programme 2018-21	A safe and resilient roading network.	2018	2020	\$36,767,516	\$11,901,500	\$12,226,103	\$12,639,913	N/a	N/a
				2018	2020	\$719,661	\$194,200	\$131,483	\$393,978		
40	DOC	Maintenance, Operations and Renewals Programme 2018-21	To enable DOC to function as an effective road controlling authority with other RCAs and RTCs as part of one network.	2018	2020	\$556,841	\$60,878	\$60,878	\$114,953	N/a	N/a
41	DCC	Maintenance, Operations and Renewals Programme 2018-21	The programme will provide a safe, resilient network with appropriate level of service that will support economic activity and provide a choice of transport modes across a well-coordinated system.	2018	2020	\$77,962,833	\$25,255,321	\$26,231,479	\$26,476,033	N/a	N/a
42	ORC	Maintenance, Operations and Renewals Programme 2018-21	Maintenance of stock effluent disposal sites within the Otago region for which ORC is responsible, to remove effluent nuisance and adverse safety effects from effluent discharged onto our inter-regional state highways.	2018	2020	\$414,000	\$135,000	\$138,000	\$141,000	N/a	N/a

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
43	QLDC	Maintenance, Operations and Renewals Programme 2018-21	The Local Roads Maintenance Programme looks to support delivery of transport services to QLDC customers while providing for unprecedented growth and demand. QLDC must build data and systems to better understand the challenges of the district and look to optimise network management through the application of best practice, considering growth predictions in all activities, and providing a value for money service.	2018	2020	\$33,358,350	\$10,667,500	\$11,003,600	\$11,687,250	N/a	N/a
				2018	2020	\$5,160,180	\$1,670,420	\$1,706,920	\$1,783,470		
				2018	2020	\$3,664,300	\$1,389,000	\$1,262,750	\$1,012,550		
44	WDC	Maintenance, Operations and Renewals Programme 2018-21	To provide a safe, effective, efficient and affordable service (road network) to customers that is fit for purpose.	2018	2020	\$29,124,289	\$9,423,625	\$9,669,962	\$10,000,681	N/a	N/a
Activity Class 8 Total							\$68,671,405	\$70,505,809	\$72,249,660		

Table O: Maintenance and Operations of State Highways – Otago, Activity Class 9

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
45	NZTA	Maintenance Operations and Renewals Programme 2018-21	<p>This maintenance programme aims to sustain current levels of service and incrementally improve these where there is gap against the ONRC targets with improving long-term efficiency without undue service or investment risk. Note that service level improvements are provided by the capital improvements programme under the relevant activity class. The focus is on:</p> <ul style="list-style-type: none"> maintaining and incrementally improving customer service levels against the ONRC targets despite ongoing growth in demand, and in the performance, size and complexity of the network responding to events and incidents to minimise their adverse impact and duration on service levels improving efficiency of long-term service delivery continual improvement managing service risk and investment risk sustainably. <p>The focus of the maintenance programme is on fully achieving an optimised sustainable customer experience in our transport system through best value for money invested. Please refer to State Highway Investment Proposal (SHIP) that covers planning, maintenance, operations and improvements activities to be delivered over the next ten years, making it a complete picture of how we plan, operate, maintain and improve the state highway network to deliver its vital role in enabling safe and efficient journeys while achieving value for money.</p>	2018	2020	\$117,338,864	\$36,433,451	\$41,641,704	\$39,263,709	N/a	N/a
Activity Class 9 Total							\$36,433,451	\$41,641,704	\$39,263,709		

Table P: Local Road Improvements – Otago, Activity Class 12

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
46	CODC	Low cost / low risk improvements 2018-21		2018	2020	\$3,577,000	\$925,000	\$902,000	\$1,750,000	N/a	N/a
47	CDC	Replacement of the Hina Hina Bridge	Replacement of the Hina Hina Bridge.	2018	2018	\$105,000	\$105,000	\$0	\$0	1	1
				2019	2019	\$2,624,000	\$0	\$2,624,000	\$0		
48	CDC	Low cost / low risk improvements 2018-21		2018	2020	\$5,071,000	\$1,593,000	\$1,723,000	\$1,755,000	N/a	N/a
49	CDC	Low cost / low risk improvements 2018-21	Special Purpose Roads	2018	2020	\$260,000	\$130,000	\$90,000	\$40,000	N/a	N/a
50	DOC	Low cost / low risk improvements 2018-21		2018	2020	\$100,000	\$0	\$0	\$100,000	N/a	N/a
51	DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of the central city area in Dunedin.	2018	2024	\$17,507,000	\$258,000	\$1,063,000	\$2,188,000	1	1
52	DCC	Street Light Renewal With LED	Renewal of street light luminaires at the end of life with LED with acceleration for the complete street light network to complete the network change with safety.	2017	2020	\$9,426,000	\$3,096,000	\$3,189,000	\$1,641,000	2	2
53	DCC	Low cost / low risk improvements 2018-21		2018	2020	\$9,567,000	\$3,096,000	\$3,189,000	\$3,282,000	N/a	N/a

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
54	DCC	Tertiary Precinct Improvement Project	Upgrade to streets surrounding the tertiary campuses to improve accessibility and safety by foot and cycle, and also the streetscape,	2018	2022	\$6,712,200	\$309,600	\$1,700,800	\$1,750,400	1	1
55	QLDC	Crown Estate access Glenorchy Roads	Crown Estate access to Glenorchy roads.	2020	2020	\$300,000	\$0	\$0	\$300,000	N/a	N/a
56	QLDC	Housing Infrastructure Fund project, Ladies Mile	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 the state highway.	2018	2018	\$500,000	\$500,000	\$0	\$0	1	1
				2019	2020	\$5,600,000	\$0	\$1,400,000	\$4,200,000		
57	QLDC	Housing Infrastructure Fund project, Quail Rise to Hawthorne Drive	Housing Infrastructure Fund. The Quail Rise South project borders the existing Quail Rise residential development and SH6. The road will link Ferry Hill Drive to the roundabout at the intersection of SH6 and Hawthorne Drive.	2018	2018	\$628,766	\$0	\$403,809	\$224,957	1	1
				2019	2020	\$7,510,957	\$0	\$0	\$4,848,709		
58	QLDC	Low cost / low risk improvements 2018-21	Local road network	2018	2020	\$11,103,000	\$3,434,000	\$3,726,000	\$3,943,000	N/a	N/a
59	QLDC	Low cost / low risk improvements 2018-21	Special purpose roads	2018	2020	\$5,882,100	\$2,115,700	\$2,000,700	\$1,765,700	N/a	N/a
60	QLDC	Queenstown Traffic Management Facilities	Queenstown traffic management facilities. Consolidation of services, information and technologies to manage and operate intelligent traffic systems. Part of master-planning.	2018	2023	\$7,945,000	\$1,910,500	\$1,764,500	\$675,500	1	1

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
61	WDC	Kakanui Point Bridge Design & Construction 2019-21	Design and construction of a replacement bridge over the Kakanui River.	2019	2019	\$500,000	\$0	\$500,000	\$0	3	1
				2020	2020	\$6,500,000	\$0	\$0	\$6,500,000		
62	WDC	Low cost / low risk improvements 2018-21	Minor Improvements are aligned with the objective of the Activity and Asset Management Plans in achieving value for money and a fit-for-purpose network, while making sure the program is aligned and complies with the Safe System approach.	2018	2020	\$6,331,000	\$1,970,000	\$1,950,000	\$2,411,000	N/a	N/a
Activity Class 12 Total							\$19,442,800	\$26,225,809	\$37,375,266		

Table Q: New and Improved Infrastructure State Highways – Otago, Activity Class 13

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
63	NZTA	Active Road User intersections (Otago)	This project seeks to deliver Safer Intersection treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (Harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This set of projects also contains proposed high-risk intersection treatments	2018	2018	\$89,666	\$89,666	\$0	\$0		2
				2018	2019	\$181,114	\$90,241	\$90,873	\$0		
				2020	2020	\$3,109,611	\$0	\$0	\$3,109,611		
64	NZTA	Beaumont bridge replacement	Replacement bridge and approach realignment. Existing bridge is 133-years-old with an estimated remaining structure life of 5-10 years.	2018	2019	\$17,060,000	\$3,396,758	\$13,560,642	\$0	3	2
65	NZTA	Grant Rd to Kawarau Falls Bridge Improvements	Work 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	2018	2018	\$382,159	\$382,159	\$0	\$0		1
				2018	2019	\$1,604,077	\$803,138	\$800,939	\$0		
				2018	2021	\$20,014,903	\$4,859,652	\$4,970,426	\$5,055,982		
66	NZTA	Low cost / low risk improvements 2018-21		2018	2020	\$12,243,911	\$3,997,105	\$4,088,217	\$4,158,589	N/a	N/a

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
67	NZTA	ITS Improvement Programme	Introduction of intelligent transport systems across the transport network (both rural roads and urban areas), to provide customers with near real-time information.	2018	2020	\$9,737,011	\$2,958,105	\$2,386,327	\$4,392,201	3	2
68	NZTA	SH1 Mosgiel to Milton Safety Management	This project seeks to deliver Safety Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Current Safe Roads Alliance Programme	2018	2018	\$272,200	\$272,200	\$0	\$0		2
				2018	2019	\$549,809	\$273,944	\$275,865	\$0		
				2020	2020	\$9,439,890	\$0	\$0	\$9,439,890		
69	NZTA	SH6 Cromwell to Queenstown Safer Corridor and Resilience	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification. This corridor is also in the proposed new Safe Roads Alliance corridors. Proposed resilience improvements at locations along the SH6.	2018	2018	\$922,278	\$922,278	\$0	\$0		2
				2018	2019	\$1,862,881	\$928,187	\$934,694	\$0		
				2020	2020	\$31,984,571	\$0	\$0	\$31,984,571		

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
70	NZTA	Ladies Mile Corridor Improvements	Capacity and safety issues related to Howards Drive, which is the only access to the Lake Hayes Estate residential development. Development down Stalker, Lower Shotover and Tucker Beach Roads, require corridor and access improvements. Further population growth predicted for the area.	2017	2018	\$3,058,653	\$0	\$0	\$3,058,653	3	1
				2018	2018	\$266,853	\$266,853	\$0	\$0		
				2020	2020	\$1,026,000	\$0	\$0	\$1,026,000		
71	NZTA	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	2020	2021	\$1,128,600	\$0	\$0	\$822,773		1
72	NZTA	SH6A Corridor Improvements	Corridor improvements to relieve congestion and improve access from side roads	2018	2018	\$525,435	\$320,235	\$0	\$0		1
				2019	2019	\$575,822	\$216,911	\$540,911	\$0		
				2020	2021	\$15,962,701	\$0	\$255,948	\$5,626,650		
				2020	2020	\$3,078,000	\$0	\$0	\$3,078,000		

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
73	NZTA	SH8 Lawrence to Burma Rd Safer Corridor	This project seeks to deliver Safer Corridor/Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.	2018	2018	\$144,106	\$144,106	\$0	\$0		2
				2018	2019	\$291,075	\$145,029	\$146,046	\$0		
				2020	2020	\$4,997,590	\$0	\$0	\$4,997,590		
74	NZTA	SH8/SH8B Intersection Improvement	Safe System Transformation works to convert the intersection to a safer arrangement (e.g. priority controlled to a roundabout)	2018	2018	\$80,059	\$80,059	\$0	\$0		2
				2018	2019	\$161,709	\$80,572	\$81,137	\$0		
				2020	2020	\$2,776,438	\$0	\$0	\$2,776,438		
75	NZTA	SH88 Safety Management	This project seeks to deliver Safety Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Current Safe Roads Alliance Programme. This corridor is also an item in the 20 Year view programme. <i>Note at time of publication: it is not clear whether this is the already-committed project (in Table 12) or further work proposed by NZTA.</i>	2018	2018	\$60,845	\$60,845	\$0	\$0	1	1
				2018	2019	\$122,899	\$61,235	\$61,664	\$0		
				2020	2020	\$2,110,093	\$0	\$0	\$2,110,093		

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
76	NZTA	Stanley St Corridor Improvements (Queenstown Town Centre DBC)	<p>A new town centre arterial will improve access and efficiency particularly for public transport and to facilitate access to a new town centre public transport hub and provides access to plan change 50 area. The development of the new town centre public transport hub is an integral part of this project.</p> <p>This will be a joint activity with QLDC. Moreover, this is the same project as QLDC project 84. A cost-sharing agreement will be needed.</p>	2017	2018	\$1,667,250	\$1,359,450	\$0	\$0	1	1
				2019	2019	\$4,398,352	\$0	\$2,197,559	\$2,200,793		
				2020	2020	\$10,260,000	\$0	\$0	\$10,260,000		
Activity Class 13 Total							\$21,709,116	\$30,391,248	\$94,097,834		

Table R: Regional Improvements – Otago, Activity Class 20

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
77	NZTA	Dunedin - Fairfield Safety Improvements	Infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. Part of the Safer Journeys - Roads & Roadsides business case. Improved safety for all road users. Reduction in crash rates and severity of crashes that are unavoidable. <i>Note (mid-2018): this is assumed to be a continuation of this already-committed project</i>	2019	2019	\$5,541,426	\$1,053,095	\$0	\$0		1
78	NZTA	SH1 Oamaru to Dunedin Safety Management and Resilience	This project is an amalgamation of both safety and resilience activities that overlap along this corridor. This project seeks to deliver Safety Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Current Safe Roads Alliance Programme. This corridor is also in the quick-win median barriers programme, 20-year view programme and is a high-benefit speed management corridor. The project also seeks to treat coastal erosion along Katiki straight, which is currently being monitored but requires a long-term solution.	2018	2018	\$704,517	\$704,517	\$0	\$0	1	1
				2018	2019	\$1,423,036	\$709,033	\$714,003	\$0		
				2020	2026	\$33,666,659	\$0	\$0	\$24,432,659		
79	NZTA	SH6 Ladies Mile Corridor Improvements	Capacity and safety issues related to Howards Drive which is the only access to the Lake Hayes Estate residential development. Development down Stalker, Lower Shotover & Tucker Beach Rds require corridor and access improvements. Further population growth predicted for the area	2019	2019	\$3,938,099	\$0	\$544,400	\$0	1	1

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
80	NZTA	SH6, SH8B, SH8 Gibbston to Clyde Corridor Improvements	This project is an amalgamation of both safety and resilience activities that have overlapping geographical locations along this corridor. Prior to the amalgamation, this project was named Nevis Bluff Rockfall Protection. This project seeks to deliver Safer Corridor/Management treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification. Ongoing work by Opus under NMM contract but capital project required. International peer review recommends staged physical catch fences	2018	2018	\$48,035	\$48,035	\$0	\$0		2
				2018	2019	\$97,025	\$48,343	\$48,682	\$0		
				2020	2020	\$1,665,863	\$0	\$0	\$1,665,863		
81	NZTA	Visiting Driver Signature Project Otago	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas, barriers. This aims for a reduction in tourist driver related crashes and where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	2019	2019	\$4,822,568	\$2,274,080	\$0	\$0	1	1
82	QLDC	Ballantyne Road Seal extensions	Ballantyne Road seal extensions.	2018	2018	\$2,100,000	\$2,100,000	\$0	\$0	1	1
83	QLDC	Crown Estate access, Mt Aspiring	Crown Estate access to Mt Aspiring.	2020	2020	\$100,000	\$0	\$0	\$100,000	N/a	N/a

Item No	Organisation Name	Project Name	Project Description	Start Year	End Year	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2015/18 RLTP	Regional Priority 2018/21 RLTP
84	QLDC	Queenstown Town Centre Arterial	A new town centre arterial will improve access and efficiency, particularly for public transport, will facilitate access to a new town centre public transport hub and provide access to the area of plan change 50. Development of the new town centre public transport hub is an integral part of this project. This will be a joint activity with NZTA. Moreover, this is the same project as NZTA project 76. A cost-sharing agreement will be needed.	2018	2021	\$7,246,000	\$250,000	\$2,352,000	\$637,000	1	1
				2020	2023	\$97,604,000	\$0	\$0	\$15,510,000		
				2018	2021	\$34,634,000	\$0	\$16,337,000	\$18,297,000		
85	QLDC	Queenstown Traffic Management Facilities	Queenstown traffic management facilities. Consolidation of services, information and technologies to manage and operate intelligent traffic systems. Part of master-planning.	2019	2019	\$30,000	\$20,000	\$10,000	\$0	1	1
86	QLDC	Shotover River Bridge (Arthurs Point) Duplication	Additional crossing near the Edith Cavell bridge for all modes.	2020	2020	\$500,000	\$0	\$0	\$500,000	1	1
87	QLDC	Wanaka Master Plan	Reviewing network connections and movements through the town and surrounding areas to optimise transport efficiency and multi modal options	2019	2019	\$500,000	\$0	\$500,000	\$0		N/a
Activity Class 20 Total							\$7,207,103	\$20,506,085	\$61,142,522		

Table S: Otago Ten Year Forecast

Organisation name	Activity Class	Activity Class Name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
CODC	1	Transport planning	\$54,158	\$70,356	\$94,676	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CODC	2	Road safety promotion	\$93,237	\$83,555	\$109,000	\$98,400	\$98,400	\$98,400	\$101,455	\$104,509	\$107,661	\$110,911
CODC	8	Local road maintenance	\$6,613,141	\$6,853,250	\$7,755,091	\$7,973,961	\$8,044,614	\$7,999,832	\$8,113,671	\$8,211,906	\$8,602,931	\$8,903,067
CODC	12	Local road improvements	\$263,564	\$261,524	\$765,726	\$925,000	\$902,000	\$1,750,000	\$1,161,000	\$419,000	\$429,000	\$440,000
Central Otago District Council Total			\$7,024,100	\$7,268,685	\$7,024,100	\$7,268,685	\$8,724,493	\$8,997,361	\$9,045,014	\$9,848,232	\$9,376,126	\$8,735,415
CDC	1	Transport planning	\$0	\$179,100	\$0	\$65,100	\$103,203	\$70,317	\$72,427	\$110,542	\$77,657	\$79,754
CDC	2	Road safety promotion	\$64,660	\$66,300	\$67,840	\$105,000	\$110,000	\$113,000	\$116,000	\$119,000	\$122,000	\$125,000
CDC	8	Local road maintenance	\$11,822,728	\$11,118,565	\$13,572,808	\$12,095,700	\$12,357,586	\$13,033,891	\$13,580,103	\$14,024,249	\$14,367,265	\$14,749,846
CDC	12	Local road improvements	\$441,494	\$3,113,401	\$1,921,669	\$1,828,000	\$4,437,000	\$1,795,000	\$1,767,000	\$1,926,000	\$2,063,000	\$2,093,000
Clutha District Council Total			\$12,328,882	\$14,477,366	\$15,562,317	\$14,093,800	\$17,007,789	\$15,012,208	\$15,535,530	\$16,179,791	\$16,629,922	\$17,047,600
DOC	8	Local road maintenance	\$0	\$0	\$0	\$60,878	\$60,878	\$114,953	\$114,953	\$114,953	\$114,953	\$114,953
DOC	12	Local road improvements	\$0	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$0
Department of Conservation Total			\$0	\$0	\$0	\$60,878	\$60,878	\$214,953	\$114,953	\$114,953	\$114,953	\$114,953
DCC	1	Transport planning	\$0	\$0	\$0	\$151,600	\$100,000	\$206,300	\$100,000	\$100,000	\$100,000	\$100,000
DCC	2	Road safety promotion	\$558,833	\$466,782	\$181,644	\$650,969	\$665,941	\$681,258	\$696,926	\$712,956	\$729,354	\$746,129
DCC	3	Walking and cycling improvements	\$418,589	\$851,348	\$1,767,787	\$980,400	\$7,972,500	\$8,205,000	\$2,810,000	\$2,882,500	\$2,952,500	\$3,020,000
DCC	8	Local road maintenance	\$18,388,721	\$22,704,717	\$36,130,669	\$25,255,321	\$26,231,479	\$26,476,033	\$28,808,520	\$29,103,918	\$29,431,126	\$29,764,878
DCC	12	Local road improvements	\$2,756,355	\$2,853,488	\$8,120,567	\$22,239,600	\$25,086,800	\$19,254,400	\$8,542,400	\$8,071,000	\$7,086,000	\$7,248,000
Dunedin City Council Total			\$22,122,498	\$26,876,335	\$46,200,667	\$49,277,890	\$60,056,720	\$54,822,991	\$40,957,846	\$40,870,374	\$40,298,980	\$40,879,007
NZTA	1	Transport planning	\$275,450	\$596,804	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NZTA	3	Walking and cycling improvements	\$443,145	\$863,237	\$4,940,546	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NZTA	9	State highway maintenance	\$27,596,562	\$27,793,331	\$37,757,137	\$36,433,451	\$41,641,704	\$39,263,709	\$43,804,692	\$45,315,954	\$46,879,354	\$47,960,468

Organisation name	Activity Class	Activity Class Name	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
NZTA	13	State highway improvements	\$11,981,646	\$1,912,327	\$15,016,206	\$13,892,105	\$19,554,217	\$32,621,589	\$14,824,000	\$7,050,000	\$15,491,000	\$8,220,000
NZTA State Highways Total			\$40,296,803	\$31,165,699	\$57,713,889	\$50,325,556	\$61,195,921	\$71,885,298	\$58,628,692	\$52,365,954	\$62,370,354	\$56,180,468
ORC	1	Transport planning	\$274,333	\$481,391	\$347,000	\$527,522	\$559,429	\$587,953	\$533,639	\$574,518	\$563,138	\$601,197
ORC	4	Public transport	\$6,994,865	\$11,197,916	\$11,804,000	\$18,507,770	\$20,558,835	\$19,521,893	\$21,195,029	\$22,746,210	\$21,261,388	\$21,789,423
ORC	8	Local road maintenance	\$0	\$0	\$0	\$135,000	\$138,000	\$141,000	\$0	\$0	\$0	\$0
ORC	12	Local road improvements	\$0	\$10,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Otago Regional Council Total			\$7,269,198	\$11,689,307	\$13,001,000	\$19,170,292	\$21,256,264	\$20,250,846	\$21,728,668	\$23,320,728	\$21,824,526	\$22,390,620
QLDC	1	Transport Planning	\$54,149	\$22,010	\$191,045	\$1,585,000	\$410,000	\$210,000	\$310,000	\$310,000	\$310,000	\$310,000
QLDC	2	Road safety promotion	\$18,021	\$9,047	\$32,932	\$144,000	\$148,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
QLDC	3	Walking and cycling improvements	\$0	\$0	\$0	\$6,182,000	\$7,658,000	\$10,465,250	\$3,373,250	\$14,785,750	\$9,946,750	\$14,644,000
QLDC	4	Public transport	\$0	\$0	\$0	\$400,000	\$6,225,000	\$1,305,000	\$4,074,000	\$18,409,000	\$1,204,000	\$869,000
QLDC	8	Local road maintenance	\$10,952,125	\$10,663,569	\$10,863,577	\$13,726,920	\$13,973,270	\$14,483,270	\$14,183,270	\$14,183,270	\$14,183,270	\$14,183,270
QLDC	12	Local road improvements	\$1,426,940	\$10,900,153	\$9,954,105	\$10,330,200	\$28,494,009	\$51,001,866	\$32,711,398	\$34,728,800	\$31,093,950	\$1,752,100
Queenstown Lakes District Council Total			\$12,451,235	\$21,594,779	\$21,041,659	\$32,368,120	\$56,908,279	\$77,615,386	\$54,801,918	\$82,566,820	\$56,887,970	\$31,908,370
WDC	1	Transport planning	\$65,811	\$56,687	\$100,000	\$221,370	\$122,725	\$125,740	\$127,400	\$129,183	\$131,100	\$133,110
WDC	2	Road safety promotion	\$150,000	\$150,000	\$150,000	\$170,200	\$170,200	\$170,200	\$190,000	\$190,000	\$190,000	\$190,000
WDC	8	Local road maintenance	\$8,688,293	\$8,484,736	\$10,401,635	\$9,423,625	\$9,699,982	\$10,000,681	\$10,240,698	\$10,494,716	\$10,769,630	\$11,060,411
WDC	12	Local road improvements	\$978,737	\$1,408,929	\$2,038,581	\$1,970,000	\$2,450,000	\$8,911,000	\$2,000,000	\$2,062,000	\$2,123,860	\$2,185,452
Waitaki District Council Total			\$9,882,841	\$10,100,352	\$12,690,216	\$11,785,195	\$12,442,907	\$19,207,621	\$12,558,098	\$12,875,899	\$13,214,590	\$13,568,973
Otago Region Total			\$111,375,557	\$123,172,523	\$174,934,241	\$186,079,092	\$237,973,772	\$268,857,535	\$213,701,831	\$237,029,934	\$220,480,887	\$191,543,969

4.4 Other activities for 2018-21

Table T: Footpath Maintenance, Southland and Otago combined

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
GDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective and efficient footpath network that will meet the needs not only our aging population but also accommodate the multi modal requirements of our public.	\$1,137,000	\$368,000	\$379,000	\$390,000	N/a
ICC	To Be Confirmed By NZTA	ICC Footpath Maintenance and Renewals	To provide a safe, effective, efficient and affordable cycleways and footpath network for customers that is fit for purpose for all mobility and access users. (Costs include planned renewals are as outlined in the Rooding AMP).	\$5,698,760	\$1,854,900	\$1,904,200	\$1,939,660	N/a
SDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths	To provide people with a safe, well designed and well-maintained footpath network to access their homes, schools etcetera, so that people are well connected and can commute safely, effectively, and efficiently.	\$2,250,000	\$750,000	\$750,000	\$750,000	N/a
Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CODC	To Be Confirmed By NZTA	Maintenance and Operations of Footpaths and Footbridges 2018/21	To provide a safe, accessible and effective existing footpath network to customers. To ensure delivery of CODC's Customer Levels of Service, aligned to ONRC outcomes.	\$420,000	\$140,000	\$140,000	\$140,000	N/a

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CODC	To Be Confirmed By NZTA	Renewals of Footpaths 2018/21	To provide a safe, accessible and effective existing footpath network to customers. To ensure delivery of CODC's Customer Levels of Service, aligned to ONRC outcomes. To address footpath renewals work bow-wave for Cromwell assets coming to end of 30-year lives.	\$920,000	\$0 *	\$460,000	\$460,000	N/a
CODC	To Be Confirmed By NZTA	Maintenance and Operations of Cycle Trails 2018/21	CODC provides co-funding for cycle trails maintenance throughout the District to support the management of the existing trails network.	\$300,000 **	\$100,000	\$100,000	\$100,000	N/a
CDC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective, efficient and affordable service (footpath network), contributing towards the Community Outcomes of: <ul style="list-style-type: none"> a safe and supportive community roading infrastructure that sustainably supports the community and economy. 	\$1,870,411	\$604,537	\$623,275	\$642,599	N/a
DCC	To Be Confirmed By NZTA	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, connected, efficient network that delivers an appropriate level of service. Work includes renewal of 8.21% of the network. This is to address historical underspend which has resulted in 22% of the network being in poor or very poor condition.	\$13,649,700	\$4,538,000	\$4,549,800	\$4,561,900	N/a

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
QLDC	8	Maintenance, Operations and Renewals of Footpaths 2018/21	To provide a safe, effective, efficient and affordable service (footpath network) to customers that is fit for purpose. Note, these budget figures indicative only. QLDC has a network of approx.236km of footpath districtwide (with only 4.9km identified for use by both pedestrian and cyclist). A condition assessment is currently underway to understand the existing level of service gaps to be complete by the end of this month. This report will inform a programme of works and refine the budget.	\$600,000	\$200,000	\$200,000	\$200,000	N/a
WDC	To Be Confirmed By NZTA	Footpath operations and maintenance	Waitaki District Council Levels of Service require 96% fit-for-purpose	\$598,681	\$193,500	\$199,499	\$205,683	N/a
WDC	To Be Confirmed By NZTA	Footpath renewals	Waitaki District Council Levels of Service require 96% fit for purpose	\$1,290,000	\$430,000	\$430,000	\$430,000	N/a

Table U: Other Potential Projects, Otago and Southland combined

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
GDC	12	Reaby Rd.track. Access to the Hokonuis	To establish a much-needed safe cycle connection between Gore township and the Hokonui Mountain Bike tracks.	\$130,000	\$130,000	\$0	\$0	Not Prioritised
GDC	12	Flood bank cycle/walkway	To create a safe off the carriageway pathway between east Gore and south Gore via the flood banks for both cycle and pedestrian use.	\$258,000	\$0	\$258,000	\$0	Not Prioritised
GDC	12	Reaby Rd.track. Access to the Hokonuis	To establish a much-needed safe cycle connection between Gore township and the Hokonui Mountain Bike tracks.	\$130,000	\$130,000	\$0	\$0	Not Prioritised
ICC	12	Bluff to Invercargill Heartland (B21)	To complete the Heartland Ride, for the Bluff to Invercargill, and the southern end of the Te Araroa Trail. Works will extend the current sections and complete the outstanding trail.	\$950,000	\$600,000	\$350,000	\$0	Not Prioritised
ICC	12	Bluff to Invercargill Heartland- Bluff to Stirling Point	To connect the Heartland Ride (and the southern end of the Te Araroa Trail) from Bluff township to Stirling Point, (including the tourist access for Stewart Island Ferry Wharf) through Bluff urban township along SH1. Works include: to calm and manage suitable travel speeds for all users within the existing road corridor, some off road sections for the 2.2km to Stirling Point.	\$350,000	\$0	\$0	\$350,000	Not Prioritised

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
ICC	12	ICC Around the City Trail	To construct and complete the Round the City ride via the Southern Greenway and on Road (via Rockdale and Racecourse Roads) to existing stopbank trails. Approximate length 11km	\$650,000	\$0	\$0	\$650,000	Not Prioritised
ICC	12	Heartland ICC Urban	To complete the Invercargill section of the Heartland Ride – Lumsden to Invercargill (Steele Road to CBD) with an alternative option for travel on SH6 North Road.	\$450,000	\$0	\$0	\$450,000	Not Prioritised
ICC	12	ICC CBD to Oreti Beach	To complete construction of the improvements for the connection of cycleway to Oreti Beach (and to support the Te Araroa Trail to Invercargill CBD section of the Trail)	\$300,000	\$0	\$0	\$300,000	Not Prioritised
SDC	3 or 12	Edendale to Wyndham pedestrian / cycle link	To provide a safe, effective and efficient active mode link between Edendale and Wyndham.	\$950,000	\$0	\$50,000	\$900,000	Not Prioritised
SDC	3 or 12	Completion of Te Anau to Manapouri Cycle Link (Lake2Lake)	To complete the facilities and infrastructure required to move vulnerable road user off the State Highway in order to improve road safety and enhance the tourist experience including providing an alternative mode link between Te Anau and Manapouri.	\$370,000	\$290,000	\$40,000	\$40,000	Not Prioritised
SDC	3 or 12	Safety Improvements along Mavora Lakes and Mount Nicholas Road	Carry out safety improvement works to reduce conflict between modes.	\$950,000	50,000	950,000	\$0	Not Prioritised

Note: ICC's local share may not be available for some or all of the listed projects due to the mismatch between the timeframes for developing the RLTP and ICC's LTP.

Organisation Name	Activity Class	Project Name	Project Description and Objective	Total Cost All Years	Cost 2018/19	Cost 2019/20	Cost 2020/21	Regional Priority 2018/21 RLTP
CDC	3 or 12	Lawrence to Waihola Cycle Trail	To complete the facilities and infrastructure required on the District's partially completed Clutha Gold Trail, thus effectively completing the linking of Roxburgh to Dunedin, with Dunedin to Waihola being a shared roadway as part of the Southern Scenic Route.	\$1,000,000	\$0	\$1,000,000	\$0	Not Prioritised
CODC	To Be Confirmed	'Missing links' on the Four Great rides across Central Otago & Queenstown Lakes	Upper Clutha (Wanaka - Bannockburn) Kawarau Gorge (Gibbston - Bannockburn) Cromwell Gorge (Bannockburn - Clyde) Roxburgh Gorge (Drs Point - Shingle Creek + Alexandra Bridging project)	Yet to be estimated				Not Prioritised
WDC	12	Alps2Ocean	Construction of Alps 2 Ocean off SH83, Benmore to Aviemore, Quailburn and Lake Ohau Roads. Completion of the existing cycle trail as part of the Heartland Ride Network.	\$2,550,000	\$950,000	\$800,000	\$800,000	Not Prioritised
WDC	1	Oamaru to Palmerston Cycle Trail	Programme Business Case development for next stage of Waitaki Heartland Ride Network	\$150,000	\$0	\$0	\$150,000	Not Prioritised
WDC	To Be Confirmed By NZTA	Alps2Ocean	Maintenance of the existing cycle trail as part of the Heartland Ride Network.	\$900,000	\$300,000	\$300,000	\$300,000	Not Prioritised
WDC	4	Waitaki Whitestone Geopark	Programme, Indicative and Detailed Business Case development	\$250,000	\$250,000	\$0	\$0	Not Prioritised
WDC	12	Waitaki Whitestone Geopark	Design and Construction	\$7,750,000		\$3,750,000	\$4,000,000	Not Prioritised

Note: CODC's cycle and footpath projects are included in their Low Cost Low Risk program submitted for NLTP approval: these are the Bannockburn Road cycle path (Cromwell to Bannockburn Bridge section) and pedestrian crossing point upgrades, Waenga Drive.

Table V lists additional projects that the RTCs wish NZTA to co-fund in 2018-21.

Table V: Additional projects the RTCs wish to see delivered in 2018-2021

Topic	Types of activities we are looking to invest in	Projects the RTCs wish to see delivered in 2018-2021
Walking and cycling	<ul style="list-style-type: none"> Greater level of footpath maintenance More cycleways (as per section 2.4) 	<ul style="list-style-type: none"> Footpath maintenance- see Table T Cycle ways – see Table U
Safety	<ul style="list-style-type: none"> Road improvements targeting safety Better conversations around road risk as a prerequisite to behaviour change programmes 	<ul style="list-style-type: none"> Safety improvements to the intersection of SH93 and SH1, at Maitai, Southland region: a NZTA project, with estimated cost of \$1.5M, duration 2018-21) Improvements to the safety of pedestrians and cyclists at intersections in Southland, focusing on Invercargill (i.e. an active road user safety project (for intersections) Improvements in North Oamaru to provide safe access (estimated cost of \$2.3M, duration 2018-20) Continuance of <i>Any Number is Too Many</i> programme of community engagement and better conversations around road risk, as a coordinated Otago Southland initiative
Resilience	<ul style="list-style-type: none"> Keeping key routes open 	<ul style="list-style-type: none"> Nevis Bluff rockfall protection capital investment needed for a long-term solution
Transport and tourism	<ul style="list-style-type: none"> Making tourist routes more fit-for-purpose 	<ul style="list-style-type: none"> Detailed business case, for Otago and Southland regions
Integrated transport and landuse planning	<ul style="list-style-type: none"> Placemaking designed, to delivering on the GPS Changes to the transport system to support the redevelopment of Dunedin hospital 	<ul style="list-style-type: none"> Queenstown and Frankton place-making activities Wanaka place-making activities A substantive start on delivering the integrated transport strategy for Dunedin including the central city, campus areas, hospital rebuild, and harbourside Planning of the transport work needed alongside the redevelopment of Dunedin hospital: (1) a NZTA project, with estimated cost of \$200,000 for 2028/19, i.e. one-year duration, for NZTA's input to this planning; (2) a DCC project, with estimated cost of \$200,000 for 2028/19, i.e. also of one-year duration, for DCC's input to this planning.
Freight	<ul style="list-style-type: none"> Achieving freight mode shift from road to rail and/or coastal shipping 	<ul style="list-style-type: none"> Development of an action plan for shifting freight from road to rail and coastal shipping, as part of the South Island work Update of the strategic transport model for Southland and Clutha (to allow modelling of various options as they present themselves) Development of a strategic model for Otago for this purpose

4.5 Projects that the RTCs would like to see developed in future RLTPs

This sub-section lists these projects that the combined RTCS wish to see progressed in the next RLTP (i.e. for 2021/22 – 27/28).

1. Making SH94 a fit-for-purpose visitor route.
2. Making the Southern Scenic Route a fit-for-purpose visitor route.
3. Transport projects to support the creation of the Waitaki Whitestone Geopark.
4. If Queenstown Airport Corporation's dual airport concept goes ahead: further improvement to State highway 6 through Kawarau Gorge, also the Crown Range Road (i.e. to the journey between Wanaka and Queenstown).
5. Widening of Mt Aspiring Road, QLDC, to improve access to the crown estate / back country.
6. A South Island project of integrated transport journey improvements.
7. A South Island project aimed at improving the resilience and security of the transport network.
8. A South Island project aimed at realising opportunities for shifting freight from road to rail and coastal shipping.
9. Improvement to SH1: flood mitigation at Hilderthorpe.
10. Improvement to SH1: further erosion protection of Katiki Straight, as required over time.
11. Improvement of the intersection of State Highways 1 and 83.
12. Replacement of the Albert Town bridge, Queenstown Lakes District.
13. Improvement of the Mt Iron intersection, Wanaka.
14. An additional bridge at Arthurs Point, Queenstown.
15. A two-lane bridge to replace the one-lane bridge over the Lindis River on SH8 near the intersection with Ardgour Road.
16. Improvement of the intersection of Pine Hill Road and Great King Street, Dunedin.
17. Replacement of the one lane bridge at Riverton.
18. Projects that give effect to the Southland Cycling Strategy.
19. Development and implementation of an Otago Cycling Strategy, including strategy for Dunedin urban cycleways and specifically use of the Caversham Tunnel.
20. A commuter cycling bridge over the Shotover River, Queenstown.

Appendices

Appendix 1. Clarifying the appropriate role for each transport mode

This section explains the role the RTCs expect each mode of transport will play over the next three to ten years. This explanation is intended to guide the participating organisations as they implement those projects that NZTA decides to fund.

It is worth noting the transport needs for rural communities are different to those of urban ones and solutions need to be targeted to these different needs. This may require, in some instances, prioritising the value of the local roading network for light vehicle and heavy traffic over the more urban focus on public transport.

It is worth noting that different rates of road trauma associated with each mode⁶⁰. Shifting some trips from car to public or active transport would have safety benefits, as well as resilience benefits.

Freight – road, rail

Industrial, agricultural and commercial activity gives rise to freight on road and rail networks, both within the regions and inter-regionally. The volume of freight carried within and through Otago and Southland is expected to increase significantly during the outlook of this plan. In the short-term (at least), a large proportion of the regions' freight will continue to be moved on the road network. Good rural roading and state highway networks are therefore essential for the regions' economic development. Rural roads provide access to areas of primary production. Our local authorities face increasing challenges in maintaining rural roads appropriate for heavy vehicles transporting primary products, given the councils' small rating bases and the significant length of road network involved, much of it unsealed.

The state highway network has potential to handle additional volumes of freight. These plans recognise the importance of optimising the operational efficiency of this network for freight traffic. They also recognise that efficiencies are being gained from trucks being able to carry larger and heavier loads, and the need to ensure the roading network, including bridges, can accommodate this. Hubs to allow freight movement onto higher capacity vehicles will support this. This will be particularly important when oil supply shortages make it imperative to reduce fuel usage.

Rail freight is appropriate not only for the movement of high volumes of goods over long distances between key production and distribution nodes, but also for domestic freight over shorter distances. Rail freight would also play a key role in the event of oil supply shortages. The strategic part of these plans envisage rail as an energy-efficient way of transporting bulk and containerised commodities along the east coast, including to and from the South Island's deepwater ports. Over the long-term, greater access to rail for commercial and industrial activities, as well as for primary production, will support further improvements to the rail network. Intermodal hubs allow freight carriers to switch modes to save costs and reduce carbon footprints and will continue to play a role in the regions' transport networks.

Private motor vehicles and shared transport

For the past few decades, individuals in both urban and rural parts of Otago and Southland have relied on private vehicles for most trips due to the flexibility and convenience a car

⁶⁰ As shown in these two road safety reports on ORC's website::

[Road safety in Otago and Southland regions: the top priorities for action](#)

[Factors causing serious road trauma in each district of the Otago and Southland regions: Results and statistical analyses](#)

provides. Those living in small towns and rural areas are particularly reliant on private vehicles for access to key goods and services. These plans acknowledge that, because people in Otago and Southland are likely to continue to value high levels of mobility and freedom of individual mobility, many will continue to use the private vehicle as their primary mode of transport. Nevertheless, there is a need to gradually reduce reliance on private vehicles, particularly in urban areas, to contain roading costs and to build resilience. Changes in vehicle design are already taking place, such as electric vehicles and self-drive vehicles.

Presently, there are only a few public charging stations for electric vehicles in Otago and Southland. In the longer-term, alternative fuel powered vehicles may require supporting facilities and changes in the way the transport network is used.

These plans consider private vehicle use to be the most appropriate mode of transport over distances that cannot be easily cycled or walked, or in areas without any public transport services. (traditionally, that has been around 2 km for walking and 10 km for cycling, although recent indications are that journeys taken by these modes in NZ are lengthening). For urban areas, these plans seek to develop patterns of settlement and complementary transport systems that will enable, encourage and support people to reduce reliance on private vehicular travel, particularly for short trips. Some people living in rural areas and small towns will continue to rely on the private vehicle for necessary travel, and these plans therefore expect rural communities to have a high degree of self-reliance and self-organisation concerning transport.

The plans envisage that, if the price of oil-based fuels rise and/or transport fuels become scarce at times, people would make much greater use of shared transport using private or community-owned vehicles – whether formal arrangements such as RideShare or informal ones (e.g. neighbourhood ride sharing). In those areas where public transport is unavailable or low frequency, shared transport will fill an important role. There is also a shift happening in urban areas where younger generations are less reliant on the private motor vehicle.

The plans also aim to increase road safety for vulnerable road users, with several projects focusing on the safety of cyclists in particular.

Public passenger transport (scheduled/unscheduled services, taxis, shuttles, private hire)

The plans envisage public passenger transport continuing to play a vital role in supporting community well-being. As the regions' population ages, and with younger generations being less reliant on the private motor vehicle than many other population sectors, the role of public passenger transport and shared transport will grow. New technologies e.g. Mobility as a Service, and new forms of transport e.g. Uber. are changing the nature of public passenger transport.

In busy areas such as Queenstown, scheduled bus services play an important role in easing the current and projected congestion, aided by use of the Mobility as a Service app. Gradually reducing reliance on private motor vehicles is requiring significant investment over time in public transport services and infrastructure, from both the public and the private sectors.

As well as these Wakatipu Basin services, public transport bus networks also operate in Dunedin and Invercargill. Recent improvements to the Dunedin and Wakatipu Basin public transport networks are intended to build patronage while maintaining the viability of these networks. The plans anticipate shuttle services, taxis, the Ministry of Education-funded

school bus network and special education travel assistance continuing to fill the roles they currently play. The public transport network in Invercargill will be operated to meet the basic needs of the community.

Outside these three areas, existing bus services are largely orientated to the visitor market (both domestic and international) and priced accordingly. The services on arterial routes across/through Otago and Southland are either shuttle services or scheduled, inter-regional bus services. Shuttle bus services also support the operation of the off-road cycle networks such as the Great Rides in the two regions. The plans envisage these visitor-oriented services continuing to be an important travel mode in coming decades.

Passenger rail for commuting is unlikely to be viable within the term of this plan, but rail could be used increasingly for transport to special events and for visitor excursions.

For any public transport service, whether existing or new, to be viable, the community must be prepared to support it (e.g. through rates, if necessary), and users must be willing to pay a sufficient share of the operating costs.

If public transport is to be viable outside of regions' urban areas, even at the basic level of service currently available between many towns, then it must be supported by land use planning that concentrates housing within walking and cycling distance of the key roading corridors used by buses.

For public transport use to increase, services need to be accessible for those with disabilities and for older people. This requires attention to roading design and layout, bus infrastructure, including bus stops, plus a greater proportion of the regions' buses and shuttles being accessible.

Collectively, the different forms of public passenger transport provide a means for those without cars, and those who choose not to travel by car, to travel longer distances. Public passenger transport will remain important for those for whom active transport poses a physical challenge.

Walking

The plans seek greater provision of facilities and levels of service for active modes of travel and greater use of these modes – principally walking and cycling – for local trips. An essential component of a sustainable, accessible land transport system, walking is currently considered a suitable mode of transport for short trips (under 2 km) and for connecting different modes (e.g. walking to a bus stop or from a car park to work). Walking also has an important recreational role and contributes to improvements in community wellbeing, public health, the minimisation of environmental effects and the transition to a low emissions economy.

The plans envisage people walking longer distances and more often. The strategic part of these plans seeks to encourage and support higher levels of pedestrian activity through land-use planning that enables people to live within walking distance of local services, including transport services, and through improved pedestrian facilities.

“At a time when the gap between rich and poor is widening, we need to cherish and beautify our footpaths and parks as important, safe and democratic public spaces where people from all cultures, religions, and walks of life can mix and mingle, and enjoy being out and about in a genuinely inclusive society.”

Cycling

The RTCs are seeking to increase the number of people choosing to cycle in urban and peri-urban areas and on cycle trails (as discussed in Section 2.2 above). In Southland region, the multi-agency Ride Southland group is preparing a strategy and business case for cycling facilities in Southland. The strategy, which is being adopted by all four Southland councils, will better coordinate participation in cycling and the safety of this mode.

Making better provision for cycling is not just about providing space on the roads; it also means providing connections between trails and cycling tracks on the one hand, and those parts of the road network used by cycling commuters on the other hand.

Urban and rural connections for walking are also important and often done as part of an Approved Organisation's programme of low cost / low risk projects.

Cycling contributes positively towards a sustainable and accessible transport network, because it is energy efficient, has minimal environmental impacts, is affordable and has associated health and fitness benefits. Increasing the use of cycling will contribute to improvements in community wellbeing, public health and the transition to a low emissions economy.

The plans seek to encourage and enable higher levels of cycling. Reallocating existing roading space to cycling, and providing for cycling in new roading projects, will help increase recognition of the rights of cyclists to safe road space. Provision of good quality cycle facilities within the roading corridor, including separate facilities, will play an important role in increasing the levels of cycling within the two regions. Improved land-use planning practices will also assist in greater levels of cycling activity because local services, as well as transport services, will be more accessible by bicycle.

Continued expansion of cycle tourism, through the provision of quality experiences on trails and the construction of further trails, will help build this sector of the tourist market, aimed at both overseas and domestic visitors. Providing better connections between trails (although this is not a major focus of this plan) will encourage visitors to remain longer in the south.

Other modes of personal transport

The RTCs recognise the need to provide for the safe use of other modes of personal transport such as mobility scooters, electric bikes, skateboards, and horses. In some areas, infrastructure may need to be redesigned or operator skills increased, to provide for their safe use, together with other modes such as walking and cycling.

Addressing current and future demand for access to economic and social opportunities

These plans seek to manage demand for travel and freight to make best use of the existing transport network, to promote resilience in the face of potential volatility in the price and supply of oil-based fuels, and to address any localised current and future congestion on particular routes. Demand for vehicle travel is forecast to rise in areas experiencing economic and population growth (GPS 2015). Market forces, land-use planning, and the provision of information on travel choices are commonly used to help to manage demand. The provision of quality public transport, walking and cycling infrastructure in urban areas, the installation of bike racks on buses, the management of parking supply and price, and

encouraging people to live near bus routes, will help manage travel demand. Improvements in, and wider use of, communications technology may also reduce the need to travel.

An aging population, and the younger generations being less reliant on the private motor vehicle, as well as possible changes in oil price or supply constraints, and the increasingly availability of alternative fuels (including “drop-in” fuels) are expected to influence people’s choices about where to live, what type of vehicle to own, how much travel they undertake, and how essential social and government services are located or provided. Walking and cycling facilities and public transport provide an alternative to car travel and help ensure community resilience when needed.

Encouraging future development and subdivision in areas that can be efficiently serviced by public transport will help reduce demand for private vehicle use and therefore the load on the network. Public transport linking rural communities, towns, Dunedin and Invercargill can also help reduce reliance on private vehicle travel. This is particularly so when land-use planning concentrates housing near key nodes and within walking or cycling distance of key roading corridors where public transport services run on a regular basis, connecting these nodes to a centre with essential services. For this to be a viable way of managing the demand for travel, communities must be prepared to support public transport through rates and users must be prepared to pay a fair and sufficient share of the operating costs through bus fares. In urban areas, restrictions on car parking and appropriate pricing of parking will be required to support efforts to increase public transport use.

To build resilience and help manage capacity on the transport network, these plans propose steadily building the capacity and use of urban public transport networks in Dunedin and the Wakatipu Basin, ensuring capacity does not get too far ahead of demand and threaten the network’s viability. To support improvements to urban bus services and increased patronage, local authorities need to ensure urban subdivision and developments have street layouts suited to public transport as well as adequate bus stops, shelters and footpaths so people can access buses safely and conveniently. Growing the use of public transport will also mean keeping bus fares competitive with the costs of private vehicular travel.

To help manage network capacity and ensure reliable journey times, particularly for freight, there is likely to be a need to provide for an alternative utilisation of road space in busy urban areas and on key corridors – this is an issue for Queenstown. Alternatively, new modes could make use of alternative space to provide for active and shared travel modes (e.g. the gondola option being considered for Queenstown). This reduced reliance on private vehicle should ease congestion in busy areas such as SH6A.

Appendix 2. Putting customers' voices and needs to the fore

Increasingly, the voice of customers is becoming more important: the diversity of their requirements, modality shift and integration with technology to add value for money. Tourists want increased accessibility to information and facilities, e.g. communities need increased support for resiliency and cohesion and freight flows are increasing to meet customer and export growth.

The notion of what constitutes value for money needs to take diverse customer needs into account.

The shift in emphasis away from asset management to activity management, guided by adoption of the business case approach and the ONRC system, has led to a focus on providing transport systems that meet customer needs. Road controlling authorities' activity management plans and NZTA's state highway corridor management plans consider the different needs of the following groups of customers (note some customer groups overlap):

- daily commuters
- freight operators
- business and commercial traffic
- farming traffic
- rural dwellers
- the transport-disadvantaged
 - those least able to travel to basic community activities and services
- vulnerable road users
 - those who face the greatest safety risk when using the road network
- recreational users
 - those accessing recreational opportunities on road or elsewhere
- tourism operators
- international visitors
 - seeking safe, reliable routes between their arrival point and tourist attractions
 - may not be familiar with local road conditions
 - may be distracted by scenery while driving
- domestic visitors
 - almost certainly familiar with road rules and safety protocols
 - may not be familiar with local road conditions
 - may be distracted by scenery while driving.

For details of how these plans consider the needs of these customer groups, please refer to the individual plans (references below)⁶¹.

⁶¹ Web links to the completed AMPs will be added in the final RLTPs (these are not yet available). The draft State Highway Investment proposal 2018-21 and corridor management plans are available at <https://www.nzta.govt.nz/planning-and-investment/201821-national-land-transport-programme/state-highway-investment-proposal/>.

Appendix 3. Measuring the success of the programme against the strategy

The strategic results framework

Moving from the immediate focus to long-term results requires thinking about the best way to work out where we are now and how to make sure we are moving towards intended results of NLTF investment in projects and activities in Otago and Southland.

The first step taken by the RTCs has been to draft a strategic results framework, setting out what, why and how:

- **What** types of activities / projects that approved organisations and the RTCs themselves should be carrying out.
- **How** we should do this (e.g. by concentrating on addressing certain problems and realising certain benefits, in the way that the business case approach requires).
- And **why**: identifying the results this work is intended to achieve.

The figure on the next page, summarises the Strategic Results Framework proposed for the Otago and Southland RLTPs. This framework sets out both the short-term focus (the problems and benefits to be addressed in the next three or so years) and the longer-term results sought.

At the base of the strategic results framework are the types of activities that will feed into the main outputs and outcomes. It is intended that undertaking these activities will lead to the key outcomes and objectives being achieved and the problems addressed:

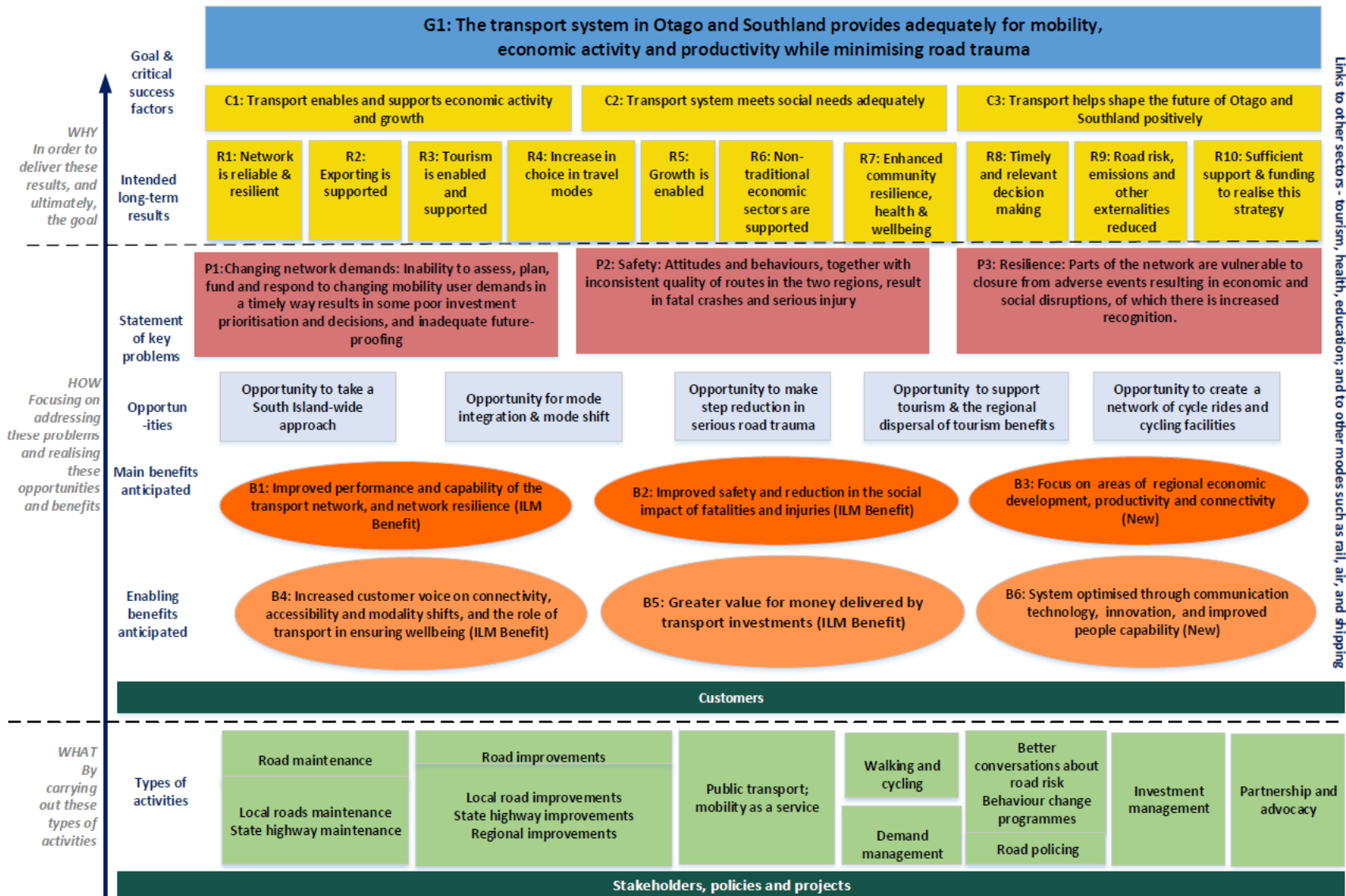
- road maintenance
- road improvements
- public transport and Mobility as a Service
- walking and cycling
- road policing
- addressing safety risk
- investment management
- partnership and advocacy.

This list of activities is consistent with the categorisation of activity classes in the (draft) GPS 2018⁶²; partnership and advocacy has been added to recognise the work done by the RTCs.

Note: several activity classes have sub-activity classes which, for the sake of brevity, are not shown in the figure on the next page. Examples include local roads maintenance and local road improvements.

⁶² The draft GPS as at November 2017, acknowledging this may change as a result of the change of government and the intention of the new Minister of Transport to issue a new draft GPS.

Strategic Results Framework for Otago and Southland RLTPs



In the strategic results framework, the next level up from activities is the benefits/outcomes intended as a result of the activities. There are three key benefits and three enabling benefits shown in the figure on the preceding page.

As explained in section 3.3, by focusing on realising the six benefits in the framework (and addressing the key problems), then the associated outcomes will be achieved, allowing approved organisations to make an impact on longer-term results and goals. The way that specific outcomes are expected to contribute to the realisation of each benefits is shown below (note, for the sake of brevity, these desired outcomes are not included in the figure on the preceding page).

Main benefits and associated outcomes

1. Improvement in the performance and capability of the transport network, and network resilience.
 - Maintain current network(s).
 - Enhance network performance and capability.
2. Improved safety and reduction in the social impact of fatalities and injuries.
 - Improve safety.
3. Regional improvements, economic development, productivity and connectivity.
 - Increase economic growth and productivity (the focus areas for this are Queenstown, Dunedin, SH1, and South/North Otago rural).

Enabling benefits and associated outcomes

4. Increased customer voice, connectivity, accessibility and modality shifts.
 - Enhance community resilience and cohesion.
 - Increase health, wellbeing and environmental management.
 - Improve support of customer groups.
5. Enhanced value for money of transport investments.
 - Enhance system performance and cost.
6. Optimisation of systems: communication, technology, innovation.
 - Increase partnership and adaptive management.
 - Increase communication and technology solutions.

As management of the transport system in the Otago and Southland regions becomes more customer focused, the enabling benefits and outcomes are important building blocks to achieving the main benefits. Technology is increasingly being used to communicate with customers and to promote safety, and to collect data for timely decision-making i.e. traffic flows, pedestrian counts and real-time information for passengers and drivers.

The three enabling benefits embed not only value for money and customer voice into the three main benefit areas but also technology, innovation and system optimisation. Aligning projects to strategic results requires modality shift, customer satisfaction and system optimisation be included in activities, to contribute to the expanded longer-term results sought.

Examples of factors to be considered under each RLTP desired outcome

1. Maintain current network(s)

- activity management planning
- implement ONRC requirements
- undertake ONRC monitoring
- operate public transport networks.

2. Enhance network performance and capability

- throughput
- travel time and reliability
- availability and access
- network resilient to risk
- customer experience and/or comfort
- public transport.

3. Increase economic growth and productivity

- accessibility and connectivity
- productivity
- mobility
- customer outcomes, technical outputs, cost efficiency
- public transport
- walking and cycling tourism trails and rides.

4. Improve safety

- attitudes and behaviours (reduce road risk)
- safety (reduce social and economic costs of crashes)
- safety (reduce deaths and serious injuries)
- infrastructure safety
- public transport safety.

5. Increase communication and technology solutions

- mobility as a service
- digital integration of transport services
- increased and timely use of data in decision-making
- public transport.

6. Improve support of certain customer groups

- road safety for and of visiting drivers
- main tourist routes in Otago and Southland
- understand the internal freight task
- support efficient freight movement despite resilience issues.

7. Increase partnership and adaptive management

- making submissions and representations
- collaborative effort.

8. Increase wellbeing, health and environmental management

- support for use of active travel modes
- biodiversity
- pollution and greenhouse gases
- noise
- liveability – urban/rural - and amenity value
- resource consumption.

9. Enhance community resilience and cohesion

- community resilience
- community cohesion.

10. Enhance system performance and cost

- reduce cost of mobility and connectivity
- decrease/maintain financial cost of using transport
- timely investments.

Reporting on results

The ability to, and framework for, reporting on results is a core component of the (draft) GPS 2018. NZTA is required to report at least annually on progress being made in achieving the GPS 2018 short, medium and long-term results. Additionally, each RLTP is required to set out measures that will be used to monitor the performance of activities and a description of how monitoring will be undertaken to assess implementation of the RLTP.

In 2018/19, indicators will be added to this framework to allow the RTCs to monitor and assess progress towards achieving the long-term results and desired outcomes, sought through the investment recommendations in these RLTPs. A table of indicators will be added to the RLTPs (containing key measures and questions) and then accessible baseline information collected and targets for 2018/19 and beyond identified.

Appendix 4. Funding

Introduction

Territorial authorities, regional councils and NZTA combine to fund land transport projects. The programme of projects outlined in section 4 is that for which funding is sought from the NLTF. The principal revenue for the NLTF is derived from fuel excise duty, road user charges, and motor vehicle registration fees.

Regional, city and district councils receive a subsidy, rather than full funding from the NLTF. They need to fund a local share, which principally comes from rates. The amount of local share needed depends on the Funding Assistance Rate (FAR), which represents the contribution, as a percentage, that NZTA will provide for the delivery of a project. This varies depending on the organisation applying and the type of project proposed.

Territorial authorities are constrained in the cost and number of projects they propose to submit for funding by the amount they are prepared to rate (to provide the local share of funding). The affordability of land-transport work in the face of rising prices is a critical issue.

In contrast to territorial authorities, which must charge their population for road improvements or maintenance, NZTA's state highway investment programme is constrained by a combination of government budget and priority setting through the RLTPs.

Possible funding from sources other than the NLTF

Local funding sources

The main source of local funding for transport projects is local rates. Other possible funding sources include:

- development and financial contributions for projects promoting growth;
- cost sharing negotiated on some projects;
- Government-funding assistance for SuperGold Card fares for public transport and school transport.

Some third-party contributions, including cost sharing by landowners, are envisaged for some of the projects currently proposed in this plan – especially some of the Queenstown projects.

Other national sources of funding

There are four main sources of additional funding, explained below.

Housing Infrastructure Fund (HIF). There are two HIF projects in this Otago RLTP: see projects 56 and 57, in Queenstown.

Urban Cycleway Fund. In August 2014 the government announced investment of \$100 million over the following four years to accelerate cycleways in urban centres. This is in addition to NLTF funding for cycleways and is allocated from the Crown's Consolidated Fund. Dunedin City Council has been allocated funding from the Urban Cycleway Fund to improve the Dunedin Strategic Cycle network. This funding is being used to improve access through the city and to the harbour, making selected roads more cycle friendly and safer for everyone.

Provincial Growth Fund. Although the Provincial Growth Fund for transport projects, because projects must first be in a RLTP and assessed for inclusion in the NLTF, there are not yet (at June 2018) any transport projects earmarked for funding from this source.

Tourism Infrastructure Fund. This is for such infrastructure as toilets and parking. Several AOs are applying for this funding.

Regionally significant expenditure from sources other than the NLTF

The LTMA requires the identification of any regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund. This was assessed using the Significance Policy (Appendix 5):

The identification of significant expenditure from other sources will include any expenditure not from the NLTF, which is greater than \$5 million on individual transport activities (whether the unsubsidised activities are included in the RLTP or not), including any from:

- financial expenditure by Approved Organisations;
- in-kind donations of goods and/or services;
- third party contributions; and
- public private partnership projects.

There is no expenditure anticipated in Otago or Southland during the next six years that meets this criterion.

Territorial authorities and regional councils must, however, fully fund those projects that do not qualify for government subsidy. These are typically activities such as footpath maintenance and renewal, sweeping and cleaning, carpark maintenance, grass mowing, noxious weed control, and governance support for the Regional Transport Committee. Table W shows the unsubsidised expenditure on transport services and infrastructure anticipated by each approved organisation over the next three years.

Table W: Estimated unsubsidised expenditure 2018–2021

Organisation	2018/19	2019/20	2020/21	3-year Total
Environment Southland	\$0	\$0	\$0	\$0
Invercargill City Council	\$3,401,600	\$3,709,000	\$3,389,000	\$10,449,600
Southland District Council	\$750,000	\$500,000	\$500,00	\$1,750,000
Gore District Council	\$585,717	\$597,617	\$610,097	\$1,793,431
Otago Regional Council	\$0	\$0	\$0	\$0
Central Otago District Council	\$801,023	\$828,729	\$857,830	\$2,487,582
Clutha District Council	\$1,314,674	\$2,354,499	\$1,395,559	\$5,064,732
Dunedin City Council	\$6,747,060	\$6,843,268	\$6,941,6460	\$20,531,788
Queenstown Lakes District Council	\$1,943,363	\$9,682,034	\$11,752,904	\$23,378,301
Waitaki District Council	\$1,824,391	\$1,889,665	\$1,890,767	\$5,604,823
TOTAL	\$17,367,828.00	\$26,404,812.00	\$89,313,117.00	\$71,060,257.00

Police activities and the RLTPs

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 (which is under preparation) is expected to contain examples of where the Police can be involved in management of land transport, including:

- when local authorities and NZTA develop business cases at regional and local level;
- in the regional advisory (staff) groups operated by the TAs and regional councils;
- in the preparation of RLTPs;
- negotiation of Police activities with NZTA for investment in road safety, freight and moving people efficiencies;
- Police involvement in the *Any Number is Too Many* initiative
- road safety action planning in our two regions;
- planning and delivery of the One Network Journey approach, with NZTA, local authorities and KiwiRail.

The RTCs consider that Police involvement in these mechanisms is an appropriate way to better integrate Police activities in Otago Southland with the activities proposed in these RLTPs. The final Road Policing Framework will set out further details of how this integration should work.

Appendix 5. Significance policy

Purpose of this policy

This policy sets out how to determine significance with regard to the RLTPs. It is required by Section 106(2) of the Land Transport Management Act 2003. It gives guidance to the RTC in creating the RLTPs, and in considering variations to the RLTPs.

Significant transport activities

Application of this policy

The RTC must assess the significance of activities and expenditure to meet certain requirements under section 16 of the Act:

- identify significant activities (so they can be prioritised - Section 16(3)(d) of the Act);
- identify activities that have inter-regional significance (Section 16(2)(d) of the Act);
- identify regionally significant expenditure to be funded from sources other than the National Land Transport Fund (Section 16(2)(c) of the Act).

Significant activities

Significant transport activities are typically high-cost, large, new projects that require significant funding and have a larger impact on the local, regional and interregional transport networks.

They are not regular, day-to-day activities or 'business as usual' (projects such as maintenance, operations and renewals).

Note: Approved Organisations can choose to bundle activities into a package - a related set of activities that, when delivered in a coordinated manner, produce synergies. Only activities need to be assessed for significance, not packages. A package is not in itself significant, even if the sum of its parts appears significant. However, an individual activity within a package could be significant.

Inter-regional significance

The following activities are likely to have inter-regional significance:

- activities of national significance are considered to also be of inter-regional significance;
- those that have implications for connectivity with other regions, especially relating to key freight, tourism, and lifeline links;
- activities for which a high level of cooperation with other regions is required.

There may be other activities falling outside the above categories that the RTC considers are inter-regionally significant.

Significant expenditure from other sources

The identification of significant expenditure from other sources will include any expenditure not from the NLTF, which is greater than \$5 million on individual transport activities (whether the unsubsidised activities are included in the RLTPs or not), including any from:

- financial expenditure by Approved Organisations;
- in-kind donations of goods and/or services;
- third party contributions;
- public private partnership projects.

Variations to the RLTPs

Application of this policy

The RLTPs can be varied at any time. Consultation will be required in accordance with section 18 of the Land Transport Management Act 2003, unless the variation is not significant. Therefore, the RTC must determine whether a variation is significant.

When considering variations, it is necessary to ask whether:

- the matter requires variation;
- the variation is significant.

Is a variation required?

To decide whether a variation is required, the advice of the NZTA Planning and Investment Manager should be sought. Sections 18D and 18E of the Act are relevant.

There are a number of changes and amendments that do not require a formal RLTP variation. These include:

- requests to vary the NLTP allocation amounts;
- requests for emergency works;
- changes to the following Approved Organisations' activities:
 - public transport existing services programmes;
 - local road maintenance, operations and renewals programmes;
 - preventive maintenance activities;
 - local road minor capital works;
- variations to timing, cash flow or total cost for improvement projects or community programmes;
- delegated transfers of funds between activities within groups;
- supplementary allocations;
- end of year carryover of allocations;
- road policing and NZTA national programmes;
- adjustments to the scope of projects that do not change the objective of the project (for example, similar type of work undertaken in a different location, possibly with increased costs).

General determination of significance

Where a variation to the RLTPs are 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 RLTPs as a whole, rather than as a standalone change.

When determining the significance of a variation to the RLTPs, consideration must be given to the extent to which the variation would:

- materially change the balance of strategic investment in a programme or project;
- impact on the contribution to Government objectives and/or GPS objectives and priorities;
- affect residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those of a minor impact);
- affect the integrity of the RLTPs, including its overall affordability.

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:

- 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.

Variations generally not significant

Subject to the general determination of significance, the following variations to either of the the RLTPs will usually be considered not significant:

- replacement of activities within an approved programme (e.g. maintenance programme) or group, with activities of the same type and general priority;
- addition of an activity that has previously been consulted on in accordance with sections 18 and 18A of the Act. e.g. the addition of a new phase of a project where the project has already been consulted on in the RLTPs;
- a scope change to an activity that does not materially change the project description, objective(s) and proposed outcomes of the activity;
- on its own, a cost change to an activity;
- activities that are in the urgent interests of public safety;
- on its own, a change of responsibility for implementing an approved activity from one agency to another;
- a change to the duration and/or order of priority of the activity or activities that the Regional Transport Committee decides to include in the programme, which does not substantially alter the balance of the magnitude and timing of the activities included in the programme, provided that the change does not entail a delay of more than 18 months in the introduction of a walking, cycling, public transport or road safety promotion activity;
- the addition, deletion or delay of an activity budgeted to cost less than \$3 million for whole project.

Appendix 6. Process followed in preparing and reviewing these plans

Composition of the Regional Transport Committees

The Regional Transport Committees (RTCs), who prepared these Plans, comprise representatives from:

Southland RTC

- Environment Southland
- Southland District Council (*including Stewart Island*)
- Gore District Council
- Invercargill City Council
- New Zealand Transport Agency.

Otago RTC

- Central Otago District Council
- Clutha District Council
- Dunedin City Council
- Queenstown Lakes District Council
- Waitaki District Council
- Otago Regional Council
- New Zealand Transport Agency.

Legal extent of each region's plan

Although this document is called the Otago Southland Regional Land Transport Plans 2015-2021, it is legally two plans within one cover. The Otago and the Southland RTCs are not joint under the LTMA, and legally each needs to prepare their own plan.

List of shared provisions – in both the Otago and the Southland RLTPs

- Chairs' foreword
- Glossary of participating organisations, terms and acronyms
- 1 Introduction and summary
- 2 The current situation
- 3 Strategy for Otago Southland land transport
- All the appendices except tables Y and Z

List of provisions only in Southland RLTP

- Table 11
- Tables A to I inclusive
- The elements of tables T to V inclusive, and of section 4.5, pertinent to Southland; and
- Table Y.

List of provisions only in Otago RLTP

- Table 12
- Tables J to S inclusive.
- The elements of tables T to V inclusive, and of section 4.5, pertinent to Otago; and
- Table Z.

Mid-term review

In 2014-15, the Otago and the Southland Regional Transport Committees prepared these plans in accordance with the LTMA, on behalf of the Otago Regional Council and Environment Southland. The strategic framework of these initial (2015) was based on the previous direction of the two regions. 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 RPS and draft RPS from each region. Through the joint development by the two regions of the strategic framework, obstacles and issues were identified, objectives and policies were developed and challenged, and the feasibility and affordability of alternative objectives were debated.

In the mid-term review completed in 2016-2018, the committees reviewed the strategic direction, strategy, policies, and advocacy programme. Also, to update the list of projects, each contributing organisation submitted, through the NZTA's Transport Investment Online database, the projects it wished to be considered for inclusion for 2018-21 Regional council staff then prepared a list of these projects for the committee's consideration. Staff liaised with each organisation to:

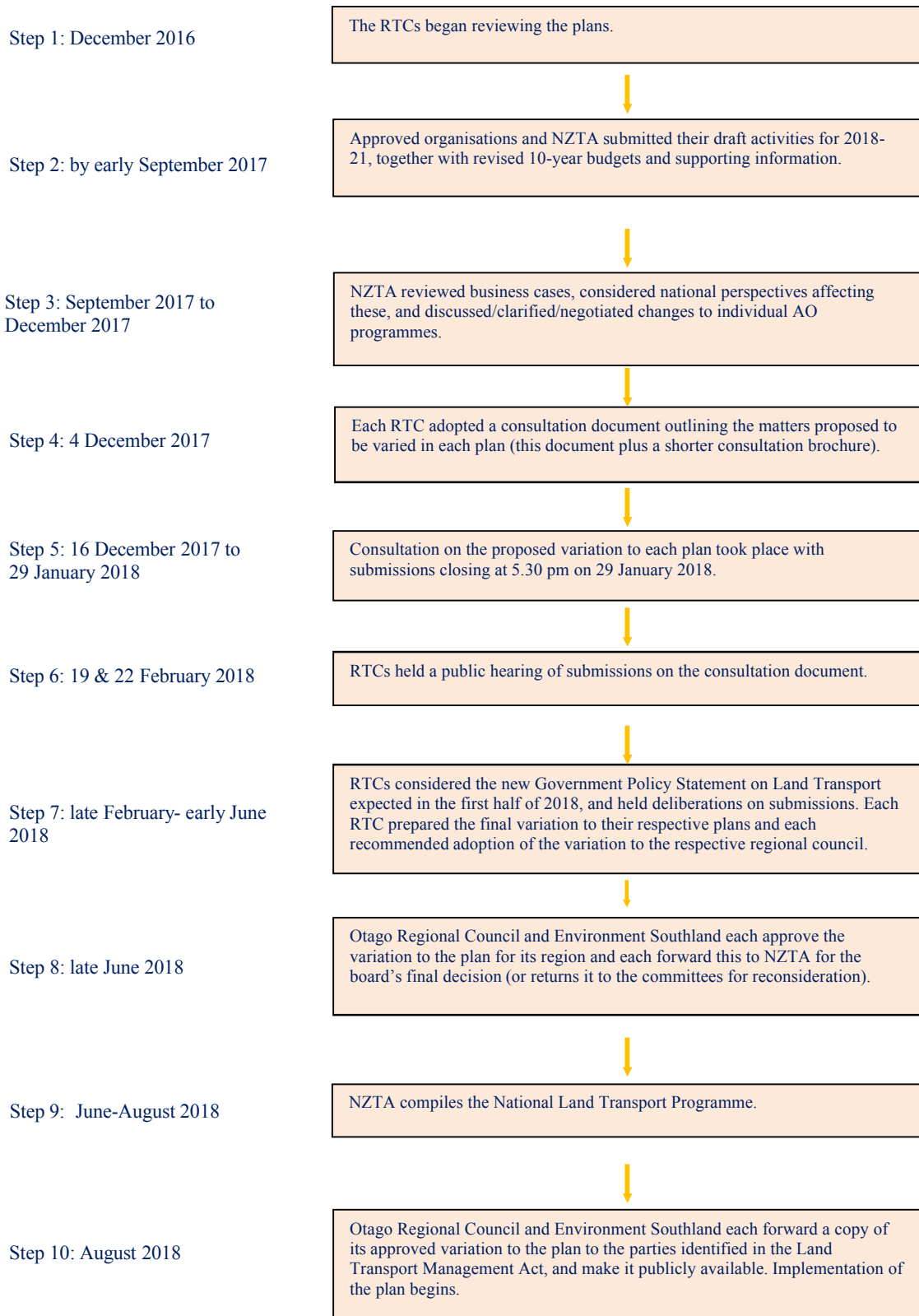
- confirm projects from the previous programme that had been abandoned, varied or suspended;
- assess projects for significance and inter-regional significance;
- discuss how prioritisation of projects might work and to recommend a draft priority to the Committees, for their consideration.
- compile a full list of projects they intend to fully fund (unsubsidised activities).

Key documents that the plans draw on include:

- the Land Transport Management Act 2003 - purpose and RLTP requirements;
- Government Policy Statement on Land Transport 2015/16 – 2014/25 (GPS);
- two letters from Minister of Transport, one in November 2017 and one in February 2018, outlining signals about the direction of a new GPS;
- Draft [for engagement] Government Policy Statement on Land Transport 2018/19 – 2027/28. Note, this is not Government policy.
- the One Network Road Classification – road classifications, customer levels of service, performance measures;
- New Zealand Energy Efficiency and Conservation Strategy 2011-2016, and subsequently its replacement strategy for 2017-2022;
- Regional Public Transport Plans for Otago and Southland;
- Regional Policy Statements for Otago and Southland;
- Investment Logic Mapping (ILM) undertaken by the Committees;
- Approved Organisations' draft activity management plans
- NZTA's draft State Highway Investment Plan, which has been superseded by the Draft Transport Agency Investment Proposal 2018-27.

Other documents used are referenced in the footnotes in this plan.

Timeline for updating the Otago Southland Regional Land Transport Plans



Consultation on the mid-term review and the variations proposed

The committees sought the input of the public to the mid-term review and the proposed variations update of the RLTPs document.

It was publicly notified on Wednesday 18 December 2017, with notices placed on the Environment Southland and Otago Regional Council websites, and in major newspapers across Otago and Southland. Public libraries and local government organisations were sent information about the consultation, with a request to display this. Emails or letters advising of the notification were sent to 240 people or organisations with an interest in land transport across Otago and Southland. This included:

1. territorial authorities in the regions and (where they exist) community boards
2. the New Zealand Transport Agency and other interested Government agencies
3. Southern District Health Board
4. New Zealand Historic Places Trust
5. Maori organisations in the two regions
6. representative groups of land transport users and providers.

49 submissions were received on the plans. Several submissions related to both regions.

The hearing sub-committees of the Otago and Southland RTCs held joint Otago Southland hearings in Queenstown on 19 February 2018 and in Dunedin on 22 February. Eight submitters were heard in Queenstown, and seven in Dunedin. On May 2, the combined RLTP Hearing Sub-committees met together and deliberated on the matters raised in submissions (both those heard in person and those written submissions received). Their recommendations on these submissions are available, in separate document, from ORC and ES.

At the end of April, ES and ORC staff updated section 4 of this document, by downloading from TIO and checking with each AO, the updates to projects proposed by each AO. The latter included those changes to NZTA projects proposed in the Draft Transport Agency Investment Proposal 2018-27. The combined RLTP Hearing Sub-committees took these changes into account when deliberating. The RTCs subsequently determined that further public consultation was not necessary because the changes – the addition of these new projects to the RLTPs – did not trigger the significance policy.

On 8 June, the RTCs considered and adopted its combined RLTP Hearing Sub-committees' recommendations on the submissions to the proposed variations to the RLTPs and on the consequent changes to the RLTPS themselves. Each RTC then resolved to lodge the updated plan for its region to its respective regional council.

National policy context

The National Land Transport Programme gives effect to the GPS priorities, in determining which activities will be funded, and how much funding any particular activity will receive.

GPS 2015/16–2024/25

The GPS on Land Transport 2015/16–2024/25 set out the previous government's direction for investment in the land transport system. It set out how funding is allocated between activities such as road safety policing, state highways, local roads, and public transport.

The GPS has three priority focus areas:

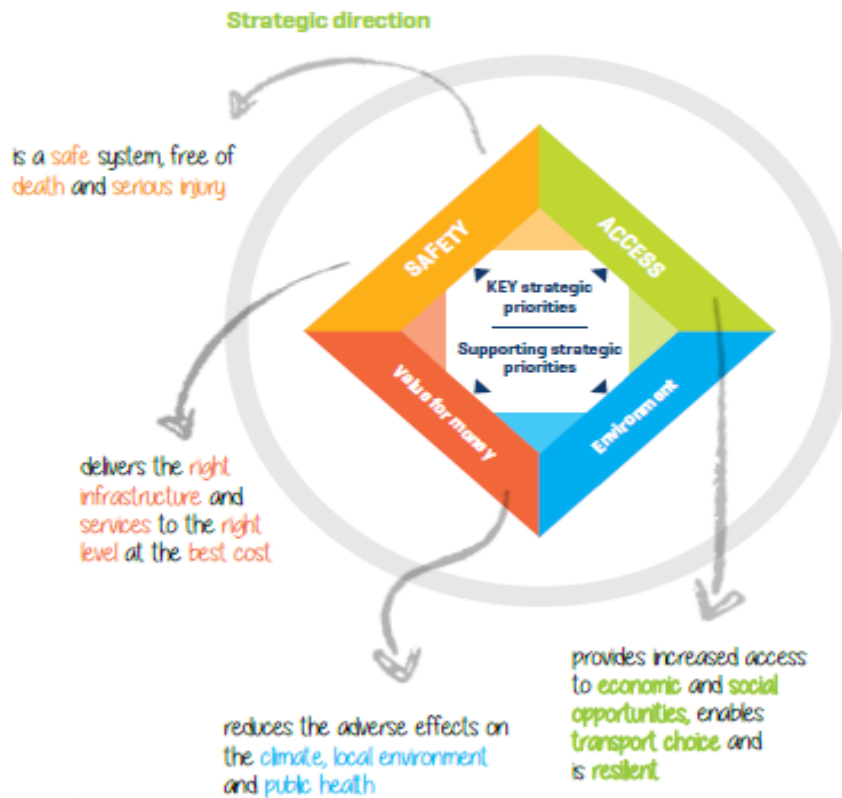
- economic growth and productivity
- road safety
- value for money.

The GPS has shaped not only development of these RLTPs but also the mid-term review, because legally it was the GPS with which the RLTPs need to be consistent.

GPS 2018/19 -

This GPS had not been completed by the time these RLTPs were updated. The engagement draft released on April 2nd is not Government policy.

The signals in the engagement draft are that the two key strategic priorities in the new GPS will be safety and access, supported by the strategic priorities of value for money and environment, as shown in the diagram below⁶³.



The New Zealand Energy Efficiency and Conservation Strategy 2017-2022

The New Zealand Energy Strategy 2017-2022 (NZEES) sets the strategic direction for the energy sector and the role energy will play in the New Zealand economy. The NZEES is a companion strategy to the New Zealand Energy Strategy 2011-2021, specifically focused on the promotion of energy efficiency, energy conservation and renewable energy.

⁶³ From *The draft GPS 2018 at a glance*, available from, <https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/GPS-at-a-Glance-A3.pdf>

The goal of the NZEECS is for New Zealand to have an energy productive and low emissions economy. It encourages businesses, individuals, households, community institutions and public sector agencies to take actions that will help unlock our renewable energy, and energy efficiency and productivity potential, to the benefit of all New Zealanders. The NZEECS focuses on three priority areas, where the biggest cost-effective opportunities lie:

- renewable and efficient use of process heat
- efficient and low-emissions transport; and
- innovative and efficient use of electricity.

Only the second priority area is pertinent to these plans, and 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, ride-share, and use of electric vehicles.

Consideration of alternative objectives

The LTMA requires the consideration of alternative regional land transport objectives that would contribute to the purpose of the Act, and the feasibility and affordability of those alternative objectives. Through the development of the Strategic Results Framework (shown in Appendix 3, which informed the strategy in Section 3 of these plans) and through the mid-term review of the RLTPs, objectives were challenged, and the feasibility and affordability of alternative objectives were debated. This has resulted in an effective and sensible strategic framework.

Determining significance

To identify significant projects, the RTCs adopted a significance policy in 2015, set out in full in Appendix 5. Significant transport activities are typically high-cost, large, new projects that require significant funding and have a larger impact on the local, regional and interregional transport networks. They are not regular, day-to-day activities or 'business as usual'.

In the mid-term review, the RTCs decided that all the improvement projects (greater than \$1M), including some new, high-cost public transport projects, were significant, and should be prioritised. These are the Southland and Otago projects summarised in Section 4.2.

Prioritisation of 2018-21 projects

Each RTC prioritised the significant projects within its region, as required by the LTMA. For the 2018-21 projects, the RTCs reduced the number of priority bands from five to two.

Both committees have prioritised the larger projects into two priority bands, taking into account the benefits that each project would help realise, whether it forms part of an integrated programme of works for a particular area, and whether it is of inter-regional significance. Projects for which insufficient information is available to judge how the results will align with RLTP strategy are included in the lower priority band; this applies to a suite of NZTA safety projects for Otago that are in the draft 2018 Transport Agency Investment Plan.

Integrated programmes of work are kept within a single prioritisation category, since all projects within such a programme need to be implemented in order to realise the anticipated benefits.

Appendix 7. Key provisions of the Land Transport Management Act (LTMA)

The 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 8. Legislative compliance

Error! Reference source not found. X assesses compliance the plans with the core requirements of RLTPs, as set out in Section 14 of the Land Transport Management Act 2003.

Table X: Assessment of compliance with S14 Land Transport Management Act 2003

Section 14 requirements		Assessment of compliance
Section 14(a)(i)	These RLTPs contribute to the purpose of this Act: “To contribute to an effective, efficient, and safe land transport system in the public interest.”	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.
Section 14 (a)(ii)	These RLTPs are consistent with the GPS on land transport.	<p>Complies: The current GPS (the GPS 2015/16-2024/25) has shaped the development of these RLTPs. This is evident in the alignment of the strategic section and main project objectives with the current GPS’s priorities, objectives and long-term results. Consistent with the GPS priority focus areas of economic growth and productivity, road safety, and value for money, the focus of the initial Plans, adopted in 2015, was on delivering a transport system that:</p> <ul style="list-style-type: none"> ■ is safe; ■ delivers appropriate levels of service; ■ supports economic activity and productivity; ■ provides appropriate transport choices. <p>The focus of the updated plans (adopted in mid-2018) has shifted towards addressing the key problems – poor investment prioritisation and inadequate future-proofing, safety and resilience – and towards realising the opportunity:</p> <ul style="list-style-type: none"> ■ to take a South-Island wide approach to transport ■ 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 the new GPS 2018 that will replace with the existing GPS on 1 July 2018.</p>
Section 14(b)(i) and (ii)	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>Complies: The previous strategic direction of the two regions provided the starting point for the strategic framework of the initial version of these plans, adopted in mid-2015. 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> <p>Through the mid-term review of the RLTPs during 2016-2018, and especially during the review of the review of the strategic framework, objectives were again challenged, and the feasibility and affordability of alternative objectives again 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 Committees have 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 cycleways, and the Provincial Growth Fund. See Appendix 4 for further information on funding considerations.

Appendix 9. Summary of changes to projects in the initial 2015 – 2021 RLTPs

This list, which is reproduced from the document that set out the proposed variations to the RLTPs, summarises the changes to those projects that were listed in the initial version of the 2015-21 RLTPs produced in 2015. It is included in this updated RLTPs document to help people track how the Committees' recommendation on projects that should be funded from the NLTF have changed over time.

Table Y: Southland changes to projects in the present 2015 – 2021 RLTP

Organis-ation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
Activity Class 12 - New and Improved Infrastructure Local Roads						
ES	Minor improvements 2015-18	To complete and advise the industry of the network of stock truck effluent sites in southern NZ, thus minimising the spillage of stock effluent onto roads, and the resultant road safety risk and environmental pollution.	1	Funding approved	Not applicable	
GDC	Bridge Replacement	Replace Pyramid Bridge to maintain a safe and economic crossing of the Mataura River on this existing route.	1	Detail Business Case Approved. Construction not approved	No	Funding approved for implementation.
SDC	Alternative Scenic Route Seal Extension	Seal extension along the scenic route Haldane-Curio Bay Road to achieve the following benefits: Enhance the ability to upgrade the area's status to Gateway (55%). Reduce number and seriousness of crashes (5%). A greater ability to maximise maintenance investment across the region (40%).	1	Construction Approved	Not applicable	Scheduled to be completed in 2017/18
SDC	Mararoa River Bridge	Replacement of a nine-span single lane wooden bridge to ensure continued access to two major stations and a conservation area used by hunters, trampers and anglers.	3	Not included in 2015/18 NLTP	No	Abandoned

Organis- ation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
Activity Class 13 - New and Improved Infrastructure State Highways						
NZTA	Edendale Realignment	Bypass of Edendale Township. There are issues with variations in the speed limits through the Edendale township and a horizontal curve with an intersection located on the apex and an adjacent level crossing within a short section of highway. Additionally, an expansion of Fonterra's plant will generate additional traffic, which will travel past residential properties and a school. The project will provide a by-pass to the township with appropriate connections to the Fonterra plant. Fonterra will provide financial contribution to this project in kind. The project will improve safety for vehicles from head on and turning crashes and reduce travel time.	1	Included in 2015/18 NLTP. Construction Approved	Yes	Construction funding has been confirmed and the project tendered and awarded to Fulton Hogan. Contractors; starting soon [mid-2018].
NZTA	Elles Road Roundabout	Realign highway approaches to existing intersection. Replace priority control with roundabout. Extend Lake Street to become fourth leg of roundabout. Objective of project is improved safety for all road users. Reduction in crashes and the severity of crashes that are unavoidable. Improved access to commercial/industrial premises.	1	Detail Business Case Approved	Yes	Funding application for Design phase to be made soon [mid-2018]. .
NZTA	Falls Creek Bridge Widening	This is a single-lane bridge on which tourist buses stop to enable viewing of Falls Creek and Christie Falls, with no real edge protection, just sight rails. The project will replace the existing one-lane bridge with a new two-lane bridge, widen the approaches and provide a separate pedestrian walkway. Objective(s) are to improve (i) safety for vehicles from head on crashes (ii) safety for tourists on bridge and (iii) reduce delays.	1	Not included in 2015/18 NLTP	No	This project has been being completed already, under the Visiting Driver Signature Project

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Invercargill - Moto Rimu Rd Safety Improvements	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection improvements and closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes.	2	Not being delivered in 2015/18. No longer fits funding requirements	No	Varied - This is no longer a State Highway improvement activity and may be delivered as a Low Cost/Low Risk activity.
NZTA	Longbush - Invercargill Safety Improvements	Safer Journeys - Roads and Roadsides. Various activities to address crash types which may include wide centreline, safety barrier, ATP and intersection closures. Objectives are improved safety for all road users, and reduction in crash rates and severity of crashes that are unavoidable.	2	Not being delivered in 2015/18. No longer fits funding requirements	No	Varied - This is no longer a State Highway improvement activity and may be delivered as a Low Cost/Low Risk activity.
NZTA	Mataura Intersection Improvement	Rail line parallel with SH1 at the intersection of SH1 & SH93. Trucks from SH93 are unable to pull up to the limit line to confirm it is safe to turn left into SH1 without straddling rail line. Install merge bay on SH1 for left turning traffic. Objectives are improved safety for road and rail users. Improved amenity for residents.	2	Not on 2015/18 approved programme	Yes, in Table V	Note, NZTA had investigated delivering this as a Low Cost/Low Risk activity but the estimated project cost exceeded the funding cap.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Milford Rockfall/Avalanche Protection	Realignment to avoid avalanche path on eastern approach to Homer tunnel. Relocation of visitor attraction/stopping location. High velocity catch fencing at two locations. Objectives are improved safety for users and resilience of a key tourism route. Fewer highway closures will lead to a reduction in losses for tourism operators. Avalanche risk management will remain an on-going issue based on climatic conditions. Current solution is to relocate stopping areas away from avalanche path.	1	Not on 2015/18 approved programme	Yes	Meetings are underway [mid-2018] to further the Business Case for the temporary portal extension in conjunction with the Business case for the tunnel widening. There has been difficulty in getting a meaningful business case to stack up.
NZTA	Visiting Driver Signature Project - Southland	Safety improvements for tourist drivers on the Southland section of the Queenstown - Milford Sound route including ATP, pull-off areas and barriers. This aims for a reduction in tourist driver related crashes and, where these cannot be avoided, a reduction in their severity. Consistency in the application of safety measures on major routes through Southland which provide key links to the adjacent region of Otago.	1	Project carried out in 2015-18	Yes.	Further funding sought in 2018/21 update of the RLTP, for another year's work.
NZTA	Wilson's Crossing Passing Lanes	Construction of staggered passing lanes Lochiel (southbound), Wilson's Crossing (northbound). Year 1 - earthworks, drainage, subbase. Year 2 - basecourse, surfacing. This passing lane project is situated within an undulating section of SH6 with poor passing opportunities; traffic volumes > 6400 vpd; increasing commuter and heavy traffic for the port. Objective(s): the project will provide (i) a safe passing environment while at the same time (ii) reducing travel time and (iii) vehicle operating costs.	3	Not included in 2015/18 NLTP	No	Suspended - This project has been reprioritised in the 10-year State Highway Programme beyond the 2018-21 period.

Table Z: Otago, changes to projects in the present 2015 – 2021 RLTPs

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
Activity Class 3 – Walking and Cycling						
DCC	Central City Transport Hub	The ORC is planning a Central City Bus Hub. This project is to enhance the bus hub to provide centralised facilities for other transport modes such as walking, cycling, taxis and intercity buses / coaches. It is part of the Central City PBC.	4	Probable	No	Varied - any work required to accommodate other modes will be undertaken by ORC through their Bus Hub project, or through the DCC Low Cost/Low Risk programme, as appropriate.
DCC	Central City and NEV Cycle Network	Provision of a cycle network for the central city and North East Valley. This is part of a programme business case.	1	Indicative Business Case Approved	No	Varied - part of this activity will be completed in 2017/18, part is included in the Dunedin Urban Cycleways project included in the 2018-21 programme.
DCC	Strategic Cycle Network - Mosgiel	Provide local cycle network in Mosgiel. This will be part of a programme business case to be developed in 2017/18.	4		No	Varied - this activity will be included as appropriate in the Dunedin Urban Cycleways and the Mosgiel Town Centre and Arterial Routes projects.
DCC	Tertiary Precinct	Upgrade to streets surrounding University of Otago and Otago Polytechnic Campuses, to improve safety and accessibility by foot and cycle.	3		Yes	Varied - name changed to Tertiary Precinct Improvement Project and included in the 2018/21 programme.
NZTA	Dunedin One Way Pair Cycle Lanes	In Dunedin, to establish separated cycle lanes on t one-way SH1 routes through the central city. To improve road safety for cyclists; provide a safe route choice for cyclists, facilitate adoption of cycling as a safe and practical choice for inner city transport, and integrate with the wider city cycling network. While this could be implemented as a standalone project, it integrally contributes to a wider inner & city network. Also, the Dunedin City Council is proposing to set up a project covering the central city area (i.e. that would be the programme for which this is an initiative).	1	Funding approved	Not applicable	

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	SH88 Cycling and Pedestrian Facilities	SH 88 cycling and pedestrian facilities.	1	Funding approved for implementation	Not applicable	Now to be delivered in tandem with the Dunedin - Port Chalmers Safety Improvements project.
WDC	Walking and Cycling Oamaru to Pukeuri 2015/16	This is a separated cycleway on SH1 from the north end of Oamaru to the Pukeuri Alliance meat works located on the west side of the road carriageway. The objective of this project is to provide a separated cycling track off SH1 from Oamaru's north end boundary to the Pukeuri Alliance meat works, which will allow cyclists to commute to and from work in safety without death or serious injury.	4	Not included in 2015-18 NLTP	No	Varied - included in Low Cost/Low Risk projects for 2020/21.
Activity Class 4 – Public Transport Services						
ORC	Wakatipu Public Transport Improvements	Objective is to increase patronage in this network through route, service and fare changes.	1	Funding approved; improvements underway	Not applicable	Also, NZTA approved (\$150,000) funding for detailed business case preparation in 2017/18.
Activity Class 12 - New and Improved Infrastructure Local Roads						
CDC	Streetlight LED upgrade	Conversion of streetlights in the district's townships to LEDs.	3	Funding approved 2017/18	No	
CDC	Seal Extension of The Nuggets Road	The objective is to provide a safe and quality experience for visiting drivers using the route to the Nuggets by sealing the Nuggets Road.	1	Complete	Not applicable	
DCC	Central City Safety and Accessibility Upgrade	Safety and accessibility upgrade of Dunedin's central city and North Dunedin area.	1	Indicative Business Case Approved	Yes	Varied - name changed to Central City Upgrade and included in the 2018-21 programme.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
DCC	Eastern Bypass	Improvements to the efficiency and design of the freight bypass between SH1 in Andersons Bay and SH88 to Port Otago. This is part of the programme business case.	1	Indicative Business Case Approved	No	Suspended - investigation and data collection will be carried out, prior to confirming the scope of this project.
DCC	Mosgiel Safety and Accessibility Upgrade	Improve safety and accessibility in Mosgiel town centre. It will be covered by a programme business case.	2		Yes – see comment	Varied - name changed to Mosgiel Town Centre and Arterial Routes projects; programme business case (PBC) phase to be included in the 2018-21 programme.
DCC	Peninsula Rooding - Portobello Road	Rooding improvement works on Otago Peninsula as detailed in the city's Integrated Transport Strategy Project to secure sea wall protection, enable sustainability for sea level rise effects and security of tourist route, maintain connectivity of communities, reduce accident rate, improve travel time and enable safe separation of vulnerable road users with increasing demand volumes.	1	Construction Underway	Not applicable	
DCC	Phase 4 Peninsula Rooding - Harrington Point Rd	Rooding improvement works on Otago Peninsula as detailed in the city's Integrated Transport Strategy Project to secure sea wall protection, enable sustainability for sea level rise effects and security of tourist route, maintain connectivity of communities, reduce accident rate, improve travel time and enable safe separation of vulnerable road users.	1	Funding approved	Not applicable	
DCC	Strategic Corridors: Warehouse Precinct Accessibility (SH1)	The project is part of the Strategic Corridors package which assessed existing and future requirements for the movement of goods, services and people, including the corridor demands of major traffic generators. Revitalisation of the harbourside area and permeability across the rail corridor to the Central Activity Area (CAA) were also considered. Dunedin is an origin or destination for most vehicle movements travelling within the city. The One-Way Pair (SH1) is required to serve the access function equally as well as mobility or through movement.	2	Project not started. Programmed for 2021-23	No	Suspended - investigation and data collection will be carried out, prior to confirming the scope of this project.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
DCC	Street Light Renewal With LED	Renewal of street light luminaires with LED as existing ones reach the end of life.	2		Yes	Varied - name changed to LED Streetlight Renewal and included in the 2018/21 programme. Note, the enhanced FAR rate for this work has been extended to June 2021.
ORC	Stock truck effluent disposal facilities	Installation of two facilities in Central Otago		Funding approved	Not applicable	Construction to commence in early 2018. Location of the second site yet to be confirmed.
QLDC	Eastern Access Road	Eastern Access Road (now known as Hawthorne Drive).	1	Funding approved	Completed	
QLDC	Frankton Flats Programme Business Case Implementation	This project is a placeholder for new works anticipated to arise from the completion of the Frankton Flats programme business case. This project is part of the Frankton Flats Programme Business Case. This work is being undertaken this financial year (2014/15).	1	Funding approved	Not applicable	
QLDC	QLDC streetlight LED conversion project	Replacement of street light luminaires with LED in the district's townships.	3	NZTA has approved up to \$2M funding in 2017/18	No	The enhanced FAR rate for this work has been extended to June 2021, and the project has started with placement of an order for luminaires.
QLDC	Queenstown Town Centre Programme Business Case Implementation	Implementation of transport interventions recommended by the Queenstown Town Centre Programme Business Case, to be completed by February 2014.	3		No	Varied - Project has been split into a number of combined transport initiatives for the Queenstown network.
QLDC	Wanaka Programme Business Case Implementation	Implementation of the transport interventions emanating from the Wanaka Programme Business Case, which is presently being developed.	3	Proposed	No	Varied - Project now included as wider Wanaka Transport Business Case/ Master Plan.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
WDC	Harbourside Projects 2015/18	An extract from the Oamaru Harbour Development Strategy: "Roads within the harbour will service commercial requirements and support business, tourism and connectivity. Shared space between pedestrians and vehicles will be enabled. Speed limits will be restricted to support pedestrian, penguin and port user safety."	3	Not included in 2015-18 NLTP	No	Variation - included in Low Cost Low Risk projects for 2019/20.
WDC	Street Light Upgrade 2016-2018	Renewal of street light luminaires with LED as existing ones reach the end of life	3	Funding approved	Not applicable	Construction - installation to be fully complete by 31 December 2018.
WDC	River Training 2015/18	River training is required at these two locations to ensure the river flows freely under existing bridges. The objective is to complete river training works at these two locations so the rivers are free flowing and do not cause extensive damage to the bridge or road infrastructure.	3		No	Variation - included in Low Cost/Low Risk projects for 2020/21.
Activity Class 13 - New and Improved Infrastructure State Highways						
NZTA	Albert Burn Bridge Replacement	Replacement of a vulnerable existing narrow bridge on poor vertical alignment with an HPMV capable structure. Load limitations currently force trucks to cross at the Luggate Bridge, which is increasing the maintenance costs of this structure. Objectives are: improved freight efficiency, improved resilience, improved vertical alignment by raising the bridge to lessen the severity of the dip and reduce driver surprise, reduced traffic and therefore loading on the Luggate Bridge, resulting in lower maintenance costs.	5	Not applicable	No	Suspended - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period. Included in RTCs 'wishlist' in the RLTP update, section 2.4.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Andersons Bay Rd/Caversham Motorway	Improvements to the intersection of Andersons Bay Rd and Caversham Motorway to improve efficiency for freight using the local arterial by-pass to access Port Otago. Current alignment requires deviation in the opposite direction of travel. Traffic signal control of approach and circulating flow. There is a by-product of improved safety and congestion relief on the Dunedin one-way network.	1	Not included in 2015-18 NLTP	No	Varied - This project has been programmed to align with the reprioritisation of the DCC's Eastern Bypass project which is now beyond the 2018-21 period.
NZTA	Beaumont bridge replacement	Replacement bridge and approach realignment. An aging bridge, which has reached the (next 1 to 5 years) end of its economic life. The project proposes to replace the existing structure with a new two-lane bridge. The project will ensure a resilient and secure transport network and reduce delays.	3	Funding approved for development of the detailed business	Yes	
NZTA	Big Kuri Creek Flood Mitigation	Regular flooding at Big Kuri Creek bridge due to aggradation of river bed. Raise approaches and bridge deck to clear peak flood levels. Objectives are improved highway corridor resilience with fewer or no road closures during storm events reliable freight movement with little or no delays, reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	3	Proposed	No	Varied - The flood mitigation works are now consented as an ongoing maintenance activity and therefore this improvement project is no longer required.
NZTA	Cromwell Intersection Improvement	SH6 and SH8B fatal crash site. Separated left turn lane has improved safety but may require further improvement. Objectives are improved safety for all road users, and a reduction in crashes and the severity of unavoidable crashes.	5	Start year outside of 2015-18 RLTP	Yes	Incorporated into the SH6, SH8B and SH8 Gibbston to Clyde safer corridor project (# 80)
NZTA	Deborah Realignment	Realign the road to a 100 km/h design speed over the railway line by lowering the railway line 5.1m and installing a new 76m culvert railway underpass on the new alignment. Reverse curves cause driver surprise and pose a crash hazard, particularly with respect to HCVs, which is exacerbated in wet conditions. The project proposes to undertake a realignment of the railway line and highway to eliminate driver surprise and improve network resilience. Objective of the project is to improve safety for motorists.	2	Not included in 2015-18 NLTP	No	Suspended - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period.

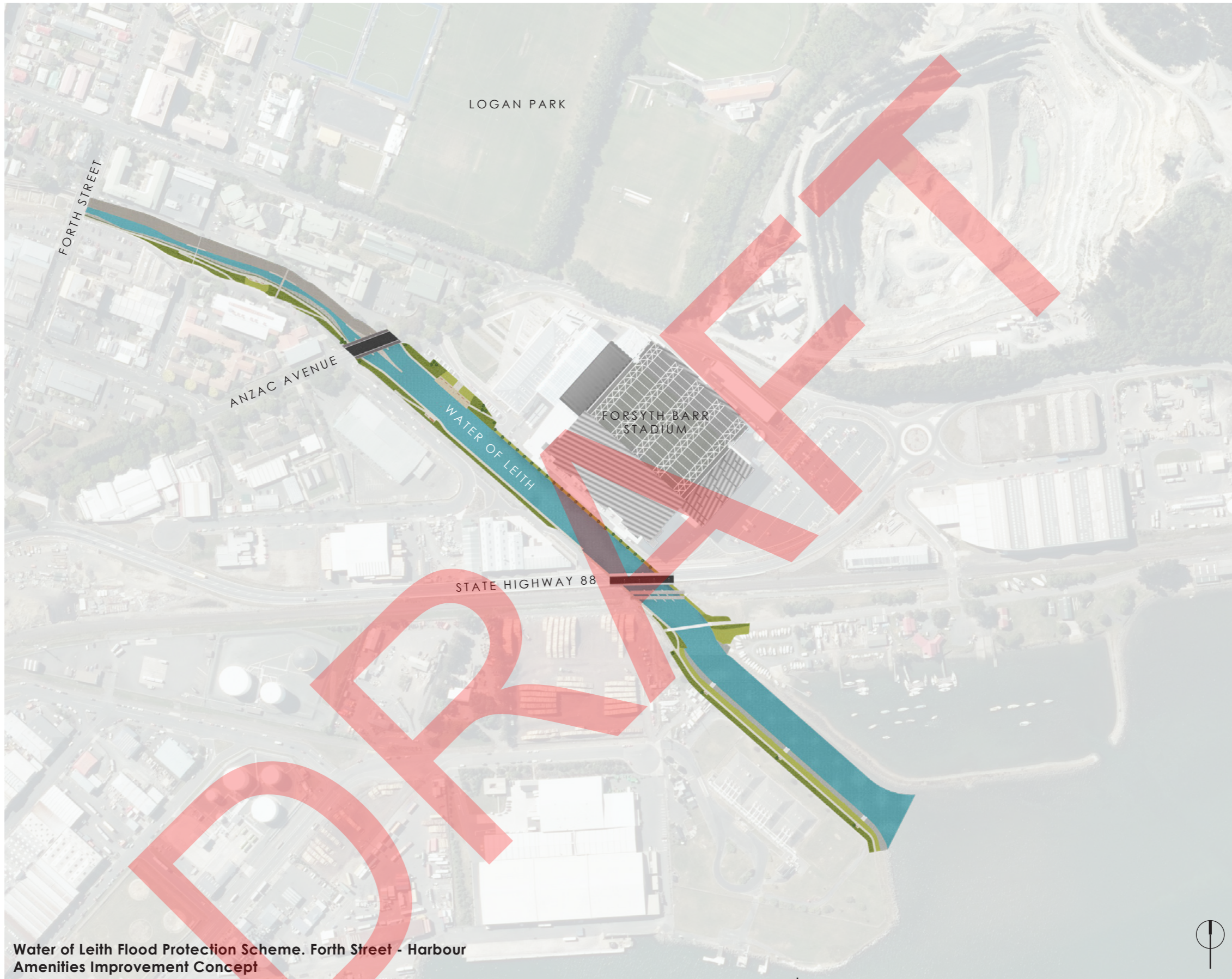
Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Dunedin - Fairfield Safety Improvements	Infill of wire rope side barriers and other improvements to create safer and more forgiving roadsides. Objectives are improved safety for all road users and a reduction in crash rates and severity of unavoidable crashes. A by-product will be fewer highway closures as a result of crashes.	2	Funding approved, and work undertaken; but TIO notes it as being under review [mid-2018]	Yes	Further funding sought in 2018/19 RLTP for further implementation
NZTA	Grant Rd to Kawarau Falls Bridge Improvements	Capacity issues, widening, urbanisation and intersection improvements. Work necessary to compliment 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. Objectives are reduced congestion, improved use of existing corridor, and improved customer experience.	1	Funding approved for the business case	Yes	Further funding sought in 2018-21 RLTP for implementation
NZTA	Hilderthorpe Straight Flood Mitigation	Flooding at various locations from surface water run-off during heavy rainfall resulting in road closures. Flood-prone areas include McEneaney passing lanes, 45th Parallel, Hilderthorpe Floodway, Hilderthorpe Rd and Wai-iti Park. Significant drainage work required. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater.	1	Start year outside of 2015-18 RLTP	No	Varied - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period. Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Katiki Erosion Protection	Coastal erosion along Katiki straight. Currently being monitored but requires a long-term solution. Objectives are improved highway corridor resilience to storm events, reliable freight movement with little or no delay, and reduced pavement maintenance costs through improved coastal protection and shoulder support.	3		Yes	Incorporated into the SH1 Oamaru to Dunedin safety management and resilience project (# 83). Also Included in RTCs 'wishlist' in the RLTP update, section 2.4.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Enhanced Network Resilience Otago	Improve resilience of SH network addressing bridge deficiencies, rock fall/slips risk areas, flood prone areas and coastal erosion	3	Not included in 2015-18 NLTP	No	Abandoned - This was a "placeholder" activity which has been replaced by specific resilience activities.
NZTA	Ladies Mile Corridor Improvements	Capacity and safety issues related to Howards Drive, which is the only access to the Lake Hayes Estate residential development. Development down Stalker, Lower Shotover and Tucker Beach Rds requires corridor and access improvements. Further population growth predicted for the area. Objectives are reduced congestion, improved use of existing corridor, improved customer experience, and journey time reliability.	3	Funding approved for development of the detailed business for Tuckers Beach Road intersection improvement	Yes	
NZTA	Maheno Flood Mitigation	Prone to flooding from the Kakanui River resulting in road closures with no logical commercial vehicle detour. Approximately 300m of highway needs to be raised by up to 500mm with large diameter culverts installed to provide resilience to flood events. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to flood inundation.	1	No Approvals to date	No	Varied - This is no longer a State Highway improvement activity and will be delivered as a Low Cost/Low Risk activity. Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Mosgiel - Balclutha Safety Improvements	ATP infill to encourage lane discipline on a highway with challenging geometry. Additional treatment as required. Part of the Safer Journeys - Roads and Roadsides business case. Objectives are improved safety for all road users, reduced crash rates and severity of unavoidable crashes, improved network efficiency and resilience with fewer highway closures as a result of crashes.	2		Yes	Has now 'morphed' into the Mosgiel - Milton Safety Management project (# 68)
NZTA	Nevis Bluff Rockfall Protection	Additional to the ongoing work, a capital project is needed. International peer review recommends staged physical catch fences. Objective is improved safety for users and resilience of this key route.	1		Yes (and, also, see table V)	Incorporated into the SH6, SH8B, SH8 Gibbston to Clyde Corridor Improvements project (#85)

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	North Oamaru Corridor Improvements	Possible re-allocation of road space with removal of cycle lanes and provision of quiet street detours for cyclists. Intersection improvements. Objectives are improved safety for all users, improved efficiency for people and goods on main highway corridor with improved access for residents from side roads, and improved amenity for residents.	3		No, but included in Table V	
NZTA	Oamaru - Dunedin Safety Improvements	Installation of wire rope barrier and ATP in high risk areas along the highway corridor. Part of the Safer Journeys - Roads & Roadsides business case. Objectives are improved safety for all road users and a reduction in crash rates and severity of unavoidable crashes. A by-product of safety improvements is improved network efficiency and resilience with fewer highway closures because of crashes.	3		Yes	Varied; now the Oamaru - Dunedin Safety Management and Resilience
NZTA	Pine Hill Rd/Great King St Intersection Improvements	Identified as one of the 100 high risk intersections in NZ. Restricted visibility from priority-controlled intersection located at base of a steep incline. Consideration of an improved at grade solution required. Improved safety for all intersection users by potentially signalling with pre-warning amber signals located prior to the George St over bridge and installation of a downhill crawl lane for heavies. Priority phasing may be given to heavy vehicles using the crawl lane to ensure the intersection is clear. This should mitigate the risk of conflict at the intersection. Part of the Safer Journeys - Roads & Roadsides business case.	1		No	Included in RTCs 'wishlist' in the RLTP update, section 2.4.
NZTA	Roaring Meg Bridge Widening	Narrow bridge on poor alignment. Widening of one side needs to be progressed. Objectives are improved safety for all motorists and improved corridor resilience on an arterial route linking Queenstown with Central Otago region.	5	Not included in 2015-18 NLTP	No	Varied - This project has been reprioritised in the 10 year State Highway Programme beyond the 2018-21 period.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	SH88 Safety Improvements	A Safe Roads Alliance project. Safer roadsides through combination of improved delineation (e.g. ATP markings); wire rope barrier, 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.	1	Construction has been approved / committed	Yes	Now to be delivered in tandem with SH88 Cycling and Pedestrian Facilities. There are two projects of this name in the RLTP update, one already approved and one seeking funding for 2018-20.
NZTA	SH6A Corridor Improvements	Corridor improvements to relieve congestion, improve use of existing corridor, and improve customer experience with greater accessibility from side roads.	3		Yes	
NZTA	St Andrews St Anzac Ave	Revise layout of existing signal-controlled intersection to improve operational efficiency, especially for port-bound freight. Intersection complicated by adjacent rail line. By-product of improved safety and congestion relief on the Dunedin one-way network.	1	Not included in 2015-18 NLTP	No	Varied - This project has been programmed to align with the reprioritisation of the DCC's Eastern Bypass project which is now beyond the 2018-21 period.
NZTA	Stanley St Corridor Improvements	Main arterial link into Queenstown which doesn't cope with peak hour demand. Delays also occur due to the current roundabout configuration at the major intersections and a pedestrian crossing. Objectives are reduced congestion and associated driver frustration, improved and more reliable travel times, enhanced safety for pedestrians along the corridor, and improved visitor experience.	2		Yes	
NZTA	Visiting Driver Signature Project Otago	Safety improvements to the Otago network for tourist drivers on key links: Queenstown - Milford (Otago section), Queenstown - West Coast, Queenstown - Christchurch (Otago section), ATP, pull-off areas and barriers. Objectives are a reduction in tourist driver related crashes and, where these cannot be avoided, a reduction in their severity. Also, consistency in the application of safety measures on major routes through Otago which provide key links to the adjacent regions of Canterbury and the West Coast.	1	Project carried out in 2015-18	Yes.	Further funding sought in 2018/21 update of the RLTP, for another year's work.

Organisation Name	Project Name	Project Description and Objective	Regional Priority 2015-18	Status at May 2018	Included in 2018/21 Programme?	Comment
NZTA	Waikouaiti Flood Mitigation	Highway prone to flooding from the Waikouaiti River between the Waikouaiti River bridge and Karitane turn-off. Possible solution to overlay and raise highway by up to 700mm requiring installation of large diameter culverts. Objectives are improved highway corridor resilience with fewer or no road closures during storm events, reliable freight movement with little or no delays, safer highway for motorists with less potential for surface flooding along the corridor, and reduced maintenance costs through construction of a pavement less susceptible to inundation by floodwater and erosion from the adjacent river.	1	Proposed	No	Varied - This is no longer a State Highway improvement activity and will be delivered as a Low Cost/Low Risk activity.
NZTA	Waitati Curve Realignment	Realign curve to 550m radius, relocate Blueskin store and SH1: Harvey Street Intersection. Curve very much out of context with adjacent commercial land use. The project will: (i) improve safety for vehicles (ii) reduce potential for roadside impact crashes (iii) reduce travel time and (iv) vehicle operating costs.	5	Not included in 2015-18 NLTP	No	Suspended - This project has been reprioritised in the 10-year State Highway Programme beyond the 2018-21 period.
NZTA	Weigh Right, Otago	Weigh in motion station. Designed to support weight compliance in the heavy truck fleet. Involves enhancing existing weigh bridges with Weigh in Motion and Automatic Number Plate Recognition. Provides for the selection of vehicles which will directly increase the effectiveness of enforcement when matched with linked roadside, data analysis and investigative activity. Improved strategic siting of additional weigh bridges significantly increases the likelihood of an errant operator being prosecuted and should result in a higher level of compliance.	4	No approval to date.	No	Project not separately identified in RLTP. Could possibly be delivered as a low costs / low risk projects [NZTA to advise]



**Water of Leith Flood Protection Scheme. Forth Street - Harbour
Amenities Improvement Concept**



client / project name: OTAGO REGIONAL COUNCIL
drawing name: **FORTH STREET TO HARBOUR - OVERALL PLAN**
designed by: Dave Compton-Moen / Mike Moore
original issue date: 17 MAY 2018
scales: 1:4000 @ A3

Council Meeting - 27 June 2018 Attachments

revision no:	amendment	approved	date
-	DRAFT OPTION	DCM	17.5.18
A	DRAFT OPTION	DCM	25.5.18
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D	FINAL ISSUE	DCM	28.5.18
E	OPTION 2 ADDED	DCM	29.5.18
F	OPTION 2 AMENDED	DCM	21.6.18



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2018_020 - MIKEMOORE-LEITHWORKS_
FORTHSHARBOUR_CONCEPT_100

THEME
 The theme for this area is 'natural stream'. Plantings will be made up of indigenous species appropriate to the area and riparian situation



Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **FORTH STREET TO HARBOUR - FORTH STREET - ANZAC AVENUE PLAN**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: 1:1000 @ A3

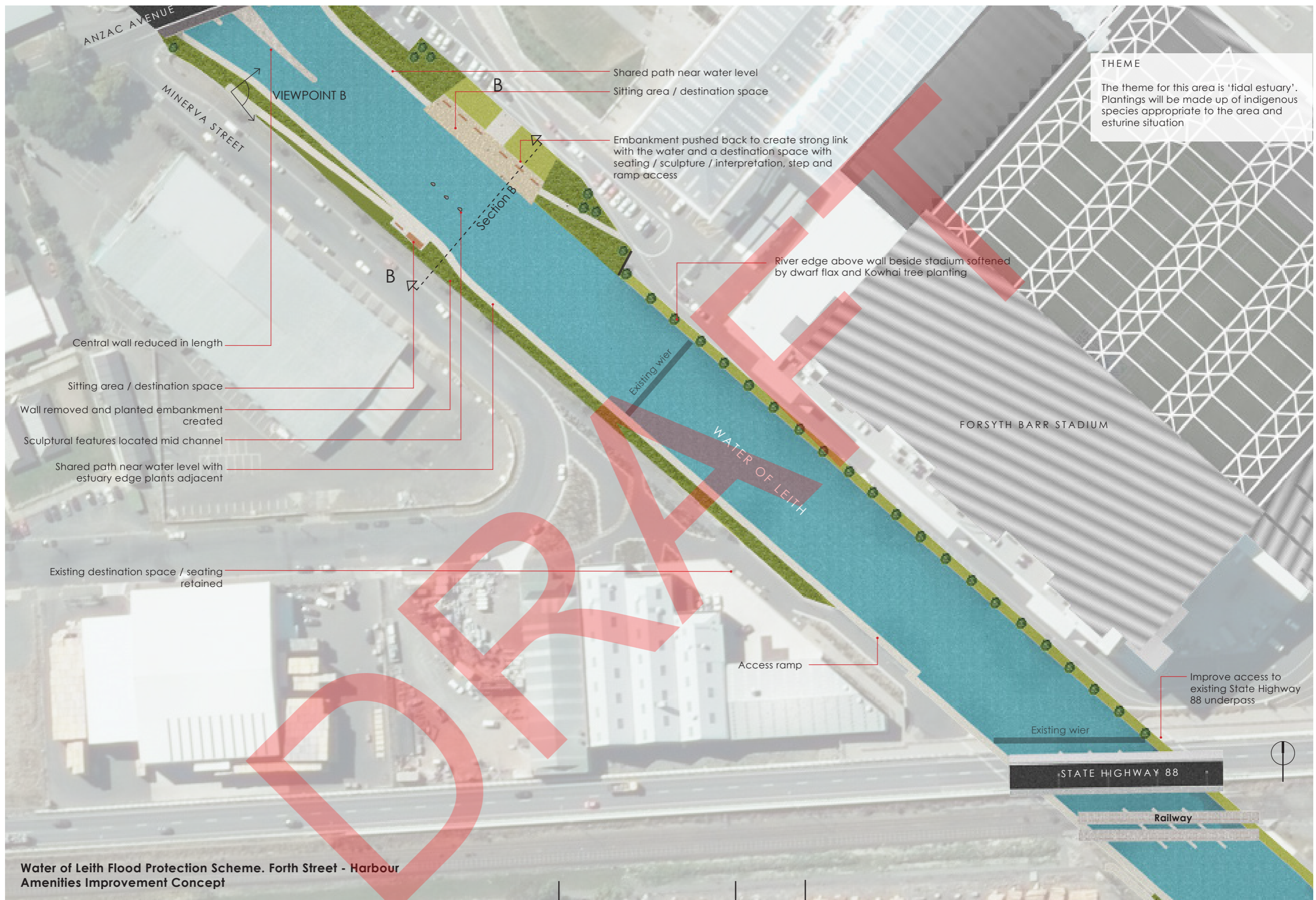
Council Meeting - 27 June 2018 Attachments



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2018_020 - MIKEMOORE-LEITHWORKS_
FORTHSTHARBOUR_CONCEPT_100



THEME
 The theme for this area is 'tidal estuary'.
 Plantings will be made up of indigenous
 species appropriate to the area and
 estuarine situation

**Water of Leith Flood Protection Scheme. Forth Street - Harbour
 Amenities Improvement Concept**

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **FORTH STREET TO HARBOUR - ANZAC AVENUE - STATE HIGHWAY 88 PLAN**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scale: 1:1000 @ A3
Council Meeting - 27 June 2018 Attachments

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FORTHSTHARBOUR_CONCEPT_100



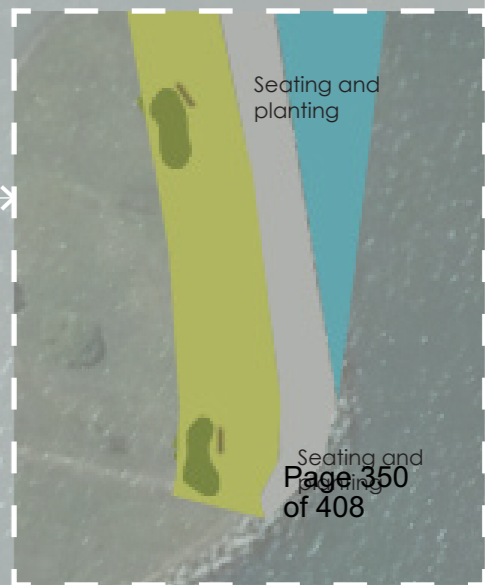
THEME
 The theme for this area is 'access to the sea'. Plantings will be made up of indigenous species appropriate to the area and harbour edge situation

OTAGO YACHT CLUB

Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **FORTH STREET TO HARBOUR - STATE HIGHWAY 88 - OTAGO HARBOUR**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: 1:1000 @ A3
 project no / drawing no: **2018_020 - MIKEMOORE-LEITHWORKS_**
FORTH HARBOUR CONCEPT 100
 Council Meeting - 27 June 2018 Attachments

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Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **FORTH STREET TO ANZAC AVENUE - PERSPECTIVE A**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: NTS

Council Meeting - 27 June 2018 Attachments

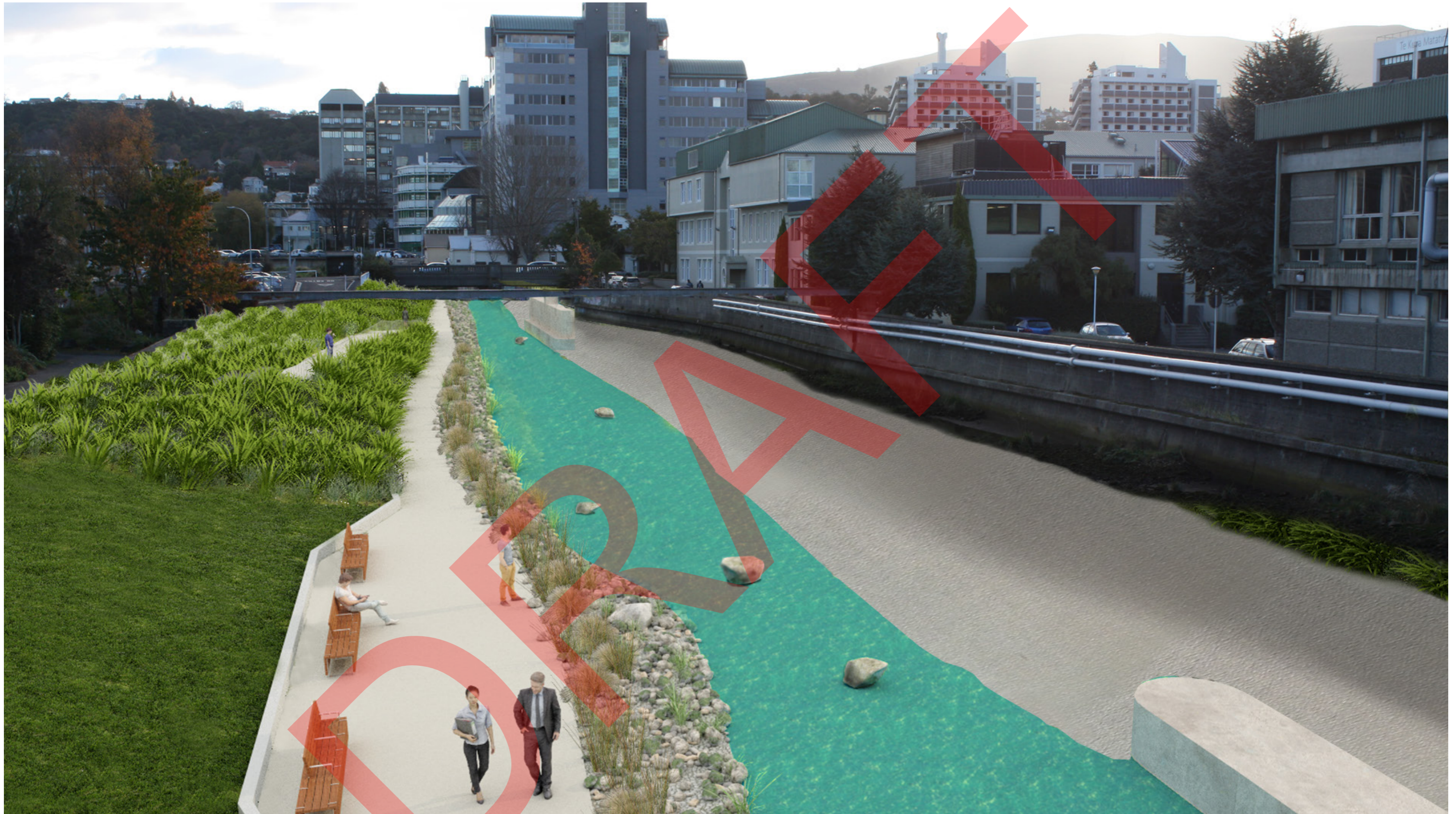
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FORTHSHARBOUR_CONCEPT_100



Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **FORTH STREET TO ANZAC AVENUE - PERSPECTIVE A- OPTION 2**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: NTS

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FORTHSHARBOUR_CONCEPT_100



Embankment to improve access to water

Ramp access

Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: **ANZAC AVENUE TO STATE HIGHWAY 88 - PERSPECTIVE B**
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: NTS

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FORTHSHARBOUR_CONCEPT_100



Forsyth Barr Stadium

Proposed new footpath / cycleway bridge (indicative)

Planting along fenceline to screen fuel storage area and enhance natural character

Seating provided at points along path

Metalled path - semi permeable surface

Stepped access to water edge for safe fishing

Water of Leith Flood Protection Scheme. Forth Street - Harbour Amenities Improvement Concept

client / project name: OTAGO REGIONAL COUNCIL
 drawing name: STATE HIGHWAY 88 TO OTAGO HARBOUR - PERSPECTIVE C
 designed by: Dave Compton-Moen / Mike Moore
 original issue date: 17 MAY 2018
 scales: NTS

revision no:	amendment	approved	date
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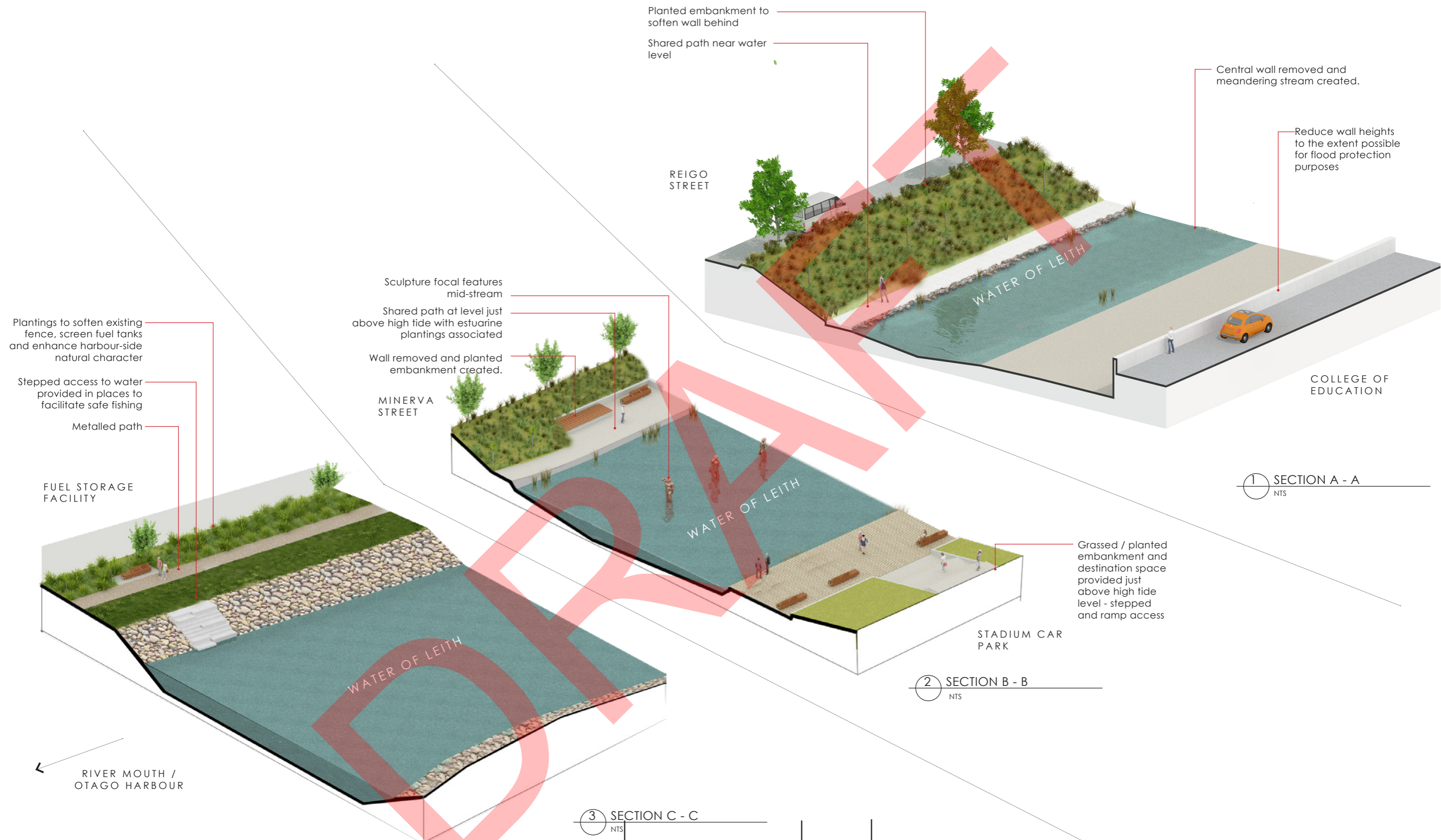


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2018_020 - MIKEMOORE-LEITHWORKS_ FORTHSHARBOUR_CONCEPT_100



client / project name: OTAGO REGIONAL COUNCIL
drawing name: FORTH STREET TO HARBOUR - CROSS SECTION
designed by: Dave Compton-Moen / Mike Moore
original issue date: 17 MAY 2018
scales: NTS

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2018_020 - MIKEMOORE-LEITHWORKS_ FORTHSHARBOUR_CONCEPT_100

Who's
putting local
issues on
the national
agenda?

**We are.
LGNZ.**

2018 Annual General Meeting

Remits

1

Drug testing in the community

Remit: That LGNZ works with central government to develop a nationally consistent regime of waste water testing, to enable a solid basis for testing drug use in our communities.

Proposed by: Tasman District Council

Supported by: Waitomo District Council
Ruapehu District Council
Bay of Plenty Regional Council
Nelson City Council
Upper Hutt City Council
Far North District Council

Background information and research

1. Nature of the issue

- a. The technology exists now to test wastewater for the use of drugs which gives a very straight forward comprehensive picture on the drug use in respective communities. This has been trialled currently with three communities in New Zealand and in each community a different drug has shown as the major issue. Where councils or communities would like to apply these tests, a consistent methodology will enable decision makers within those communities to determine the best course of action.
- b. This will allow for the best utilisation of resources within the community to test for drugs. The aim is to provide all relevant services with the ability to identify the use of illegal and harmful substances and identify the practices to reduce harm.

2. Background to its being raised

- a. We are all familiar that from time to time, issues with the use of illegal drugs cause particular problems within our communities. Currently one drug that is causing significant concern is methamphetamine. However, we shouldn't assume that this is the only problem drug or in the future the problem drug may be different.
- b. Testing wastewater is a straightforward and effective way to demonstrate the scale and nature of problems with illegal drugs within our communities.

- c. The impacts of drivers being affected by methamphetamine have been raised within our community recently. However, there is wide spread evidence of this drug causing significant harm to families and communities. The simple straightforward test of this nature would be highly beneficial for use in communities when wanting to identify the scale and nature of this problem.

3. New or confirming existing policy

This is a new policy.

4. How the issue relates to objectives in the current Work Programme

This does not relate to the current work programme.

5. What work or action on the issue has been done on it, and the outcome

Three communities have trialled the technology and the primary drugs they detected are Christchurch (MDMA), Rosedale, North Shore (cocaine) and Whangarei (methamphetamine).

6. Any existing relevant legislation, policy or practice

Not that I am aware of.

7. Outcome of any prior discussion at a Zone or Sector meeting

This has not been discussed at Zone or Sector meetings.

8. Evidence of support from Zone/Sector meeting or five councils

This has the support of the six mayors listed above.

9. Suggested course of action envisaged

Developing nationally consistent regime for testing wastewater for illegal or harmful drugs.

2

HCV – Rural roads policy

Remit: That LGNZ pursue investigation of a Road Pricing Policy Statement for Land Transport to incentivise route selection for HCV's that encourages the most economically efficient use of the transport network over both Local Roads and the State Highway network.

Proposed by: Ruapehu District Council

Supported by: Zone Three

Background information and research

1. Nature of the issue

The following issues have been identified:

- a) The current Road User Fees and Charges regime incentivises the shortest transport distance from Gate to Port or processing plant of primary produce without assessment of the most economic, efficient and sustainable transport route.
- b) This does not enable efficiency in the use of the transport network nor take into account resilience and safety.

2. Background to its being raised

The cost of maintaining and renewing local road infrastructure has a significant impact on a territorial authority's budget decisions within its LTP. The consumption of low strength pavements on low volume rural road networks is not well considered by HCV fleet managers when route planning and pricing for harvesting aggregates, forests or other high intensity produce from the primary sector.

The Road Controlling Authorities Forum made up of NZTA and representatives from TA's and associated NGO's have funded Research and produced Guidelines to assist Funding Policy Decision makers in Local Government. It is considered that more can be done at a National Funding Policy level to promote efficient and effective use of limited resources for Land Transport.

3. New or confirming existing policy

New - Policy goal – That price incentives are in place to ensure the most economic use of the transport network.

4. How the issue relates to objectives in the current Work Programme

This issues relates to LGNZ's strategic priority one¹ regarding infrastructure and specifically around the policy priorities, actions and projects for transport. These include:

- Government Policy Statement for Land Transport 2018 and National Land Transport Programme presented to councils in an integrated manner for LTPs which addresses sector needs including freight, regional growth and tourism.
- Ongoing advocacy for new funding models for transport.
- Integrate policy positions from Mobilising the Regions including: integrated transport planning and decision making models into the above.

5. What work or action on the issue has been done on it, and the outcome

A large proportion of pavement consumption on local roads occurs on low volume roads, caused almost entirely from commodity cartage. The Special Interest Group – Low Volume Roads (SIG-LVR) of the Road Controlling Authorities Forum (NZ) (RCA Forum) has sought to provide a process for:

- Calculating pavement consumption on low volume roads caused by industrial land-use.
- Allocating the cost to industrial ratepayers, in an equitable way, using rules prescribed by local government legislation.

This work is now in circulation is being considered as one of the tools to equitably fund transport demands on Local Roads.

References

http://rcaforum.org.nz/sites/public_files/images/160429-Notes%20of%20290416%20forum.pdf

https://rcaforum.org.nz/sites/public_files/images/Guidelines_equitable_funding_pavement_maintenance_LVR-July_2017.pdf

6. Any existing relevant legislation, policy or practice

Land Transport Management Act 2003

- This governs the issuing of the GPS, the requirement that NZTA report annually on the use of funds from the land transport fund (including the contribution to the GPS outcomes and objectives) and the compliance of RLTP with the GPS.

Local Government Act 2002

- This specifies the LTP process and the inclusion of key roading funding and planning information as a mandatory activity.

7. Suggested course of action envisaged

That LGNZ pursue investigation of a Road Pricing Policy Statement for Land Transport to incentivise route selection for HCV's that encourages the most economically efficient, safe and resilient use of the transport network over both Local Roads and the State Highway networks.

8. Discussion and conclusion

For example; The full cost of government afforestation incentives are not taken into full account when calculating Return on Investment. In the case of forest harvest today, the incentives for investment were made in the 1990's in the national interest (primary exports and carbon agendas) and in many cases the costs today largely fall on property with higher capital values.

A potential exists to introduce road pricing to incentivise the best use of transport resources and provide for economic growth and productivity in the rural provincial sector.

In order to allow for more informed and effective decisions, the transport sector needs to be incentivised to use the best possible transport routes that are proven the safest most efficient and sustainable use of the network.

It is therefore recommended that LGNZ pursue an investigation into Road Pricing that can inform NZTA and the Ministry of Transport when considering any review of funding tools for New Zealand's transport infrastructure.

3

Heritage buildings

Remit: That LGNZ lobbies for greater support for, and protection of, heritage buildings via the following mechanisms:

- Revision of the Building (Earthquake-Prone Buildings) Amendment Act to change the '25% building work' clause instead to trigger earthquake strengthening once a threshold of "25% of the Capital Value or \$200,000, whichever is the greater" is reached to make this a more equitable provision for regional centres.
- An increase in the heritage fund.
- Provision of tax relief for heritage building upgrades

Proposed by: Whanganui District Council

Supported by: Zone Three

1. Background information and research

1. Nature of the issue

The following issues have been identified:

- a. The current Building (Earthquake-Prone Buildings) Amendment Act (the Act) contains a clause where any work that reaches 25% of the current Capital Value (CV) of the building subsequently triggers the need to earthquake strengthen the entire building. This has a significant impact on smaller centres with low CVs (e.g. where values can be below \$100,000). This poses an imminent and real threat to heritage buildings and the future character of New Zealand's town centres.
- b. Earthquake strengthening deadlines are approaching and regional centres in particular may struggle to undertake this work. This is because there is not the same economic return for these improvements. More funding is required to ensure that this can be delivered on time.
- c. There is no tax relief available for earthquake strengthening costs. This is a deterrent for delivering on this important safety and preservation work.

2. Background to its being raised

New Zealand's heritage buildings are a critical reminder of our past. Regardless of size or splendour even unassuming pubs and shops in the smallest of towns are slowly earning respect

and recognition for their reflection of our heritage and their important historical insight. This is true irrespective of whether this is a nostalgic nod to memories of youth or a more significant need for heritage preservation. If we lose these then we lose the valuable visual reminders which mark our unique identity as a country – and once these are gone, they are gone. This recognition has been the impetus for successful rejuvenation efforts throughout the country, for example, along the Otago Rail Trail where redundant buildings have been given a new lease of life – which has translated into economic benefit for new business ventures, while adding significantly to the tourism experience. These opportunities should be encouraged and incentivised by government and strongly supported by LGNZ.

Amendment to the Act

- Whanganui’s Earthquake-Prone Buildings Community Taskforce (the Taskforce) submitted on the Proposals for Earthquake-Prone Buildings Regulations in 2016.
- Part of this submission focused on the trigger point for earthquake strengthening of an entire building. This had been set at 25% of the current CV – meaning that in instances where a building has had an ‘earthquake strength assessment’ carried out then once the 25% threshold is reached through building work of any kind then complete earthquake strengthening is required.
- As a result, despite the legislation not requiring earthquake strengthening for many years, once this point is reached then the building owner or tenant is effectively penalised for what might amount to just a minor upgrade.
- The Taskforce challenged this clause and instead recommended that it be reworded so that work that reaches 25% of the CV, or a value of \$200,000 (whichever was the greater) become the trigger point instead.
- This is because most buildings outside of the major cities have low CVs. This is largely due to the age of the buildings and the nature of small town demand for retail and upper-storey living (with many of these CVs being below \$100,000).
- As a result, even small scale building work such as \$25,000 for a new bathroom or internal wall construction could enact this clause.
- Although the Taskforce’s submission received support from other communities it did not result in the requested changes to the legislation being made.
- The Taskforce has suggested that if the clause remains in its current form then it could cause a large number of heritage buildings (particularly in regional centres) to become dilapidated, and ultimately lost. This runs counter to the intent of the legislation and an urgent review of the determination is requested.

Increase in the heritage fund

- Heritage EQUIP provides grants for both retrofitting and major works².
 1. Retrofit grants are designed to support smaller scale seismic strengthening projects. These are to address specific aspects of the building or to provide retrofit solutions for common hazards. They provide up to 50% of costs – up to a maximum of \$25,000.

2. Major works grants are for comprehensive seismic strengthening solutions including large-scale or staged projects. These provide up to 50% of costs, with no upper limit to the grant application.
 - In 2016 the government announced a new \$12M fund to support earthquake strengthening work on privately owned heritage buildings where seismic upgrades were required.
 - Although this was initially limited to only Category 1 and 2 listed buildings, this has since been broadened to other buildings on local council heritage registers.
 - While the initial \$12M pool was a welcome funding mechanism for building owners, it is claimed that additional support will be required as earthquake strengthening deadlines approach.

Tax relief

- It is considered that commercial building owners should be allowed tax relief for earthquake strengthening costs.
- IRD currently provides no tax relief for expenditure.
- It is claimed that this discourages investment – especially for older buildings.
- The government could assist with the affordability of strengthening costs by allowing building owners to expense their construction costs by one of two ways:
 1. Allowing the cost of strengthening to be treated as an expense in the year in which the costs occur, with the deduction ring-fenced to rental income activity. This would allow owners to claim the tax benefit of the expenditure and would provide a real incentive to owners to carry out the strengthening.
 2. In lieu of the above option not being adopted then building owners should be allowed to capitalise the strengthening costs separately – with those costs depreciated or amortised over a period of, for example, 10 years. Although the first option is preferred and offers more benefit to owners, the second option would still allow the recovery of some tax relief over a defined period.

3. New or confirming existing policy

These changes would build on and support existing policy. Tax relief advantages would require new provisions.

4. How the issue relates to objectives in the current Work Programme

The current LGNZ work programme identifies the implementation of earthquake prone buildings regulations as a strategic policy priority under *Housing and Building*.

5. What work or action on the issue has been done on it, and the outcome

The Taskforce has advocated strongly for the needs of regional New Zealand in relation to heritage and earthquake strengthening. Supplementary research alongside its submission suggests that the following outcomes are possible without intervention:

- Buildings will not be renovated until the very last moment. As a result, deterioration in the integrity of the building is likely to be significant and could lead to the building becoming unsalvageable.
- Buildings will slowly deteriorate – becoming even less attractive to rent. This will have an impact on regional town centres.
- Buildings are likely to be abandoned once the earthquake strengthening deadline is reached – particularly in the case of overseas landlords where the cost of either clearing the site or strengthening will far exceed the value left in the property.
- The 25-year strengthening timeframe allowed in the legislation for Zone B areas (such as Whanganui) is now seriously reduced in efficacy because of the '25%' clause.

6. Any existing relevant legislation, policy or practice

- Building (Earthquake-Prone Buildings) Amendment Act
- Income Tax Act 2007

7. Outcome of any prior discussion at a Zone or Sector meeting

This remit was presented to the Zone Three meeting on 20 April 2018. It was moved by Cr Helen Craig (Whanganui) and seconded by Mayor Don Cameron (Ruapehu). It was supported by all member councils:

- Central Hawke's Bay District Council
- Hastings District Council
- Hawke's Bay Regional Council
- Horizons Regional Council
- Horowhenua District Council
- Manawatu District Council
- Napier City Council
- New Plymouth District Council
- Palmerston North City Council
- Rangitikei District Council
- Ruapehu District Council
- South Taranaki District Council
- Stratford District Council
- Taranaki Regional Council
- Tararua District Council
- Wairoa District Council

In addition, Rangitikei District Council has acknowledged its specific endorsement of this remit.

8. Suggested course of action envisaged

It is recommended that:

- a) The Act be amended to allow for work up to 25% of the CV, or \$200,000, whichever is the greater.
- b) The Heritage Fund be increased to adequately meet demand.
- c) That IRD reviews its provisions in relation to tax relief for earthquake strengthening of heritage buildings with a view to introducing this assistance.

9. Discussion and conclusion

“Heritage buildings keep our history alive, telling the story of our past and giving perspective for today. Heritage buildings provide both private and public value throughout New Zealand.”

(credit Heritage Equip website: heritageequip.govt.nz)

These recommendations are based on the value of heritage and the importance of ensuring that the rules are applied in a fair and equitable way, regardless of whether you live in a major city or a smaller regional centre. The current Act does not offer this even-handedness – meaning that those in smaller centres with low CVs can be charged with responsibility for full earthquake strengthening as a result of only small scale building works. A minor reframing of the Act to set a cost threshold of up to \$200,000 would ensure that a more equitable approach could be applied nationwide, without unduly penalising regional New Zealand where the economics of building conversion are not the same. By not addressing this discrepancy heritage buildings may miss out on investment and upgrades – eventually becoming rundown and potentially lost.

The value of heritage preservation is further championed through a request to increase the Heritage Fund. This boost would provide greater opportunity for more building owners to receive a subsidy so that requisite strengthening work can be undertaken. It would also mean that government could better manage the influx of applications that are likely to be submitted as deadlines approach. It is considered that this assistance will be particularly important for regional New Zealand where there is not the same economic return for this kind of work. Although building owners are generally passionate about restoration, with costs being so high and returns so low it is possible that many buildings will be left abandoned and ultimately demolished due to a lack of financial viability. Related to this is the concern that councils will then be burdened with the cost of demolition and rates arrears. Furthermore, removal of heritage buildings will irreparably impact on town streetscapes – resulting in less attractive replacement structures (or building gaps) and generating a loss of character, community and cultural identity.

Investment can similarly be encouraged through the provision of tax relief to support heritage building owners. Although this would have minimal financial impact on the government it would

have a significant effect on the retention and strengthening of earthquake-prone heritage buildings. It is recommended that this review occur as soon as possible to mitigate the size of this issue as a growing number of older buildings increasingly require investment.

4

Climate change – advocate to banks

Remit: That LGNZ, consistent with the Local Government Position Statement on Climate Change 2017 and the Local Government Leaders' Climate Change Declaration 2017, advocate to all major banks that they transition away from investments in fossil fuel industries, and consider opportunities for long-term investments in low- or zero-carbon energy systems.

Proposed by: Greater Wellington Regional Council

Supported by: Greater Wellington Regional Council

Porirua City Council

Carterton District Council

Masterton District Council

Kapiti Coast District Council

Palmerston North City Council

Background information and research

1. Nature of the issue

Climate change has been described as “a slow motion disaster that will change our lives, the economy, and our planet for ever”. The previous Parliamentary Commissioner for the Environment Dr Jan Wright said that climate change is “by far New Zealand’s worst environmental problem”. The effects of climate change are already being felt globally and in New Zealand through: increased frequency of extreme weather events including storms, cyclones, tornadoes and droughts; wildfires; and rising sea levels.

Climate Change will have major impacts on areas of responsibility of local government. Over the next few decades, tens of thousands of New Zealanders will be displaced from their homes by threatened inundation by rising sea levels. Local government has the responsibility to manage, at regional, city and district levels, land use planning including requirements for coastal protection or managed retreat to ensure future residential and business development and infrastructure is located away from areas that will be inundated. Local government therefore has a very high interest in measures being taken to reduce emissions of greenhouse gases, in accordance with NZ’s commitments under the Paris Agreement of 12 December 2015, and subsequent commitments by the Government.

2. Background to its being raised

Greater Wellington Regional Council has recently updated its Treasury Risk Management Policy and has included a section:

“5.3 Investments in fossil fuels The Council has a policy to divest from any direct investment in fossil fuel extraction industries and investigate existing non direct investment, with a view to preventing future investment where practical”.

The Council’s Treasurer has taken the opportunity to advise banks of this policy as part of Council’s on-going commitment to reducing carbon emissions and promoting this to the wider community. It has also advised the banks that as part of its on-going due diligence into this matter, it will continue to monitor the banks it transacts with to ascertain what they are doing to assist with reducing and discouraging the on-going use and investment in fossil fuel industries.

3. New or confirming existing policy

Local Government recognises, as stated in the Local Government Position Statement on Climate Change, 2017, and the Local Government Leaders’ Climate Change Declaration, 2017, that we must act on climate change now to avoid future risk. Local authorities have accepted that they are at the frontline of climate change adaptation and have a role to play in mitigation, and that their responsibilities will grow in addressing climate change as both anticipated and unforeseen problems are revealed. Local government has a strong interest in the impacts of climate change and what can be done to mitigate those impacts.

Support for this remit will reinforce the Local Government Leaders’ Climate Change Declaration 2017, which included: “A clear and consistent pathway toward a low carbon and resilient future needs to provide certainty for successive governments, businesses and communities to enable transformative decisions and investments to be made over time”.

4. How the issue relates to objectives in the current Work Programme

LGNZ has climate change as a project in its Work Programme.

This remit relates to the following objectives of the project:

- a. Climate Change Action: “Actions to reduce emissions”
- b. A Collaborative Approach: “A collaborative and joint response to climate change, including a clear pathway to a low carbon economy”
- c. Key work streams: “Mitigating the impacts of climate change”
- d. Supporting work: “The sector will contribute to the Productivity Commission’s inquiry into NZ’s transition to a low-emissions economy”.

5. What work or action on the issue has been done on it, and the outcome

On 19 October 2016, the NZ\$30 billion NZ Super Fund announced changes to become more resilient to climate change investment risk under a new strategy announced by the Guardians of New Zealand Superannuation.

CEO Adrian Orr said climate change was a material investment issue with risks for long-horizon investors. "In coming years the global energy system will transition away from fossil fuels. Some assets we invest in today may become uneconomic, made obsolete or face a dwindling market."

"Climate change, and the coming transition to a low-carbon energy system, also present investment opportunities for long-term investors that we intend to capture". Mr Orr said the strategy represented a significant and fundamental shift for the NZ Super Fund.

The New Zealand Super Fund has set an example for banks and other investment fund managers. The effect of this remit will be to reinforce to major banks the strategic importance and benefits of a shift of investments away from fossil fuel industries and towards long-term investments in low- or zero-carbon energy systems.

The banks that Council deals with have a range of appetites in terms of dealing with climate change issues, with them all formally acknowledging the issues of climate change.

The four Australian banks that Council deals with all have exposures in the billions of dollars to the coal mining sector. They all have some statement on environmental/climate/sustainability on their websites and in their financial statements. They all support the position on climate change and the need to reduce greenhouse gases.

Westpac is a leader having been recognised as the world's most sustainable bank in 2016 for the ninth time and has a focus on energy efficient lending, and is the only bank to publish its exposures to both the fossil fuel and clean tech/environmental service sectors.

Kiwibank has little or no exposure to direct lending to fossil fuel industries as its focus is primarily on residential lending. They provide sustainable energy loans and their guiding principles espouse an ethical approach to their products and services.

The LGFA, while having not having a formal policy on climate change, is presently considering one as part of its work programme. They have no investments in fossil fuel industries.

6. Any existing relevant legislation, policy or practice

The current Government announced shortly after it took office in November 2017 that it will introduce a Zero Carbon Bill with the objective of NZ becoming a net zero-emissions economy by 2050. It will also establish an independent Climate Commission to set five-yearly carbon budgets and a Green Investment Fund to direct investment towards low-emission industries.

This remit could make an important contribution to assisting the Government to meet the objective of a net zero-emissions economy by 2050, by encouraging banks to divest from

investments in fossil fuel industries and instead direct investment to low- or zero-carbon energy systems.

7. Outcome of any prior discussion at a Zone/Sector meeting

The proposal for this Remit was discussed at the first Greater Wellington Region Climate Change Working Group meeting on Friday 16 March 2018, which included representatives of all 9 councils within the Greater Wellington Region. There was strong support for the remit from the councils. The next Zone 4 Meeting is not until after the deadline for submission of remits for the 2018 AGM of LGNZ, so it was agreed that Greater Wellington Regional Council will send the proposed remit to all councils within Zone 4 seeking their support. (Note: this paragraph will be updated once replies have been received from all councils and before the date for submission of 21 May 2018)

8. Evidence of support from Zone/Sector meeting or five councils

Can be found in folder in I drive.

9. Suggested course of action envisaged

The following action is envisaged, if this remit is passed:

- e. The President of LGNZ will write to the NZ Local Government Funding Agency, and all major banks in NZ which manage investment funds on behalf of local authorities, to advocate that they transition away from investments in fossil fuel industries and consider opportunities for long term investments in low- or zero-carbon energy systems.

5

Climate Change Adaptation Fund

Remit: Following on from the findings and recommendations of the Climate Change Adaptation Technical Working Group, that LGNZ calls on central government to establish a Climate Change Adaptation Fund to improve local level and community participation in responding to climate change.

Proposed by: Christchurch City Council

Supported by: Metro Sector
Hutt City Council
Selwyn District Council

Background information and research

1. Nature of the issue

The impacts of climate change will be experienced New Zealand-wide with increased frequency and intensity of extreme events such as flooding, droughts, and increased coastal inundation. Over the past year this has been felt particularly keenly by local government in coastal areas. Adaptation to climate change is a necessary and ongoing process for decisions relating to infrastructure, urban development, biodiversity and land and water management.

The cost and affordability of adaptation for communities, businesses and councils is a significant issue. Some of the rationale for establishing an Adaptation Fund are as follows:

1. Responding to climate change is a significant and nation-wide issue

Climate change will touch all communities and impact on all councils throughout New Zealand. It will impact on many council roles, services and infrastructure. For some communities and councils these impacts will be significant.

2. Disproportional impacts and costs

The impacts and costs of adapting to climate change will not be felt evenly across the county. Often the most vulnerable communities are hardest hit. Many councils will have limited ability to adequately anticipate and respond to changes brought on by climate change, further raising inequalities. For some councils the costs will be beyond their means.

3. Cost is a barrier to proactive responses

For many communities and councils the cost of proactively responding to climate change is a significant barrier. While it is often more cost-effective to adopt proactive solutions, the up-front costs mean that only reactive, higher cost responses are taken. New Zealand will miss opportunities to save costs and be more exposed to higher cost recovery pathways.

In their Stocktake Report (2017), the Climate Change Adaptation Technical Working Group identified the cost and/or funding of adaptation is a key barrier for councils, and communities, in being able to implement adaptation measures in their areas.

4. Cost can be a barrier to fulfilling legal responsibilities

Councils have specific roles and legal responsibilities under the Resource Management Act 1991 and the Local Government Act 2002 to consider the impacts of climate change and the needs of future generations that may not adequately be fulfilled, or fulfilled in a timely manner, because of cost. Up-front costs can be barrier to long-term decision making and costs on future generations are heavily discounted, meaning future costs are poorly recognised and rarely managed. The impact is that we have an “adaptation deficit” where future generations will disproportionately carry the cost of the impacts of climate change.

5. Complementary to other approaches

A Climate Change Adaptation Fund is complementary to other actions and proposals of Local Government New Zealand and the Government, described below in the New or Confirming Existing Policy section. The Fund would help unlock opportunities to collaborate and share learnings across communities and could leverage other private and public investments in adaptation research and the practical implementation of solutions.

Funding can provide an incentive for communities to adapt and ensure that costs of adaptation are equitable. It will also enable more effective conversations to be had with communities around adaptation as funding is a significant barrier in willingness to adapt.

2. New or confirming existing policy

A useful precedent for this is the International Adaptation Fund, which helps developing nations better understand and proactively respond to climate risks. This fund provides a way for relatively well-resourced countries and organisations to support those most at risk. In a similar way a New Zealand Climate Change Adaptation Fund could also leverage support from private and public organisations to help our most vulnerable communities.

A useful example is the Civil Defence and Emergency Management Resilience Fund, which was established by the Government in 2011. This well-subscribed fund supports worthwhile education, capacity building and monitoring projects across the spectrum of natural hazards, but mostly, earthquake, flood, tsunami related projects. However, climate change adaptation is currently poorly resourced through this fund as the fund itself has a limited scope and very limited resources, especially considering that New Zealand’s economy is one of the most

vulnerable economies in the world to natural hazards. Consequently, current funds are insufficient and limited in focus to support critical and large scale adaptation projects needed to adequately prepare New Zealand for climate change. A contestable New Zealand Climate Change Adaptation Fund would be an important way to address these barriers and vulnerabilities.

3. How the issue relates to objectives in the current Work Programme

This remit supports and confirms LGNZ's specific policy priority on seeking clarification from central government on funding for climate change adaptation.

More generally, climate change is a key area of work for LGNZ. For example, LGNZ's Policy Statement (2017) and its Climate Change Plan on a Page stated 'All local authorities (city, regional, district and unitary councils) are at the front line of climate change adaptation'. In addition, LGNZ has catalogued the pervasive impacts of climate change for local government roles and responsibilities, with a key focus on adaptation.

Supporting the development of a Climate Change Adaptation Fund will encourage dialogue on funding options, which LGNZ seeks through its Environmental policy priority. This would help to support the critical need for proactive collaboration between central and local government, and between city, district and regional councils.

The remit also supports the LGNZ Climate Change Project which promotes a collaborative approach to address the risks, challenges and opportunities of climate change. This includes local government requiring central government to establish adaptation funding for councils to access.

4. What work or action on the issue has been done on it, and the outcome

As noted above, the Government's Climate Change Adaptation Technical Working Group has recently completed its Stocktake Report, focusing on how New Zealand can build resilience to rising sea levels, a warmer climate, extreme weather and other impacts of climate change. We understand a second report is underway, which will consider how New Zealand can effectively adapt to the impacts of climate change, in which recommendations will be made to central government. The report was expected to be completed in March 2018 but at the time of writing, had not yet been released publicly.

A research paper has also recently been completed on The Case for new Climate Change Adaptation Funding Instruments, which outlines some guiding principles and design issues in establishing an adaptation fund. The paper has key linkages with the work carried out by the Technical Working Group, and identified further areas for investigation in subsequent research.

In July 2017, the former Parliamentary Commissioner for the Environment, Dr Jan Wright, released the report Stepping stones to Paris and beyond: Climate change, progress and predictability. Amongst its many recommendations, the report calls for the government to focus on adapting to climate change, noting its inevitability. It states that 'New Zealanders have an expectation that central government will provide financial assistance for those affected by

natural disasters' and notes 'it is not too soon to consider the economic and fiscal risks of sea level rise, and to include the forward liability into planning and investment decisions.' Dr Wright's report was well-received, however at the time the Government opted not to action its recommendations.

At a regional level, councils are considering adaptation funding as part of their own individual climate change policies. For example:

- f. Hawke's Bay Regional Council has completed initial work on developing a contributory fund for adaptation actions in the Clifton to Tangoio Coastal Hazard Strategy 2120.
- g. Christchurch City Council is in the early stages of engaging with the Southshore and South New Brighton communities around responding to the effects of climate change. Funding of adaptation actions will be a critical component of the project.

Although work is happening at a regional level, central government leadership and action is required.

5. Any existing relevant legislation, policy or practice

As noted above, local councils are primarily acting alone with respect to climate change adaptation funding, with some guidance from LGNZ's policy work in this space. Central government action may stem from the Technical Advisory Group's second report, which is expected to be publicly released soon.

6. Outcome of any prior discussion at a Zone/Sector meeting

Supported

Moved/Seconded: A.Turner/R. Wallace

7. Evidence of support from Zone/Sector meeting or five councils

Can be found in folder in I drive.

6

Local Alcohol Policies

- Remit:** That LGNZ seeks the Government's agreement to:
- amend the Sale and Supply of Alcohol Act 2012 so that Local Alcohol Policies can more accurately reflect local community views and preferences.
 - review policy levers it can apply to reduce alcohol-related harm that will complement LAP provisions established by TLAs and include consideration of mechanisms for addressing the density and location of off-licensed premises.
- Proposed by:** Christchurch City Council and Napier City Council
- Supported by:** Metro Sector
Hutt City Council

Background information and research

1. Nature of the issue

Strong community concern about the effects of the increasing number of alcohol sale outlets in many communities resulted in changes to the Sale and Supply of Alcohol Act in 2012 which devolved responsibility for alcohol policy-making from a central body to local government. The 2012 legislation enables each territorial authority to develop a Local Alcohol Policy (LAP) in order to control where and when alcohol can be sold. As designed, LAPs can:

- restrict the granting of new licences in a community (or across the district);
- restrict the location of new premises with respect to proximity to other premises or sensitive sites;
- set maximum trading hours of alcohol sales from outlets e.g. pubs, night clubs, restaurants, sports clubs, supermarkets and bottle stores;
- identify conditions able to be placed on licences to minimise alcohol-related harm.

However, a LAP is only one of 11 criteria that a District Licensing Committee must have regard to in its decision-making and currently the provisions do not apply to existing licenses (apart from provisions reducing the maximum trading hours). Whilst a District Licensing Committee could impose conditions on a new licence to reflect the provisions of LAP, the LAP provisions do not automatically apply.

The biggest difficulty is the wide ground on which a LAP can be appealed and the costs councils face in defending appeals and subsequent legal avenues available to appellants. The promises of increased community input through the adoption of a LAP is largely to be realised.

The “reasonableness” test able to be applied to LAP provisions via an appeal, largely renders local preferences ultra vires. Community preferences need to be based on robust foundation evidence, which can be difficult to obtain. There is also no ability to include a “sinking lid” provision as there is with regard to Class 4 Gaming policies.

While the ability to establish a local alcohol licensing framework has been devolved to councils, it has not been accompanied by the required authority and resources. As a result, the majority of LAPs so far developed have been appealed by alcohol industry groups and, in most cases, have resulted in adopted LAPs which closely align with national legislation.

As Alcohol Healthwatch states, ‘the devolution of policy-making to local governments with limited financial and personnel resources to fight appeals appears to have been, in the most part, an impossible ask’. The lack of provisions within many of the adopted LAPs (and the requirement for District Licensing Committees to only have regard to an LAP in decision-making) creates a significant burden on communities to be involved in individual licensing decisions.

No council would advocate for a LAP process that is not fair, appropriate and robust, but the current ability for appellants to endlessly challenge a community’s preferences regarding the sale of alcohol is untenable.

2. Background to its being raised

From 2012 to 2017, the Christchurch City Council followed the current provisions of the Sale and Supply of Alcohol Act 2012 to introduce a LAP in Christchurch. Once a provisional LAP was adopted and notified, 19 appeals were filed. There were also eight interested parties. At considerable expense, the Council entered into a mediation process with all 19 appellants and eventually resolved 17 of the 19 appeals. Following conclusion of the mediation process, one appellant filed judicial review proceedings against the Council in relation to the failure to take into account an implied planning consideration. Ultimately the judicial review proceedings were successful. Following those proceedings, with the effluxion of time and no end date in sight, the Council decided to abandon its LAP process.

Overall, the Council’s costs were in the order of \$1.1 million. The majority of costs were incurred during the mediation process, judicial review proceedings and during the preparation for the appeals.

Suggested actions are as follows:

1. Review the Sale and Supply of Alcohol Act to ensure community views are able to be reflected in a LAP
 - repeal or review section 81 of the Sale and Supply of Alcohol Act 2012; and/ or
 - add a new subclause to section 4 of the Sale and Supply of Alcohol Act 2012 (the Object of the Act) “the views and preferences of communities regarding local alcohol licensing matters are appropriately responded to”.
2. Request the Government explore policy levers to address alcohol-related harm that are available to it but that aren’t able to be included in a LAP. These include:
 - review of the minimum age for purchasing alcohol
 - consideration of minimum pricing
 - consideration of changes to the taxing of alcohol

- consideration of providing funding to local authorities to offset the cost of LAP development

3. How the issue relates to objectives in the current Work Programme

This issue relates to LGNZ's Social Issues portfolio, which is:

Working alongside central government and iwi to address social issues in our communities including an ageing population, disparity between social groups, housing (supply and quality) and community safety.

It can be said that good alcohol policy plays a strong role in preserving and improving community safety.

The issues with establishing LAPs have been identified by other councils, which we understand are also planning on submitting draft remits to the LGNZ Annual General Meeting on this issue.

4. Any existing relevant legislation, policy or practice

The Sale and Supply of Alcohol Act 2012 provides for councils to develop a LAP if they wish. The Act details the matters able to be addressed through a LAP, which are limited to maximum opening hours and location of licensed premises as well as providing for the requirement of one-way-door provisions for on-license premises and special conditions to apply.

The Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No 2) is currently before the House. This Bill addresses an anomaly in the current Act that effectively provides existing use rights for licences in place before a LAP is adopted and makes the introduction of amended trading hours through a LAP problematic. The Alcohol Regulatory and Licensing Authority (ARLA) has overturned the introduction of amended trading hours via LAPs on the basis they can't be applied to all licenses on an equal basis - due to existing licenses not being covered until renewal is required.

The Bill will address the practical issue of introducing new maximum trading hours but does not address the lack of weight able to be given to community preferences in an LAP or the seemingly low bar for reasonableness being applied by ARLA when considering appeals.

5. What work or action on the issue has been done on it, and the outcome

As noted above, the Sale and Supply of Alcohol (Renewal of Licences) Amendment Bill (No. 2) is currently before the House. However, from the Christchurch City Council's point of view, the Bill doesn't adequately address the lack of weight that can be given to community preferences in an LAP or the definition of 'reasonableness' of appeals.

6. Outcome of any prior discussion at a Zone/Sector meeting

Supported – suggested wording amended to ensure any changes to the Act deal with the proliferation of off-licenses as the LAP is not working. This amendment has been made.

Moved/Seconded: A.Turner/R.Wallace

7

Biofuels

Remit: That LGNZ encourages the Government to investigate options to support the use of biodiesel such as financial incentives; tax offsets; subsidies to bio-diesel manufacturers; and/or subsidies to renewable fuel manufacturers; and/or subsidies at the pump, in order to support the valuable New Zealand industries developing alternative and low carbon fuels.

Proposed by: Christchurch City Council

Supported by: Metro Sector
Hutt City Council
Selwyn District Council

Background information and research

1. Nature of the issue

With the decrease of global oil prices, and All-of-Government contracts negotiated on behalf of councils for the supply of diesel, the price councils now pay for diesel is substantially lower than the price of alternative fuels, such as biodiesel. While the lower cost of diesel is beneficial to councils and other consumers in the short- to medium-term, it is at the expense of the development of alternative fuels and associated technologies, and is acting against councils' activities in other areas to reduce emissions.

2. Background to its being raised

In November 2017, Christchurch City Council's Infrastructure, Transport and Environment Committee received a deputation from a biofuel supplier in New Zealand, which raised concerns about the impact of lower diesel prices on the alternative fuels industry. Following the deputation, the Committee requested that the Council write to the Minister for Greater Christchurch Regeneration, Hon Dr Megan Woods, to raise the issue. The letter invited the Government to consider potential solutions to support the use of bio-diesel and alternative fuels through mechanisms such as tax offsets, financial incentives for using bio-diesel, a subsidy to bio-diesel manufacturers, and or subsidies at the pump.

At the time of writing, the Christchurch City Council had not received a response from the Minister. Further interest from LGNZ in this area may stimulate further discussion or action in this area.

3. How the issue relates to objectives in the current Work Programme

This issue is very connected with LGNZ's Climate Change Project, as increasing the amount of alternative fuels used will meaningfully contribute to the reduction of emissions. The proposed remit is also aligned with the 2017 Local Government Leaders' Climate Change Declaration, where signatories committed to 'encourage Government to be more ambitious with climate change mitigation measures.'

4. What work or action on the issue has been done on it, and the outcome

The most recent work carried out by central government organisations relating to biofuels relates to information provision. The Energy Efficiency and Conservation Authority has a repository of information on its websites relating to biofuel and bioenergy, providing information for drivers, businesses, researchers and biofuel producers on its website. In addition, the Ministry of Business, Innovation and Employment publishes standards for biofuel quality requirements on its website.

5. Any existing relevant legislation, policy or practice

There is no existing relevant legislation, policy or practice on this matter, likely driven by the perceived lack of need and therefore the diminished commercial viability of biofuels at this stage.

Previously, the Biodiesel Grants Scheme ran from 1 July 2009 to 30 June 2012. The Scheme aimed to kick start the biodiesel production industry in New Zealand. With the decreased cost of diesel, the commercial viability of biofuels was diminished, and the fund was discontinued.

6. Outcome of any prior discussion at a Zone/Sector meeting

Remit supported as package that dealt with Climate Change

Moved/Seconded: A.Turner/G.Brownless



Walking the talk – single use plastics

Remit:

- That LGNZ asks central government to urgently develop and implement a plan to eliminate the use of single-use plastic bags and plastic straws.
- That LGNZ encourage member councils take steps to phase out the use of single-use plastic bags and straws at council facilities and events.

Proposed by: Christchurch City Council

Supported by: Metro Sector

Background information and research

1. Nature of the issue

The environmental impact of single-use plastics has been well-traversed. Many studies and media reports have documented the risk to birds and sea-life and the proliferation of plastic-derived toxins and micro-particles in the seas, lakes and rivers from plastic bags that have been improperly disposed of.

It is estimated that New Zealanders use 1.6 billion single-use plastic bags each year, with each bag used for an average of 12 minutes before being disposed of. Plastic straws are similarly ephemeral, with an estimated 541 million straws thrown away by New Zealanders each year.

The extent of the issues posed by single-use plastic bags and plastic straws is such that a multi-pronged approach is required from central government, local councils, and citizens and should focus on limiting the use of single-use plastics and promoting responsible recycling.

2. How the issue relates to objectives in the current Work Programme

This issue relates to LGNZ's third policy priority, Environment:

Leading, in collaboration with others, the challenge of enhancing environmental qualities, protecting freshwater resources and biodiversity and addressing the impacts of climate change and other threats.

As noted above, single-use plastics present real risks to New Zealand's water quality, biodiversity, and water-based fauna in particular. Reducing the use of single-use plastics, even

in a non-regulatory sense, will go a long way to reduce the volume of plastic waste that ends up in our waterways.

3. What work or action on the issue has been done on it, and the outcome

It is noted that a number of Mayors and Councillors from across the country were signatories to the aforementioned petition delivered to Parliament in February 2018.

Prior to this, in July 2017, LGNZ wrote to the previous Associate Minister for the Environment, Hon Scott Simpson, calling for the Government to introduce a levy on single use plastic bags. The letter was based on a remit to the 2015 LGNZ Annual General Meeting, which was supported by 89 percent of councils. This was intended to deter people from using single-use plastic bags, and was intended to, in time, reduce the number of bags that needed to be produced.

At the time, the then Associate Minister maintained his stance against a legislative approach, and instead undertook to establish a working group to explore options for reducing plastic bag consumption.

It is apparent that the plan to establish the working group was overtaken by the subsequent Foodstuffs and Progressive Enterprises announcements that they would be phasing out single-use plastic bags by the end of 2018.

At a local level, the Christchurch City Council received a staff report in 2016, further to a 1,500+ signature strong local petition that called on the Council to ban single-use plastic bags. The staff recommendations, later resolved by Council, encouraged the Council to champion non-regulatory initiatives, such as:

- a. Taking a leadership role by reducing where the Council itself uses plastic bags, such as in libraries and at Council-run events
- b. Expanding community education about alternatives
- c. Advocating to central government for a national response

Staff advice was that non-regulatory initiatives were preferable to a regulatory approach due to the limitations of the bylaw-making powers available to the Council and the practical difficulties of enforcing any bylaw banning single-use plastic bags. It was also determined that if regulatory reform was to occur, broader, nationwide action would be more appropriate as the issue is a matter of concern for the whole country.

4. Any existing relevant legislation, policy or practice

Single-use plastic bags

The Associate Minister for the Environment, Eugenie Sage, has recently requested advice from officials on banning plastic bags, after a 65,000 signature-strong petition was delivered to Parliament in February 2018. The timeframe for when the Minister will consider this advice is

not yet known, nor are the options or next steps. It is suggested that LGNZ continues to push for central government action in this space, to maintain the momentum that has gathered to date.

New Zealand's two largest supermarket chains, Foodstuffs and Progressive Enterprises, are leading non-regulatory efforts to reduce the use of single-use plastic bags, announcing last year that they plan to phase out all single-use plastic bags in their respective New World and Countdown supermarkets by the end of 2018. Other large retailers, such as Bunnings, have adopted similar approaches by choosing to phase out plastic bags based on community interest.

In conjunction with the Packaging Forum, supermarkets are also continuing to promote a soft plastics recycling scheme, initiated in 2015 with support from the Government's Waste Minimisation Fund.

Following a Council decision in 2016, the Christchurch City Council has opted to take a non-regulatory approach to reducing the use of single-use plastic bags in Christchurch by:

- a. reducing the number of plastic bags it uses itself at Council-run events and at libraries;
- b. expanding its community education about waste minimisation;
- c. working proactively with retailers; and
- d. including more environmental considerations in its procurement policy.

Plastic straws

It's estimated that over 800 straws are given out weekly by some bars and restaurants, and Sustainable Coastlines has stated previously that straws, or parts of straws, are one of the top five items found during beach clean ups.

Non-regulatory approaches are underway to reduce the use of plastic straws. Examples include:

- a. Wellington City Council, which has been working with local communities and Sustainable Coastlines to raise awareness of the impact of plastic straws, with the aim of reducing usage overall.
- b. Mackenzie District Council, which has been driving a change of habit by encouraging local hospitality operators to provide straws only on-request.
- c. Industry-led initiatives, such as that led by Hospitality NZ, which is encouraging bars and restaurants to stop offering straws automatically with every drink; and switch to biodegradable paper or reusable straws where possible.

5. Outcome of any prior discussion at a Zone/Sector meeting

Remit supported as package that dealt with Climate Change

Moved/Seconded: A.Turner/G.Brownless

9

A mandatory register of cooling towers

Remit:

1. That LGNZ acknowledges the potentially fatal risks posed by legionella bacteria in industrial water cooling towers used for air conditioning and manufacturing;
2. That LGNZ asks central government to resume its work related to reducing the risks posed by legionella bacteria in industrial water cooling towers. This could include:
 - Amending the Building Act 2004 and/or the Building (Specified Systems, Change the Use, and Earthquake-prone Buildings) Regulations 2005 to collect information for a mandatory register of cooling towers and a mandatory testing and reporting regime.
 - Providing enforcement powers to councils to address the risks associated with cooling towers such as requiring regular testing, reporting and compliance with specified standards under Building Warrant of Fitness certification.
 - Requiring medical professionals to report cases of legionellosis (Legionnaires Disease) to local District Health Boards' Medical Officers of Health (as is required with Campylobacter outbreaks)..

Proposed by: Christchurch City Council

Supported by: Metro Sector
Hutt City Council
Selwyn District Council

Background information and research

1. Nature of the issue

Every few years Legionnaires' disease dominates headlines for a period as another "outbreak" occurs. In order to assist preventing such outbreaks we propose a mandatory nation-wide register of cooling towers to be updated annually, and overseen by the Ministry of Health via District Health Boards.

Regulatory action is required to help combat instances of legionellosis from water-based sources. Mandatory testing and reporting regimes will help building owners and authorities to ascertain the health of specific water cooling towers and will enable early intervention if

unacceptable levels of legionella bacteria are found to be present. A mandatory register of water cooling towers' locations will help healthcare professionals to isolate sources of legionellosis outbreaks, and will aid them to reach potentially affected individuals and communities in a timely manner.

2. Background to its being raised

Legionella bacteria from the wet surfaces of water cooling towers, evaporative condensers (cooling plant) and scrubbers can cause a pneumonia called Legionnaires' disease, which is often severe and can be fatal. Although this is a nationwide issue, this issue is of particular concern to Christchurch City Council after in 2005, an outbreak of 19 cases of Legionnaires' disease (legionellosis) led to the deaths of three Christchurch citizens. The subsequent coronial investigation into their deaths in 2007 recommended better regulation of industrial, water-based cooling towers, with monthly testing and a mandatory register of cooling towers' locations to help pin-point sources of legionella bacteria more readily. The Ministry of Business, Innovation and Employment undertook to act on these recommendations at the time. However work to establish a testing regime and register seems to have been paused recently.

Outbreaks of legionellosis in New Zealand are sporadic but the disease's impact is often severe. Approximately 240 people contract legionellosis each year. This figure includes people who contract legionellosis from soil or potting mix, as well as those who contract the disease from water-based sources. One-third of patients with legionellosis become unwell enough to warrant admission to intensive care units¹. The medical and social cost of the disease is consequently high.

Citizens are becoming increasingly aware of the risks posed by handling soil or potting mix after a number of well-publicised cases of legionellosis. However, the spread of the disease from water-based sources is more difficult to avoid or mitigate against, due to the comparatively 'invisible' nature. The spread of legionella from water-based sources is more insidious than cases caused by exposure to potting mix. This is because the source of the bacteria is not as readily identifiable by health professionals during a routine examination and patients can sometimes be misdiagnosed with other respiratory infections.

3. What work or action on the issue has been done on it, and the outcome

As noted above, the Coroner made a number of recommendations to the Ministry of Health, District Health Boards and to the Government as part of their 2007 investigation into the deaths of three Christchurch residents from legionellosis:

To the Ministry of Health and District Health Boards:

- (i) *That the Legionellosis case definition for New Zealand be reviewed in light of the testing methods now available.*

¹ <https://www.nzdoctor.co.nz/in-print/2014/november-2014/5-november-2014/legionnaires%E2%80%99-disease-likely-not-just-a-canterbury-phenomenon.aspx>

- (ii) *That appropriate samples where clinically indicated be collected for Legionella culture and PCR testing from suspected Legionellosis cases. Bronchial washing, bronchoalveolar washing lavage, pleural fluid, sputum, or lung tissue specimens are regarded as appropriate samples for Legionella culture and PCR testing. All these clinical samples where available should be forwarded to the Legionella Reference Laboratory for purposes of national surveillance of the disease.*
- (iii) *That if they have not already done so, District Health Boards consider including the urinary antigen test in the range of tests for Legionellosis.*

To the Government through it appropriate Departments and Ministries: - that it gives consideration to legislation and/or regulatory amendments to achieve the following outcomes:

- (i) *That the owners and/or operators of all cooling towers be required to register the towers with their Territorial Authorities.*
- (ii) *That Territorial Authorities create and maintain a single database of all cooling towers for heating and ventilating systems for both commercial and industrial processes.*
- (iii) *That all cooling towers, whether commercial or industrial, be brought within the Compliance Schedule/Building Warrant of Fitness regime administered by Territorial Authorities.*
- (iv) *That cooling towers be classified as a separate class of specified system for the Compliance Schedule/Building Warrant of Fitness regime.*
- (v) *That it be mandatory for all new and existing cooling towers to comply with AS/NZS 3666 or other comparable standard and that NZS 4303 no longer be optional for any towers, with pre 2004 towers that do not now comply being required to up-grade within a specified period.*
- (vi) *That testing for Legionella be undertaken at least monthly to AS/NZS 3896 and AS 4276.3.1 by an IANZ biologically accredited laboratory.*
- (vii) *That it be mandatory for the laboratories to notify Legionella test results greater than, or equal to, 100 cfu/ml within 48 hours to the local Medical Officer of Health, and the required control strategy from Table 3.1 of AS/NZS 3666.3 be implemented by the owner or operator.*
- (viii) *That Territorial Authorities and Medical Officers of Health be given powers to audit testing and test results and to ensure that appropriate corrective action is taken following results that do not meet the standard.²*

From our understanding, these recommendations have not been substantively addressed by central government in the 10 years since the Coroner's findings were released. In 2015, the Ministry of Business, Innovation and Employment stated that cooling towers were covered by Health and Safety guidelines and that it was up to councils to create their own registers³.

² FINDING OF CORONER T L SAVAGE IN THE MATTER of Inquests into the Death of ROSS ANDREW HERN, PETER RUSSELL JONES, VALMAI MARJORIE FINLAYSON (April 2008)

³ <https://www.radionz.co.nz/news/national/290386/still-no-action-on-coroner's-legionnaires-call>

In 2015 Auckland Council introduced its own bylaw that requires all industrial cooling towers to be registered, tested and regularly maintained. One of the purposes of the [Property Maintenance and Nuisance Bylaw](#) is to:

c) protect, promote and maintain public health and safety by requiring all industrial cooling tower water systems in Auckland to be registered with the council and regularly tested and where appropriate maintained to mitigate against the risk of exposure to Legionella bacteria often linked to outbreaks of Legionnaire's disease.

Given the bylaw was introduced relatively recently, its efficacy is not yet widely known. It must be noted that for some councils, the cost and resource required to introduce a bylaw to address the risks of industrial cooling towers may be prohibitive. In addition, councils will need to ensure that any bylaws are consistent with and do not supercede the requirements of the relevant legislation (e.g. the Building Act 2004 or the Building (Specified Systems, Change the Use, and Earthquake-prone Buildings) Regulations 2005).

4. Any existing relevant legislation, policy or practice

The Building (Specified Systems, Change the Use, and Earthquake-prone Buildings) Regulations 2005 refer to mechanical ventilation and air conditioning systems in the definition of 'specified systems'. Under the Regulations, if a building has a 'specified system', the relevant Building Consent Authority will issue a Compliance Schedule that sets out the inspection, testing and maintenance requirements for the system. Building owners must maintain the systems in accordance with the Compliance Schedule, issuing a Building Warrant of Fitness to the Territorial Authority each year confirming that this has been done. The Regulations go some way in addressing the risks of ventilation and air conditioning systems harbouring bacteria, such as legionella, however industrial cooling towers are not included as a specified system and are therefore not subject to a compliance schedule. Industrial cooling towers are instead governed by Health and Safety at Work legislation, which is less prescriptive in its approach and does not require Compliance Schedules to be adhered to in the same way.

5. Outcome of any prior discussion at a Zone or Sector meeting

Remit supported as package that dealt with Climate Change

Moved/Seconded: A.Turner/G.Brownless

10

Copper in brake pads

Remit: That LGNZ calls for central government to introduce legislation to limit or eliminate the copper content of vehicle brake pads to reduce contaminants in our urban waterways.

Proposed by: Environment Canterbury

Supported by: Regional Sector

1. Background information and research

1. Nature of the issue

Many urban centres have some level of waterway degradation as a result of urbanisation. Stormwater runoff is the major source of copper and other metals.

A necessary part of any water quality measurement strategy is to reduce or eliminate contaminants at the source. Some sources can be managed at a regional or local level with bylaws and district plans, however, the control mechanisms available to a local authority are not sufficient to tackle copper. The remit seeks central government action.

2. Background to its being raised

Research and modelling from various parts of New Zealand indicates that brake pads are the dominant source of copper in urban waterways. Many brake linings contain copper or bronze chips or powder to improve braking properties and provide mechanical strength. The debris worn from brake linings may be retained within the brake pad housing or released onto the road. Brake pad dust is frequently washed from wheels into the storm water network when a vehicle is cleaned.

Research shows that end-of-pipe stormwater treatment practices such as treatment basins, swales and filters are insufficient to achieve the outcomes sought. Therefore, councils across New Zealand see a need for national-scale mechanisms to take the most effective action to remove copper from stormwater.

3. New or confirming existing policy

In 2010, both Washington and California passed legislation-requiring brake pads sold or installed to have reduced levels of copper and other heavy metals. There is no such legislation in New Zealand.

4. How the issue relates to objectives in the current Work Programme

The issue fits under LGNZ's priority 3 – Environment: leading, in collaboration with others, the challenge of enhancing environmental qualities, protecting freshwater resources and biodiversity and addressing the impacts of climate change and other threats.

The issue fits within water 2050 Work stream 2: Water Quality.

5. What work or action on the issue has been done on it, and the outcome

The Christchurch City Council, Environment Canterbury and the Canterbury Water Management Strategy's Christchurch Melton Zone Committee are closely collaborating to improve water quality outcomes. These groups have worked together to investigate the issue and possible solutions. More detailed analysis is available should it be required.

Wet weather data that is available – from limited monitoring that has occurred during wet weather and from research by NIWA, Canterbury University and other centres – indicated that copper concentrations in storm water runoff are two to ten times in Canterbury land and water regional plan water quality standard. Research elsewhere suggests that is will be the case for most large urban centres.

Modelling software developed at the University of Canterbury was used in a study of urban catchment in Christchurch. It defined large carparks and highly trafficked roads as primary contributors of total suspended solids, and highly trafficked roads and industrial carparks as primary contributors of copper. Modelling also showed:

- Removal of copper contributors onto roads and carparks via implementation of copper-free brake pads is predicted to have significant reduction (78%) on catchment copper loads.

Copper free and low-copper brake pads are available for sale in New Zealand but there is no one source of information in New Zealand and there are varying prices and quality for all brake pads. Unlike in the US and Europe there is no requirement for labelling. As an importer of brake pads, New Zealand could easily achieve a 'quick win' for water quality by restricting imports to low copper or copper free brake pads with no significant implications for New Zealand industries. The United States Environment Protection Agency (in 2015) committed to reduce copper in brake pads to less than 0.5 percent by 2025.

6. Evidence of support from Zone/Sector meeting or five councils

Environment Canterbury proposed the remit at the 4 May Regional Sector meeting and sought support from members. The remit is:

LGNZ calls for central government to introduce legislation to limit or eliminate the copper content of vehicle brake pads.

The remit was supported unanimously by the members present.

7. Suggested course of action envisaged

That LGNZ work with central government to raise the issue and advocate for legislation change.

11

Reducing the waste stream

- Remit:** That LGNZ asks central government to address the China National Sword issue (action 1) and implement the local government waste manifesto (actions 2 - 6), to reduce New Zealand's waste by:
1. adopting a New Zealand-wide strategic approach to the collection, and processing of recyclable materials within New Zealand;
 2. reviewing the New Zealand Waste Strategy and align, where practicable, with the "Local Government Waste Management Manifesto" to set a clear programme for action;
 3. expanding the Waste Disposal Levy and progressively raise the levy rate in order to reduce total waste to landfills;
 4. officially adopting the National Waste Data Framework and oversee its implementation to enable better planning and monitoring;
 5. establishing a container deposit scheme in consultation with local government in order to lift recycling rates; and
 6. declaring tyres, e-waste, agricultural chemicals and plastics, as priority products under the Waste Minimisation Act 2008, to address problem waste streams.

Proposed by: Wellington City Council and Christchurch City Council

Supported by: Zone Four

Background information and research

1. Nature of the issue

On 1 January 2018, a Chinese ban on foreign waste came into effect, meaning that all plastic, slag, unsorted waste paper and textile products that were once sent to China for processing needed to be sent somewhere else. The change in policy, made by the Chinese government for environmental reasons, has had a significant impact on global recycling processing companies, which have had to find alternative processing facilities (generally shifting operations to South East Asia). The issue being the low prices paid for the product

In the New Zealand context, it is estimated that seven of the 41 million kilograms of plastic waste exported from New Zealand to other countries in 2017 was sent to China (with the

balance being sent Hong Kong (13.5m kilogram), Indonesia, Thailand, Malaysia and Vietnam (19 million kilograms))[1].

At the time, the Ministry for the Environment provided a statement noting that options included finding alternative markets for these materials overseas, or improving on-shore processing. While committed to the idea of increasing processing of recyclable materials in New Zealand, the Associate Minister for the Environment, Hon Eugenie Sage, has so far declined the suggestion of using Ministry for the Environment funds to build a recycling processing facility in New Zealand, suggesting instead that funding other companies that are already doing this work would be preferable. However, processing recyclables is a low margin business built on the economies of scale, which cannot readily be achieved in New Zealand.

With a council-by-council approach to solid waste collection, processing and disposal, it is unlikely that the necessary economies of scale needed to profit from recyclables processing in New Zealand can be achieved. Central government direction is required to develop a New Zealand-wide approach to recyclables processing.

2. How the issue relates to objectives in the current Work Programme

Waste minimisation, including through recycling and reduction in waste to landfill, is a key aspect of addressing the risks of climate change, which is a key area of work for LGNZ.

LGNZ Climate Change Project promotes a collaborative approach between local and central government to address the risks, challenges and opportunities of climate change. As noted above, local government is unlikely to achieve the required economies of scale to improve the volume of recyclables processed in New Zealand, given the council-by-council model of contracting services relating to recyclables. Therefore, a national approach is warranted.

3. What work or action on the issue has been done on it, and the outcome

Some smaller scale recyclables processing plants are already operating in New Zealand, such as Flight Plastics in Lower Hutt, which processes PET plastic from plastic bottles, recycling it into punnets for fruit and other similar products. The \$12 million plant was opened in August 2017 with the aid of a \$4 million grant from the Government's Waste Minimisation Fund, which made it a more feasible proposal. Smaller operators have contested the economic realities of establishing similar infrastructure for other types of plastics.

WasteMINZ, New Zealand's largest representative body of the waste, resource recovery, and contaminated land sectors is working with councils and the Ministry for the Environment to understand the impact of the Chinese policy change; the availability of other markets for recyclables processing; and the potential for increasing recyclables processing in New Zealand. Christchurch City Council's Solid Waste Manager has been invited to a summit on the issue, held in May, which may inform the next steps and an approach to central government.

4. Any existing relevant legislation, policy or practice

Collecting solid waste is a core requirement for councils, set out in the Local Government Act 2002. However, how waste is collected; whether recyclables are separated; and how waste is processed is up to councils to decide.

5. Outcome of any prior discussion at a Zone/Sector meeting

Remit supported as package that dealt with Climate Change

The following documents may be requested from LGNZ for further background:

- Local Government Waste Manifesto (WasteMINZ)
- Rebooting Recycling – What Can Aotearoa Do? (WasteMINZ)

12

Tyres stewardship

Remit:	That LGNZ requests that the Government urgently implements a comprehensive and mandatory product stewardship programme for tyres.
Proposed by:	Palmerston North City Council
Supported by:	Metro Sector

Background information and research

Proposal

The proposal put forward is “that LGNZ requests that the Government urgently implements a comprehensive and mandatory product stewardship programme for tyres”.

Background

Under the Waste Minimisation Act 2008, the Minister for the Environment can declare a product to be a priority product. When this happens, a product stewardship scheme becomes mandatory and the priority product must be managed through accredited product stewardship schemes. No products have been designated as priority products by any Minister for the Environment, and thus far only voluntary product stewardship schemes exist in New Zealand.

There are three criteria which must be met for the Minister to declare a priority product:

- the product will or may cause significant environmental harm when it becomes waste, or
- there are significant benefits from reduction, reuse, recycling, recovery, or treatment of the product, and
- the product can be effectively managed under a product stewardship scheme.

In 2012 an industry-led Tyrewise initiative was developed to provide a framework for the development of a stewardship programme. In 2018 the Tyrewise model was broadly endorsed by the Local Government Waste Management Manifesto, developed by the Territorial Authority Forum, a local government group representing 64 city and district councils.

In 2014 the Ministry for the Environment consulted on *Priority waste streams for product stewardship intervention: A discussion document*. In the Foreword to this document, the then Minister for the Environment, Hon Amy Adams noted that:

[s]ince passing the WMA five years ago, the Government has encouraged voluntary product stewardship efforts as a first priority. Over this time, 11 voluntary product stewardship schemes have been accredited by the Minister for the Environment. Nearly 34,000 tonnes of waste per year is being diverted from landfill for recycling or safe destruction under these schemes. This is an excellent start,

but in quantity is equivalent to only 1.4 per cent of the total waste stream going to disposal facilities which pay the waste disposal levy. There is an opportunity to foster greater progress in waste minimisation and resource reuse through improved producer responsibility. In my view, the time has come to consider appropriate mandatory approaches for selected priority waste streams.”

The priority products proposed in the discussion document were:

1. electrical and electronic equipment
2. tyres
3. agricultural chemicals and farm plastics
4. refrigerants and other synthetic greenhouse gases.

Pages 19-22 of the Government’s 2014 discussion document, addressing the proposed tyre scheme, are attached to this report. Around 70% of submitters on the discussion document were in favour of tyres being a priority for the Government to consider regulatory interventions.

In 2015, the Waste Minimisation Fund was targeted at applications that would help solve the end-of-life tyre problem in New Zealand. Nine projects received \$18.7 million from the Waste Minimisation Fund, for a variety of projects aiming to collect, shred, and recycle tyres.

No further action was taken by the 2014-2017 National-led Government towards the declaration of tyres as a priority product under the Waste Minimisation Act.

The establishment of a tyre stewardship fund is included in the Coalition agreement between Labour and New Zealand First. In January 2018 Hon Eugenie Sage, the Associate Minister for the Environment, confirmed the new government’s intention to consider product stewardship schemes as part of a review of the implementation of the Waste Minimisation Act.

Discussion

The Ministry for the Environment has shown that there is both the demonstrated need for measures to address the tyre problem, and also widespread industry support for a mandatory product stewardship scheme. The Tyrewise initiative makes a strong case for the viability of a mandatory scheme, and this approach is endorsed by local government experts.

Under the Waste Minimisation Act 2008, the Government is able to declare tyres as a priority product. This declaration would require the development of a mandatory product stewardship scheme. A mandatory stewardship scheme would provide a comprehensive approach to tyre waste, and be a significant development for New Zealand.

While the mechanism for a mandatory product stewardship scheme currently exists under the Waste Minimisation Act 2008, the Council notes that a review of the implementation of this Act has been signalled by the Government. The current remit proposal, therefore, simply requests that the Government urgently develops a comprehensive and mandatory product stewardship programme for tyres.

This remit proposal meets the LGNZ requirement of relevance to local government as a whole. It also meets the second LGNZ requirement as it addresses a major policy issue.

Memorandum of Understanding



Stakeholders

Other stakeholders in the catchment include: the wider Waitaki community, the Lower Waitaki Water Sports Trust, Kai Tahu, the Waitaki Riparian Enhancement Society, the Lower Waitaki River Management Society, Environment Canterbury, the Canterbury Water Management Strategy Lower Waitaki-South Coastal Zone Committee, and the Waitaki District Council.

Oversight

The parties agree that an oversight group will be established with representatives from each party (and other stakeholders, if required), which will meet regularly in order to implement the actions set out in this Memorandum.

Catchment management process: 2013 - 2020

Monitoring and Analysis

1. Undertake monitoring of water quality trends in the Waitaki Plains aquifer and associated surface water bodies (recognising that some of these data will be collected by Environment Canterbury).
2. If water quality declines, identify farming practices/activities and other human activities contributing significantly to contaminant discharges.
3. Development of an agreed audited self-management process to be undertaken by LWIC.
4. The development of an appropriate aquifer nitrogen concentration limit for the Waitaki Plains to populate Table 15.3 in Schedule 15 of the Plan.

Review and future processes

Prior to 2020, a process will be developed between LWIC, WIC, and the Council to determine what the consenting regime will be for those LWIC shareholders who are not able to meet the nitrogen leaching thresholds set out in the Plan.

This will take into account the trends of water quality in the Waitaki Plains aquifer, whether or not the nitrogen concentration limit is being met, and the state and trends relating to water quality in connected surface water bodies.

If water quality remains at a good level, the consenting regime will include the parameters for long-term global consents to be held by LWIC to manage nitrogen losses at the scheme level.

Extension

Extension work will be undertaken to educate and inform farmers and the wider community of the practices and tools available to help them achieve discharge thresholds, and maintain or enhance water quality.

Information will be collated and shared through WIC as part of an overall long term strategy of informing Waitaki irrigators for future activities related to planning processes, industry programmes, re-consenting and policy debates.

Roles

The Council will:

1. Assist LWIC in the development of its farm environmental management programme.
2. Monitor trends of ground and surface water quality in the Waitaki Plains and share this information with LWIC and WIC (subject to Council planning and budgetary constraints).
3. Work with LWIC to identify the source of issues in relation to water quality and identify potential solutions to such problems.
4. Actively engage with LWIC and WIC in the development of an aquifer concentration limit for the Waitaki Plains aquifer.

LWIC will:

1. In partnership with the Council, develop and implement an audited self-management programme of farm environmental management plans by 1 April 2020.
2. Actively promote good management practice in irrigation and farming with its shareholders.
3. Support extension work and services for its shareholders.
4. Work with other stakeholders around other management aspects on the plains, including Ngai Tahu, runanga and the Riparian Enhancement Society.

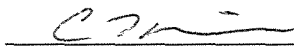
WIC will:

1. Assist LWIC in the development of its audited self-management programme of farm environmental management plans.
2. Provide information in relation to social and economic impacts and effects of irrigation, limits and thresholds on the district.
3. Incorporate relevant aspects of this Memorandum into any future relevant work programmes and projects.
4. Assist and facilitate in the development of any relevant regional cross-boundary programmes or projects.
5. Assist LWIC and the Council in the development of any future resource consent conditions (if required).

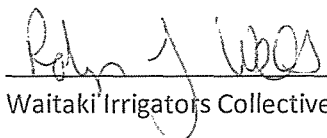
SIGNED for and on behalf of:



Otago Regional Council



Lower Waitaki Irrigation Company Limited



Waitaki Irrigators Collective Limited

**Minutes of the Otago and Southland Regional Transport
Committees Meeting held in Clutha District Council Chambers,
Balclutha, on Friday 8 June 2018 at 10.30 am**

Present:

Otago Regional Transport Committee:
Cr Graeme Bell (ORC, Deputy Chairperson)
Cr Bruce Graham (CDC)
Cr Barrie Wills (CODC)
Cr Jim O'Malley (DCC)
Cr Bill Kingan (WDC alternate)

Southland Regional Transport Committee:
Cr Eric Roy (ES, Chairperson)
Cr Jeremy McPhail (ES, Deputy Chairperson)
Cr Lindsay Thomas (ICC)

In attendance: Dr Jane Turnbull (ORC)
Mr Vin Smith (ES)
Mr Michael Voss (WDC)
Mr Hartley Hare (SDC)
Mr Chris Bopp (CDC)
Mr Russell Pearson (ICC)
Mr Peter Standring (GDC)
Mr Nick Sargent (DCC)
Mr Graeme Hall (NZTA)
Mr Peter Brown (NZTA)
Mr Tony Sizemore (NZTA)
Mrs Janet Favel (*Minute taker*)

Meeting Chair: Cr Eric Roy (ES)

1. Welcome

Cr Roy extended a welcome to the meeting.

2. Apologies

Cr Davis, Southland RTC
Cr Dillon, Southland RTC
Mr Harland, Southland and Otago RTCs
Cr Kempton, Otago RTC (leave of absence from Council)
Cr Forbes, Otago RTC
Cr Percival, Otago RTC

Resolved:

Moved Cr Bell, seconded Cr McPhail that the apologies be accepted.

Carried

3. Public Forum, Petitions and Deputations

There were no public fora, petitions or deputations.

4. Confirmation of Minutes – 4 December 2017

Resolved:

Moved Cr Wills, seconded Cr O'Malley that the minutes of the meeting of the Regional Transport Committee held on 4 December 2017 be confirmed as a true and correct record.

Carried

5. Actions from Otago Southland Regional Transport Committees' meetings

- Item 7 SH1 business case – Mr Hall advised that this item had been completed and the business case forwarded to WDC.
- Item 9 Maheno and Waikouaiti flooding – Mr Hall had met with the WDC Mayor. Once the ORC study is completed and received, NZTA will hold discussions with WDC and ORC.
- Item 10 Waitati curve realignment – Cr O'Malley advised that discussions had been held with NZTA, and DCC was happy with the progress to date.

6. Item for information: Minutes of recent Queenstown Transport Governance Group meetings 30 April 2018 and 26 January 2018

Mr Sizemore spoke to this item:

- A significant business case package of works focused on the town centre and Frankton Road would soon be ready to go out for tender. It was anticipated it would take 12 months for this process to be completed, which would lay the foundation for significant works.
- The Tucker Beach bridge access roading project had been tendered, and it was hoped that the work would be completed before Christmas. Mr Sizemore confirmed that funding had been approved.
- Airport Master Plan update – traffic movements had to be considered. Discussions were to be held in relation to the possible expansion of Wanaka Airport, and to Te Anau or Invercargill. Dr Turnbull noted the suggestion by Crs Kempton and Forbes that it would be useful for the RTCs to have a closer relationship with the Queenstown Transport Governance Group.
- Cr O'Malley noted that an alpine fault rupture was likely to have a minor impact on Invercargill and Dunedin. Dr Turnbull noted that the combined RLTP Hearing Subcommittees had discussed a strategic regional air services plan for the southern South Island. Cr Wills pointed out that an operational airport would be important for Central Otago in the case of an alpine fault rupture.

Resolved:

Moved Cr Roy that the issues raised above be noted.

7. Notification of Extraordinary and Urgent Business

There were no supplementary reports or urgent business.

8. Questions

There were no questions raised at this time.

9. Chairman's Report

The Chairman noted in his verbal report that oral submission hearings on the RLTPs had been held in Queenstown and Dunedin. He was pleased with the submission and hearing process, and considered that the RTCs' deliberations had been very useful. Cr Roy thanked committee members and staff for their involvement in the hearings and deliberations.

10. Staff Report – 18/RTC/90

Item 1 - RLTP Programme Update - May 2018

Southland

- Edendale Realignment - finance had been approved, and the tender had been let. Mr Hall noted that fencing had been erected to clarify the area to be worked on. A completion date of the work was not available.
- Elles Road Roundabout – Cr Thomas stated that this was an ongoing safety issue, and expressed his Council's concern that the project had been pushed out to 2021. He noted that major accidents had occurred at the location. Mr Hall was to check why this change to the project date had been made, and email the response to all AOs.
- Matura Intersection Improvements – Mr Standring was concerned that no progress had been made on this project, noting that it was not included in the 2018-21 programme of works, and requested that it be brought forward. He commented that it was high on KiwiRail's concern list. Cr Roy explained that heavy trucks had to go through an urban part of town, including a school, to get onto SH1. Mr Hall noted that the SH93 Clinton to Matura Safer Corridor project was included in the Proposed State Highway Programme for the Southland Region for 2021-2018 (agenda page 94). Mr Sizemore advised that the cost to KiwiRail to shift the rail was more expensive than anticipated. It was now not in the LC/LR category, but it was intended to include it within the safer corridor activities. Cr O'Malley suggested that given trucks had to go past a school, the project be looked at from a different perspective. Cr Turnbull commented that if the RTCs were of a view that this project should be brought forward, this could be put forward to NZTA as a formal feedback on the draft Transport Agency Investment Proposal (TAIP). Mr Sizemore commented that the issues raised would help the BCR, and suggested that reconsideration be requested. Dr Turnbull considered that it would be sensible to make the approach as soon as possible after this meeting. Cr Roy suggested that the approach to NZTA request that the project be advanced, expressing concern at the lack of progress, and the likelihood of heavy trucks wanting to turn north across that intersection. Cr O'Malley encouraged use of the term "impact on the community", and Cr Roy suggested a map be included to show the location of the community's concern.

Resolved:

Moved Cr O'Malley, seconded Cr Thomas that the Regional Transport Committees write to NZTA requesting the Mataura Intersection Improvements be brought forward, for the reasons raised in the points above.

Carried

Otago

- Maheno and Waikouaiti flood mitigation – in response to a question Mr Hall explained that this work would be delivered as a low cost project, probably summer 2019-20. He suggested the Hilderthorpe/Maheno/Hampden flood mitigation work should be done as part of the Dunedin-Christchurch corridor safety improvements. He commented that flooding at Waikouaiti tended to be of short duration, and alternative routes for cars were available. He explained that NZTA was moving to focus resilience work on low frequency/high impact events, not so much on recurring events with low impact.

Traffic light report

- Elles Road Roundabout – Mr Sizemore noted that the timeframe and status shown in the report had not been updated.
- Invercargill Moto Rimu Safety Improvements – removed from schedule because costs were greater than benefits. The project covered safety improvements and individual reaches would be considered in the LC/LR category. Cr Roy noted the increase in heavy traffic movement.
- Pyramid Bridge Replacement – Mr Standing advised that two options - single or double lane bridge - were to be put to Council. He commented that GPS systems now directed drivers through Gore, and the option of 'no bridge' would not be put to Council.
- Central City Safety & Accessibility Upgrade – Mr Sargent advised that the physical works were anticipated for 2019-20, not 2018-19 as shown in the report.
- Beaumont Bridge – Mr Hall advised that funding was confirmed, and a contract had been let to Opus for design of a two-lane bridge. Design would occur over the next 12 months, followed by land purchase arrangements. The bridge would be constructed downstream of the existing site, and there would be road realignment, with the road still passing in front of the Beaumont Hotel.
- State Highway 88 Shared Path – Mr Hall noted that funding had been approved, and the project status should be shown as green. The budget was revised to \$20-25m. Further work needed included alterations to the resource consent, some land purchase, final shared path route, and determination of how the project would be handled.

Resolved:

Moved Cr Bell, seconded Cr McPhail that the Regional Transport Committees note the report and provide direction on any actions they require, based on the information provided.

Carried

Item 2 - Road Safety Influencing Group Project Update

Mr Pearson noted that the first few months of the Any Number is Too Many project have been evaluated (evaluation circulated with the agenda), and NZTA would not continue funding the project despite the positive evaluation. The group would meet to consider whether to

continue without NZTA funding as well as other projects it would work on. There would also be a meeting with NZTA to discuss how the “Any Number is Too Many” approach could be continued. Feedback from local councils about whether they wanted to continue with the project would be appreciated. How to communicate with the community should be considered, and the government’s change in safety direction would have to be taken into account. In response to a question Mr Pearson advised that project development of over \$1m had been funded by NZTA. He noted that NZTA wanted to develop a national speed management programme, and considered it was likely that the government would set a Vision Zero target for road safety. The “Any Number is too Many” project might continue in Southland, dependent on funding.

Resolved:

Moved Cr Wills, seconded Cr Thomas that each Regional Transport Committee notes the report and provides its views and to the Road Safety Influencing Group to assist with the latter’s coming discussions on the next steps for the project.

Carried

Item 3 - Key Government transport documents & RTCs’ forward work programme

Dr Turnbull noted that GPS1 was due by the end of June, and explained that the Draft Investment Assessment Framework (IAF) was used to make funding decisions on land transport activities proposed for inclusion in the 2018-21 National Land Transport Programme (NLTP). The draft Transport Agency’s Investment Proposal signalled projects NZTA wanted to invest in, including the timing of individual projects and new safety projects. She noted the Proposed State Highway Programmes for the Otago and Southland Regions and queried why there were so fewer Southland projects in 2018-21 (given the number scheduled for 2021-28). The Ministry of Transport will release KPIs for its national transport outcomes framework that it is developing.

There was no timeframe for release of the GPS2, which covered rail and coastal shipping. Dr Turnbull queried how the National Road Safety Strategy would relate to “Any Number is Too Many”.

Dr Turnbull explained that the combined RLTPs Hearing Subcommittees had recommended creating a table in the Updated RLTPs setting out projects that the RTCs wants the Transport Agency to fund in 2018-21. This is Table V and it contains the matters that TAG members suggest the RTCs cover in its feedback to the Transport Agency on the draft TAIP, requesting these projects be progressed in 2018-21 in addition to the list in the TAIP.

RLTPs Table V – Additional Projects the RTCs wish to see delivered in 2018-21:

- Mr Voss commented that focus on the North Otago Geopark would accelerate some expenditure and direction, and this was not mentioned. Dr Turnbull suggested this was covered in Item 78, page 122 RLTP. Mr Voss stated that projects had not yet been quantified but appropriate markers were needed in the document to ensure they were covered.
- Cr Thomas considered that the Elles Road Roundabout should be added to the list on agenda page 94, to be carried out prior to 2021.
- Cr O’Malley referred to the Lawrence-Waiholo and Caversham-Wingatui cycleways (pages 54-55 of the Plan). Dr Turnbull explained that projects listed in Part 4.5 of the

Plan would likely send a stronger message than those just mentioned in the strategy section text. Mr Sargent noted that these were mentioned in Urban Cycleways, and DCC needed to determine what it was doing. Cr O'Malley explained that it was not planned to construct the cycleways now, but if the Trust was to apply for money, the projects needed to be in the Plan. Dr Turnbull is to include these projects section 4.5 of the RLTP.

- Mr Voss considered that potential Geopark transport projects should also be included in Part 4.5. Committee members were happy with Part 4.5 and Table V in the Plans.
- Missing from TAIP but in Table V of the RLTP: development of Dunedin Hospital, and of an action plan for shifting freight from road to rail. The Otago strategic transport model needed to be updated. NZTA was to be requested to include these projects, and Plan Part 4.5, in the 2018/21 TAIP.
- Cycle trails being developed were noted, and Dr Turnbull advised that any further trail details should be provided to her as soon as possible. She explained that if projects did not have funding now and AOs wanted them to be included in the next few years, they should be added to the RLTP now.
- Cr Bell commented that the Albert Town Bridge should be listed as being “near Albert Town”, not “near Hawea”.

Resolved:

1. **Moved Cr Thomas, seconded Cr Wills that the Committees note the updates on Government Policy Statement on Land Transport 2018 (GPS1 and GPS2), draft outcomes framework for transport, draft Investment Assessment Framework (IAF), and draft Transport Agency Investment Proposal 2018-2027 (TAIP);**
Carried
2. **Moved Cr Bell, seconded Cr McPhail that the Committees note that the Transport Agency expects there will be a number of variations to Regional Land Transport Plans during the three-year period to take advantage of the opportunities provided by the GPS 2018/19-2027/28;**
Carried
3. **Moved Cr Wills, seconded Cr O'Malley that the Committees note the further work likely to be needed by both RTCs, together, to give effect to the GPS 2018/19-2027/28, and to the second stage GPS and national road safety strategy both of which the Government is preparing.**
Carried
4. **Moved Cr McPhail, seconded Cr Thomas that the Committees provide formal feedback to the Transport Agency on the Draft TAIP 2018-2027 and ask Environment Southland and Otago Regional Council staff to prepare this as soon as possible, with the assistance of the Technical Advisory Group, with the final feedback to be endorsed by the Chairs of each RTC (or in their absence, the deputy Chairs).**
Carried
5. **Moved Cr Bell, seconded Cr O'Malley that the Committees recommend that the South Island RTC Chairs Group ask its Officials Group to scope the business case for identifying and modelling a South Island-wide strategic network in order to assist truly integrated planning.**
Carried

Item 4 - Update of 2015-2021 Otago and Southland RLTPs

Dr Turnbull explained that the Plans had been amended following submissions, hearings, and deliberations and that the updates to the Plans now need to be finalised and presented to NZTA. She noted that the Transport Agency Investment Proposal (TAIP), which came out before the deliberations, had listed projects and TAG had recommended they be included in the RLTPs. The projects were corridor improvements and there is insufficient information to make them priority 1.

The assessment of compliance with S14 Land Transport Management Act 2003, which was included in the RLTPs as Appendix 8, assessed that the RLTP complied with legal requirements.

Agenda Table 1 listed projects that AOs had proposed be added to the proposed RLTPs, after the consultation on the Proposed RLTPs Variations had been done. This table had been downloaded from TIO at the beginning of May. She noted new projects included and pointed out an error in the stated priority of item numbers 9 and 10 which TAG had recommended be priority 2 not priority 1.

Resolved:

- 1. Cr O'Malley moved, Cr Wills seconded that the Otago Regional Transport Committee adopts the recommendations of the combined Hearing Sub-committees on submissions and changes to the combined RLTPs document.**
Carried
- 2. Cr O'Malley moved, Cr Bell seconded that the Otago Regional Transport Committee agrees to vary the pertinent 2015-21 RLTP to add the new transport planning projects proposed by Approved Organisations plus the other projects/activities listed in table 1, the latter being projects that were not included in the proposed RLTPs variations that the RTCs publicly consulted on.**
Carried
- 3. Cr Wills moved, Cr O'Malley seconded that the Otago Regional Transport Committee allocates to the new improvement projects listed in table 1, as amended, the priority ratings shown in that table.**
Carried
- 4. Cr Wills moved, Cr O'Malley seconded that the Otago Regional Transport Committee determines that the variation to the RLTPs, which is required to add items 5 to 14, inclusive, in Table 1 to the 2015-2021 Otago and Southland RLTPs document in Attachment 1, is not significant under the RTCs significance policy and therefore does not require further public consultation.**
Carried
- 5. Cr O'Malley moved, Cr Bell seconded that the Otago Regional Transport Committee varies the 2015-2021 Otago Southland RLTPs by replacing the current 2015-2021 RLTPs document with the updated one in Attachment 1, subject to those editorial changes marked as unfinished being completed by staff.**

Carried

6. Cr Wills moved, Cr O'Malley seconded that the Otago Regional Transport Committee lodges the updated RLTPs document with ORC or ES, as appropriate, for approval.

Carried

Item 5 - Next Meeting

Resolved:

Cr Bell moved, Cr O'Malley seconded that the next meeting be held in Balclutha on 12 October, or earlier if required.

Carried

11. Extraordinary and Urgent Business

Cr Roy moved a motion of appreciation to Dr Turnbull for her long service, diligence and energy serving the RTCs.

Cr Bell commented that he had found Dr Turnbull very helpful. He appreciated her services to the ORC, and her conscientious views. Cr O'Malley said he would miss Dr Turnbull, who had brought the membership of the two committees together. Cr Wills appreciated her openness, and Cr Thomas pointed out that she had "got us through the meetings well".

Resolved:

Cr Wills moved, Cr Bell seconded the motion that the Committees' thanks to Dr Turnbull for her work re recorded.

Carried

12. Public Excluded Business

There was no public excluded business.

There being no further business, the meeting closed at 12.14 pm.