

Strategy and Planning Committee Agenda

14 April 2021



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

Members:

Cr Gretchen Robertson, Co-Chair	Hon Cr Marian Hobbs
Cr Kate Wilson, Co-Chair	Cr Carmen Hope
Cr Hilary Calvert	Cr Gary Kelliher
Dr Lyn Carter	Cr Michael Laws
Cr Michael Deaker	Cr Kevin Malcolm
Mr Edward Ellison	Cr Andrew Noone
Cr Alexa Forbes	Cr Bryan Scott

Senior Officer: Sarah Gardner, Chief Executive

Meeting Support: Dianne Railton, Governance Support

14 April 2021 02:00 PM

Agenda Topic	Page
1. APOLOGIES No apologies were received prior to publication of the agenda.	
2. PUBLIC FORUM No requests to address the Committee under Public Forum were received prior to publication of the agenda.	
3. CONFIRMATION OF AGENDA Note: Any additions must be approved by resolution with an explanation as to why they cannot be delayed until a future meeting.	
4. CONFLICT OF INTEREST Members are reminded of the need to stand aside from decision-making when a conflict arises between their role as an elected representative and any private or other external interest they might have.	
5. CONFIRMATION OF MINUTES The Committee will consider minutes of meetings a true and accurate record, with or without corrections.	3
5.1 Minutes of the 10 February 2021 Strategy and Planning Committee	3
6. OUTSTANDING ACTIONS FROM RESOLUTIONS OF THE COMMITTEE	9
6.1 ACTION REGISTER 14 April 2021	9

7.	MATTERS FOR CONSIDERATION	10
7.1	Regional Public Transport Plan Progress	10
7.1.1	Attachment 1: RPTP Stakeholder Roadshow Feedback	21
7.1.2	Attachment 2: S 83, LG A, Special Consultive Procedure	38
7.2	Arrow/Cardrona FMU Plan Provisions	39
8.	CLOSURE	



Minutes of a meeting of the Strategy and Planning Committee
held in the Council Chamber on Wednesday 10 February 2021 at
1:00 PM

Membership

Cr Gretchen Robertson (Co-Chair)
Cr Kate Wilson (Co-Chair)
Cr Hilary Calvert
Dr Lyn Carter
Cr Michael Deaker
Mr Edward Ellison
Cr Alexa Forbes
Hon Cr Marian Hobbs
Cr Carmen Hope
Cr Gary Kelliher
Cr Michael Laws
Cr Kevin Malcolm
Cr Andrew Noone
Cr Bryan Scott

Welcome

Co-Chair Gretchen Robertson welcomed Councillors, members of the public and staff to the meeting at 1 p.m.

Staff present included: Sarah Gardner (CEO), Nick Donnelly (GM Corporate Services), Gwyneth Elsum (GM Strategy, Policy and Science), Gavin Palmer (GM Operations), Amanda Vercoe (Executive Advisor), Liz Spector (Committee Secretary), Anita Dawe (via Zoom), Lisa Hawkins, Tom De Pelsemaeker, Garry Maloney, Dianne Railton, Ryan Tippet, Lucy Summers, and Lisa Gloag.

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1. APOLOGIES

Resolution

That the lateness of Cr Wilson be accepted.

Moved: Cr Calvert

Seconded: Cr Hope

CARRIED

Noted that Cr Forbes was present via teleconference.

2. PUBLIC FORUM

No public forum was held.

3. CONFIRMATION OF AGENDA

The agenda was confirmed as published.

4. CONFLICT OF INTEREST

No conflicts of interest were advised at this time.

5. CONFIRMATION OF MINUTES

Resolution

That the minutes of the meeting held on 1 December 2020 be received and confirmed as a true and accurate record, with or without changes.

Moved: Cr Noone

Seconded: Cr Deaker

CARRIED

6. ACTIONS

Outstanding resolutions of the Committee were reviewed with staff.

7. PRESENTATIONS

Cr Noone updated the meeting on Land and Water Regional Plan Governance Group activities (LWRPGG).

8. MATTERS FOR CONSIDERATION

8.1. RPS Panel Recommendation Process

This report was provided to receive direction from the Committee as to whether elected Councillors would be considered for nomination to sit on the Freshwater Hearings Panel to hear, consider and make recommendations to Council on the proposed Regional Policy Statement 2021. Gwyneth Esum (GM Strategy, Policy and Science), Lisa Hawkins (Team Lead RPS, Air and Coast) and Anita Dawe, via Zoom (Manager Policy and Planning) were available to respond to questions about the report.

Cr Scott declared a potential conflict of interest on this report and did not participate in discussions or voting on this item.

Cr Kelliher declared a potential conflict of interest on this report and did not participate in discussions or voting on this item.

After several questions from Councillors, Cr Noone stated that the Regional Policy Statement had been developed to its current draft form with Councillors participating in its creation along the way. He said the processes in place to adopt the RPS should be transparent and he does not feel elected members should form part of the hearing panel. Cr Laws said there will be an opportunity for all Councillors to cast their final judgement on the recommendations and moved that elected members not be considered for panel appointment. Cr Calvert seconded the motion.

Cr Malcolm asked that in the future, consideration should be given by Councillors to determine whether they should have a role as possible commissioners. He noted that Local Government in general should potentially take a position on the relevance of elected members being appointed commissioners to hear their own submissions. Cr Robertson concurred with this statement and asked that it be noted.

There being no further discussion, Co-Chair Robertson put the motion.

Resolution

That the Committee:

- 1) **Receives** this report
- 2) **Confirms** its position that Otago Regional Council elected members should not be considered nominees to hear submissions on the Regional Policy Statement 2021; and
- 3) **Notes** that further papers will be brought to Council outlining a process to select two (2) Commissioners to be nominated to sit, hear, and make recommendations on the proposed RPS 2021.

Moved: Cr Laws

Seconded: Cr Calvert

CARRIED

8.2. Manuherekia Engagement Process

Cr Kelliher declared a potential conflict of interest did not participate discussions or voting on this item.

This report provided an update on planned engagement and community consultation on the new regulatory framework for the Manuherekia Rohe included in the new Land and Water Regional Plan for Otago (LWRP). Tom De Pelsemaeker (Team Lead Freshwater and Land), Lucy Summers (Comms Engagement Advisor) and Gwyneth Elsum (GM Strategy, Policy and Science) were present to speak to the report. Ms Elsum noted the extensive work programme that sat behind the Manuherekia Choice Document. She said a workshop on the consultation document will be conducted with Councillors prior to consultation.

Edward Ellison asked how the Manuherekia consultation process would respond to iwi concerns. He said he and Lyn Carter are both concerned that te mana o te wai is not being consistently taken into account. Ms Elsum said ORC staff is working closely with Aukaha staff and this will also be discussed at a higher level at the upcoming Mana to Mana meeting. She also noted there are two iwi representatives on the Land and Water Regional Plan Governance

Group (LWRP GG) and stressed there are two separate issues being discussed here, the consultation Choices Document and the Regional Policy Statement and its consideration of te mana o te wai.

Cr Hobbs said she been contacted by several members of the Manuherekia Reference Group (MRG) with some concerns. She asked for reassurance that those who may be feeling disenfranchised by the process will be able to contribute during the next steps. Cr Robertson said the Manuherekia is regarded as a catchment of national significance as well as being important for the community. Ms Elsum said the next phase is consultation and that the MRG merely provides advice. Cr Hobbs said it was important to make that very clear. Cr Scott said discussing this at Mana to Mana as a first step might go part way to acknowledging another step in that process. Cr Robertson then asked that the language in the LWRP be broadened to include FMU implications.

Cr Wilson joined the meeting at 2:20 p.m.

Cr Calvert and Cr Malcolm asked that Councillors be provided a copy of any information provided to the meeting of the 4/5 March MRG meeting. Mr De Pelsemaecker said that meeting is merely to discuss technical details and not the consultation document. He said the Councillors have been invited to a workshop on the 25th of February to review the Manuherekia technical details that will be discussed at the March MRG meeting.

After further discussion, Councillor Scott made a motion.

Resolution

That the Committee:

- 1) **Receives** this report.
- 2) **Continues discussions** of te mana o te wai and implications for FMUs on the Land and Water Regional Plan in consultation with iwi, including at Mana to Mana.

Moved: Cr Scott

Seconded: Cr Deaker

CARRIED

Cr Calvert then made a subsequent motion:

Resolution

That the Committee:

- 1) **Receives** a copy of the information that will be presented to the 4 and 5 March Manuherekia Reference Group meetings contemporaneously to that meeting.

Moved: Cr Calvert

Seconded: Cr Malcolm

CARRIED

8.3. Queenstown Transport Business Case

This report was provided to seek endorsement of the Queenstown Business Case (QBC), a set of integrated and complementary land transport projects developed for the Way to Go transport partnership between ORC, Queenstown Lakes District Council and Waka Kotahi NZ Transport with component projects to be delivered by each partnership agency. Garry Maloney (Manager Transport) and Gavin Palmer (GM Operations) were present to speak to the report and respond to questions.

Cr Deaker asked if the ORC should consider investing so much money into this partnership when there is contradictory data related to the economic health of Queenstown. Dr Palmer said the interventions are planned to be staged and implemented as demand increases, allowing flexibility. He also said decisions can be deferred or revisited in the future. Cr Scott asked for reassurance this spend will be efficient and a good process.

A funding discussion was conducted, with Cr Scott asking if the timelines for investment were able to be pushed out. Dr Palmer said the timing was not absolute. Cr Forbes indicated concern about pushing this commitment to future years. She said the other partners had already endorsed or were in the process of endorsing the QBC and that she is worried if the ORC does not commit at this time, it will fail to stay ahead of infrastructure demands. Cr Forbes said this is a forward-thinking plan and urged it to be endorsed.

Cr Wilson said she was concerned the recommended motion did not provide an opportunity to communicate to the community that it is part of the Long Term Plan process. She said she would prefer to endorse in principle the QBC, subject to the Long Term Plan consultation process. Cr Calvert suggested she would like to hear from QLDC ratepayers whether this is something they consider a priority at this time. Cr Hope concurred.

Following further discussion, Cr Wilson moved:

Resolution

That the Committee:

- 1) **Receives** this report.
- 2) **Endorses in principle** the Queenstown Business Case as the basis for more detailed investigations subject to the Long Term Plan consultation process.

Moved: Cr Wilson

Seconded: Cr Calvert

CARRIED

Cr Deaker left the meeting at 02:41 pm.

Cr Deaker returned to the meeting at 02:45 pm.

9. CLOSURE

There was no further business and Co-Chair Robertson declared the meeting closed at 03:19 pm.

Co-Chairperson

DRAFT MINUTES

Action Register – Outstanding actions from resolutions of the Strategy and Planning Committee at 14 April 2021

Meeting Date	Item	Status	Action Required	Assignee/s	Action Taken	Due Date	Completed (Overdue)
12/11/2020	P&S1880 Otago Greenhouse Gas Emission Inventory by District	In Progress	Complete Draft Emission Inventory by March 2021 and present final report to the Committee by May 2021.	Economic Analyst, General Manager Strategy, Policy and Science, Manager Strategy		14/04/2021	
01/12/2020	OPS1016 Integrated Otago Trail Network Investigation	In Progress	Conduct a Council workshop in 2021 to explore opportunities to support an integrated trail network for Otago.	General Manager Operations	To be arranged. Update being arranged for 12 May 2021 committee round.	01/09/2021	
01/12/2020	P&S1885 ORC Role in South Dunedin/Harbourside Adaptation collaboration with DCC	In Progress	Progress collaboration with DCC to deliver the South Dunedin/Harbourside natural hazards adaptation programme as in Option 3 and report back to Council.	Chairperson, General Manager Operations, Manager Natural Hazards	Date to be set for initial meeting between Chair Noone, Mayor Hawkins and staff.	28/02/2021	Overdue by: 39 days

7.1. Regional Public Transport Plan

Prepared for:	Strategy and Planning Committee
Report No.	PPT2103
Activity:	Transport - Transport Planning
Author:	Garry Maloney, Manager Transport
Endorsed by:	Gavin Palmer, General Manager Operations
Date:	29 March 2021

PURPOSE

- [1] To report back on the stakeholder workshops held to seek feedback on the Draft Regional Public Transport Plan challenges, vision and objectives and to seek confirmation of those from Council for inclusion in the Draft Plan for public consultation.
- [2] To seek direction from Council for the Draft Plan hearing process.

EXECUTIVE SUMMARY

- [3] On 9 December 2020¹, Council (ORC) “*endorsed the proposed scope, approach to engagement and timeline for the review of the Regional Public Transport Plan*” (RPTP or Plan). The requirement to have an RPTP is mandated by Part 5 of the Land Transport Management Act 2002 (LTMA).
- [4] Staff subsequently developed a set of draft RPTP challenges, a vision and objectives that were to be shared with stakeholders for feedback in the week beginning 22 March 2021.
- [5] Those stakeholder workshops have now been held and feedback provided. In general, the draft statements resonated well with participants and apart from some minor wording changes to several of them, are materially the same as those developed.
- [6] The Council must consult on the Draft Plan in accordance with the principles specified in the Local Government Act 2002 (LGA), but it has a choice about whether it uses the LGA’s section 83, Special Consultative Procedure to consult (SCP).
- [7] The proposed consultation will meet most of the provisions of the SCP, but staff are proposing that the submission period for the Plan be three weeks and, on this basis, staff are recommending that Council not use the SCP.
- [8] Staff are also recommending that Council appoint a Hearing Panel comprising Regional Councillors (Chaired by a Regional Councillor) and an expert transport advisor.

RECOMMENDATION

That the Committee:

¹ Item 7.2 Regional Public Transport Plan – Scope, 9 December 2020 Council meeting Agenda, pages 21 – 32.

- 1) **Receives** this report.
- 2) **Confirms** for inclusion in the Draft RPTP for consultation the following:
 - a. **CHALLENGES**
 - Land-use planning and roading network design enables car use and disincentivises other modes leading to increased carbon emissions.
 - Current perception of the public transport network is that it is costly, inconvenient and hard to use compared to other modes.
 - Current governance and funding structures limit the ability to adapt quickly to rapid changes in the operating environment.
 - A lack of alternatives to private vehicles leaves dispersed communities with a lack of affordable options to access economic and social opportunities.
 - b. **VISION**
 - Inclusive, accessible, innovative public transport that connects us and contributes positively to our community, environment and economy.
 - c. **OBJECTIVES**
 - Contribute to carbon reduction and improved air quality through increased public transport mode share and sustainable fleet options.
 - Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity and contributes to social and economic prosperity.
 - Develop a public transport system that is adaptable and able to effectively respond to change.
 - Establish a public transport system that is safe, accessible, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction.
 - Deliver bus fares that are affordable for both bus users and communities.
- 3) **Agrees** to a three-week submission period, which means that Council will not use the Local Government Act 2002 Special Consultative Procedure to consult on the Draft Regional Public Transport Plan.
- 4) **Appoints** a Hearings Committee and a Regional Councillor to Chair the Committee.
- 5) **Delegates** to the Council Chief Executive in consultation with the appointed Regional Council Hearing Panel members, the selection of the expert transport advisor to the Hearings Committee.

BACKGROUND

- [9] On 9 December 2020, ORC “endorsed the proposed scope, approach to engagement and timeline for the review of the Regional Public Transport Plan”.
- [10] The requirement to have an RPTP is mandated by Part 5 of the LTMA. The purpose of the Plan is to provide a:
- Means for councils and operators to work together to develop public transport.
 - Means for engaging with the public on the design and operation of the public transport network.

- Statement of the public transport services that are integral to the region’s public transport network, the policies and procedures that apply and the information and infrastructure that support those services.

- [11] It is important to note that the Plan is given effect through Council’s Long Term and Annual Plans. These are the means to fund the direction (for example policies) of the Plan. That is, the Plan is not a commitment to fund, nor does it provide funding.
- [12] The Plan must contribute to the purpose of the LTMA (i.e. contribute to an effective, efficient, and safe land transport system), be consistent with the Regional Land Transport Plan (RLTP) and take into account any national energy efficiency and conservation strategy and relevant Resource Management Act (RMA) regional/district plan/strategy (see Figure 1 below).

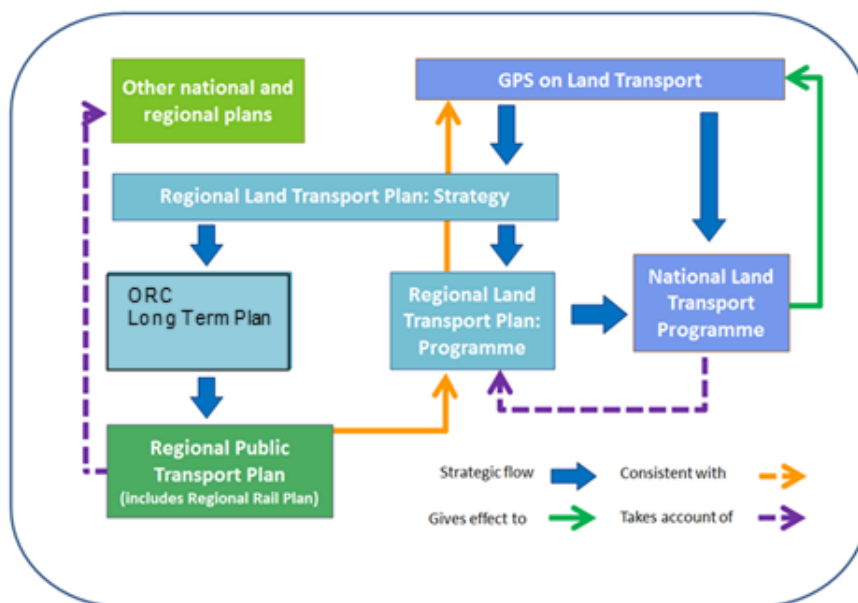


Figure 1: Transport Planning and Funding Framework

- [13] To try and ensure consistency with the policy part of the RLTP, the proposed RPTP challenges, vision and objectives were reviewed by the writing lead for the RLTP to that end. Their assessment was that it was because:
- *“This RPTP contributes to the long term goals set for land transport in Otago in relation to road safety recognising that increasing access to safer modes of travel (e.g. public transport) can improve road safety, economic growth and productivity by providing transport choice for people to get to employment and education; and value for money.*
 - *This RPTP contributes to the updated problems and benefits by ensuring collaboration with regional partners, operators and investors to improve access and service delivery, providing safe travel choices for Otago’s communities and responding to environmental priorities.”*
- [14] The current RPTP was adopted in 2014 and was undertaken primarily to take account of the changes introduced by the new Public Transport Operating Model (PTOM).

- [15] For the purposes of the review of the current RPTP, staff prepared a set of draft challenges, vision and objectives that were to be shared with stakeholders for feedback in the week beginning 22 March 2021.
- [16] Those stakeholder workshops have now been held and feedback provided such that staff are now seeking for Council to confirm the RPTP challenges, vision and objectives for inclusion in the Draft Plan for consultation.

ENGAGEMENT - STAKEHOLDER WORKSHOPS

- [17] Council staff conducted stakeholder workshops for our territorial authority and Waka Kotahi partners virtually on 17 March 2021 and in-person in Dunedin on 23 and 25 March 2021 and in Queenstown on 24 March 2021.
- [18] The first in-person session in Dunedin was recorded and included staff presenting the material and a New Zealand sign language interpreter doing likewise. The video and presentation have been made available to all parties invited to the stakeholder session.
- [19] In Dunedin, the following organisations took up Council's offer to participate in the workshops:
- OUSA, Disability Information Services, Otago Chamber of Commerce, Disabled Persons Assembly, West Harbour Community Board, Blind Citizens Otago Network, Blind Low Vision, Spokes, Waikouaiti Community Board.
- [20] In Queenstown, the following organisations took up Council's offer to participate in the workshops:
- Frankton Community Association, Arrowtown Village Association, Jacks Point Residents Association, Trails Trust.
- [21] The following organisations were unable to attend and have been sent the presentation and a link to the video:
- Dunedin - Age Concern, City Rise Up, Mosgiel Community Board, Mosgiel-Taieri Community Board, Anglican Family Care, Blindsight, Bus Users Support Group Otepoti, CCS Disability Action, Citizens Advice Bureau, Deaf Aotearoa, Dunedin Community House, Grey Power, Ministry for Social Development, Moana House Programme, Otago Youth Wellness Trust, People First, Polytech Students Association, Presbyterian Support Otago, Probus Dunedin Men and Ladies, Red Cross, Salvation Army, South Dunedin Community Network, Visually Impaired Charity Trust, Peninsula Community Board, Saddle Hill Community Board, Strath Taieri Community Board.
 - Queenstown - Destination Queenstown, Kelvin Peninsula Community Association, Queenstown Chamber of Commerce, Lightfoot, Sustainable Queenstown, Arrowtown Promotion and Business Assoc, Arthurs Point Community Association, Citizens Advice Bureau, Fernhill/Sunshine Bay Community Association, Happiness House, Central Lakes Family Services, Lake Hayes Estate & Shotover Country Community Association, Queenstown Chamber of Commerce, Salvation Army, Shaping our Future, Wakatipu Youth Trust.

- [22] Staff have also shared the workshop material with a number of organisations in the Waitaki District and with Officer colleagues at Central Otago and Clutha District Councils (who were asked to share it with relevant groups).
- [23] The feedback to date has been captured as notes appended to the relevant presentation slides and is attached. If staff receive feedback subsequent to this report, it will be considered for inclusion (and highlighted to Council) prior to Council approving the Draft RPTP for consultation.

CONFIRMING THE CHALLENGES, VISION AND OBJECTIVES

CHALLENGES

Challenge 1: Integration

- [24] Proposed Challenge 1² relates to integration. It says:
- *“Land-use planning and roading network design enables car use and disincentivises other modes leading to increased carbon emissions.”*
- [25] As can be seen from the workshop notes, a number of stakeholders recognised the challenge. In discussing the challenge, a need for park and ride in Dunedin was raised along with the need for lead services and infrastructure (that is, introduce new bus services as residential developments start).
- [26] Based on the feedback received, staff recommend Council confirm Challenge 1 above for inclusion in the Draft RPTP for consultation.

Challenge 2: Perception

- [27] Proposed Challenge 2 relates to perception. It says:
- *“Current perception of the public transport network is that it is costly, inconvenient and hard to use compared to other modes.”*
- [28] While there was some mixed feedback from Dunedin attendees, in general, most agreed with Challenge 2 above. Issues discussed included lack of frequency, coverage and driver attitude.
- [29] The response in Queenstown was somewhat different, with participants tending to indicate that the issue is more about our travelling culture in New Zealand (that is, there’s a stigma attached to travelling on a public bus, which was also raised in Dunedin).
- [30] Based on the feedback received, staff recommend Council confirm Challenge 2 above for inclusion in the Draft RPTP for consultation. While Queenstown participants did not voice to the same extent those views relating to perception as Dunedin attendees, the view around perception of bus users supports the challenge statement.

Challenge 3: Responsiveness

- [31] Proposed Challenge 3 relates to responsiveness. It says:

² One participant suggested the word “problem” should be replaced with the word “challenge” and this change has been made.

- *“Current governance and funding structures limit the ability to adapt quickly to rapid changes in the operating environment.”*

[32] Feedback from both Dunedin and Queenstown attendees was similar with examples given as how we could be more responsive (introduce a tertiary student fare, dedicated school buses between Lakes Hayes Estate and Queenstown, etc).

[33] The feedback supported the challenge as worded and therefore, staff recommend Council confirm Challenge 3 above for inclusion in the Draft RPTP for consultation.

Challenge 4: Access and Affordability

[34] Proposed Challenge 4 relates to access and affordability. It says:

- *“A lack of alternatives to private vehicles leaves dispersed communities with a lack of affordable options to access economic and social opportunities.”*

[35] There was a lot of feedback from both Dunedin and Queenstown attendees supporting this challenge (service fare pricing, dispersed communities, some lack of accessibility, etc) and as such, staff recommend Council confirm Challenge 4 above for inclusion in the Draft RPTP for consultation.

VISION

[36] The proposed RPTP vision developed by staff prior to the stakeholder workshops was:

- *“Inclusive, accessible, innovative public transport that connects us and contributes positively to our community, environment and economy.”*

[37] That proposed vision is consistent with the Draft Regional Land Transport Plan (RLTP) vision, approved by the Regional Transport Committee³ on 22 February 2021 as part of approving the Draft RLTP for public consultation, which is:

- *“A transport system providing integrated, quality choices that are safe, environmentally sustainable and support the regions wellbeing and prosperity.”*

[38] The proposed RPTP vision seemed to resonate with stakeholders and there was no feedback that it should be changed. As such, staff recommend Council confirm the vision above for inclusion in the Draft RPTP for consultation.

OBJECTIVES

Objective 1: Environmental Sustainability

[39] Proposed Objective 1 relates to environmental sustainability. It says:

- *“Contribute to carbon reduction and improved air quality through increased public transport mode share and sustainable fleet options.”*

[40] Objective 1 seemed to resonate with all in both centres and staff recommend Council confirm Objective 1 above for inclusion in the Draft RPTP for consultation.

³ The members of the Regional Transport Committee are representatives of the following organisations: Otago Regional Council, Dunedin City Council, Waitaki District Council, Queenstown Lakes District Council, Central Otago District Council, Clutha District Council and Waka Kotahi NZ Transport Agency.

Objective 2: Integrated Network

[41] Proposed Objective 2 relates to an integrated network. It says:

- *“Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity and contributes to social and economic prosperity.”*

[42] While staff did not receive a lot of feedback on this proposed objective (and some of that was picked up in other parts of the workshop), there was support for it. As such, staff recommend Council confirm Objective 2 above for inclusion in the Draft RPTP for consultation.

Objective 3: Responsive Solutions

[43] Proposed Objective 3 relates to responsive solutions. It says:

- *“Develop a public transport system that is flexible and able to effectively respond to change.”*

[44] Workshop participants supported the proposed objective but suggested the Objective should include the words *“timely”* and/or *“adaptable”*.

[45] Staff are proposing that the word *“flexible”* in the proposed objective be replaced with the word *“adaptable”* but *“timely”* not be used as the latter relates more to attractiveness.

[46] As such, staff recommend Council confirm Objective 3 for inclusion in the Draft RPTP for consultation as:

- *“Develop a public transport system that is adaptable and able to effectively respond to change.”*

Objective 4: Attractive System

[47] Proposed Objective 4 relates to an attractive public transport system. It says:

- *“Establish a public transport system that is safe, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction.”*

[48] Staff received a lot of feedback on this proposed objective. It touched on cost (fares) featuring more than other customer-centric attributes, animals on buses and greater provision for cyclists.

[49] One workshop participant suggested the Objective should include the word *“accessible”* and this was subsequently tested at other workshops and supported.

[50] Staff recommend Council confirm Objective 4 for inclusion in the Draft RPTP for consultation as:

- *“Establish a public transport system that is safe, accessible, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction.”*

Objective 5: Affordability

[51] Proposed Objective 5 relates to affordability (both for bus fare-payers and ratepayers). It says:

- *“Deliver a fare and funding system that is affordable for communities.”*

[52] As for the previous Objective, there was considerable feedback on proposed Objective 5.

[53] Feedback in Dunedin tended to focus on the price of fares, particularly the need for no or lower fares than currently.

[54] In contrast, the price of fares did not seem to be such an issue in Queenstown, although common to both centres was the issue of the cost of using buses to get more than one child in a family to school.

[55] Having regard to the feedback from stakeholders, staff recommend Council confirm a reworded Objective 5 for inclusion in the Draft RPTP for consultation as:

- *“Deliver bus fares that are affordable for both bus users and communities.”*

CONSULTATION AND HEARINGS**Consultation Period**

[56] The Council must consult on the Draft Plan in accordance with the principles specified in the LGA, but it has a choice about whether it uses the LGA’s section 83 SCP (appended).

[57] While the proposed consultation will meet most of the provisions of the SCP, staff are proposing that the submission period for the Plan be three weeks, not the minimum of one month as required by S83 (1)(b)(iii). On this basis, staff are recommending that Council not use the SCP.

[58] If a three-week consultation period is agreed, the indicative timeline for development of the Plan will be:

- 14 April 2021: Strategy and Planning Committee confirm challenges, vision, objectives.
- 15 April 2021: Councillor workshop on proposed RPTP policies (to be confirmed).
- Week commencing 19 April 2021: Extraordinary meeting (to be confirmed) to approve Draft Plan for consultation.
- Week commencing 19 April 2021: Contact stakeholders and public to inform them of forthcoming call for submissions on the Draft Plan.
- 3 May⁴ – 23 May 2021: Public consultation period.
- Week commencing 31 May 2021: hearings.
- Week commencing 14 June 2021: deliberations.
- 23 June 2021: Council approves the final Plan.

[59] The reason for recommending a three-week consultation period is:

⁴ The approximate two-week gap between approving the Plan for consultation and consultation beginning is to enable logistical matters to be completed (finalising the look of the document, finalising advertising, etc).

- throughout the Plan development process, Council has been transparent in terms of the direction and content of the Plan (for example this report can be accessed by any member of the public as will the future report seeking Council approval of the Draft for consultation), such that there should be little in the way of unexpected content for potential submitters suddenly having to consider;
- there is little cross over with other consultation processes that may compete for the community's attention (for example Council's Long Term Plan consultation closes on 9 May, while the submissions on the Queenstown Lakes District and Dunedin City Councils Long Term Plans close in April);
- it also will enable Council to approve the final Plan before the end of the 2020-21 financial year.

[60] Should Council require a longer submission period, it will most likely mean that the Council would adopt the final Plan in the early part of the next financial year, at a scheduled or extraordinary meeting of Council. Apart from not meeting a 2020/21 Annual Plan target date, it is unlikely there would be any other adverse implications arising from such a decision.

Hearings

[61] To comply with the principles of consultation set out in the LGA, the consultation process must provide for those that are consulted to make submissions and be heard, if so desired. That means Council will need to establish a hearings committee that may or may not need to meet (depending on submitters). Based on past exercises, it is almost certain that submitters will want to be heard.

[62] Staff recommend that it make a decision to this effect, even though submissions on the Draft Plan will not open for some weeks.

[63] In terms of the composition of the committee, Council has options including appointing a panel:

- (a) solely comprising Regional Councillors.
- (b) Comprising Regional Councillors and an expert transport advisor.
- (c) Comprising Regional Councillors and District Councillors.
- (d) Comprising Regional Councillors, District Councillors and an expert transport advisor.

[64] Staff recommend option (b) – appoint a panel comprising Regional Councillors and an expert transport advisor.

[65] Staff recommend option (b) over the other options because:

- it is a Regional Council Plan.
- It is likely the region's territorial authorities will submit to the Plan and that would mean respective territorial authority representatives on the panel would need to declare a conflict of interest in matters that their Council has submitted on.
- An expert transport advisor will be able to respond to Hearings Committee member's technical questions.

[66] Staff also recommend that the Committee delegate selection of the expert transport advisor to the Chief Executive in consultation with the appointed Regional Council Hearings Committee members.

- [67] Irrespective of which option the Council chooses, it will also need to select who will Chair the Committee. Being a Regional Council Plan, it is recommended that the Chair be a Regional Councillor.
- [68] Assuming a three-week submission period, it is proposed that the hearing of submitters (as required by the LGA) take place in the week beginning 31 May 2021.

CONSIDERATIONS

Policy Considerations

- [69] The RPTP review is an action in the 2020/21 Annual Plan.

Financial Considerations

- [70] Development of the Plan is a required activity part-funded by the National Land Transport Fund.
- [71] Policies and investment objectives in the Plan should guide future investment decisions and do not in their own right commit ORC to funding specific projects and interventions. However, if the Plan steers towards an enhanced level of service and increased capacity over time, then future investment in the network will be required.

Significance and Engagement

- [72] In preparing the draft Plan, the LGA principles require Council to consult with those members of the public that have an interest in public transport and the LTMA requires the Council to specifically consult with:
- Its regional transport committee.
 - Waka Kotahi NZ Transport Agency.
 - Every operator of a public transport service in the region.
 - Every person who has notified the Regional Council of a proposal to operate an exempt service in the region.
 - The Minister of Education.
 - The territorial authorities in the region.
 - The relevant railway line access provider.
 - Kāinga Ora – Homes and Communities, if there are any specified development projects in the region.
- [73] As can be seen from the proposed timeline, consultation is indicatively scheduled for Quarter 4 of the financial year and will also be the opportunity for the public at large to have input.

Legislative Considerations

- [74] The review of the RPTP is a requirement of the Land Transport Management Act 2003.

Risk Considerations

- [75] Engagement and consultation with partners, key stakeholders and the community should result in a robust and integrated regional Plan. However, that is not to say that points of difference may not arise throughout its development and they will need to be managed.


- [76] A risk also exists in terms of submitters seeking outcomes from the Plan that are outside the scope of the Plan (for example, funding commitments).
- [77] A delivery risk also exists in regard to Council achieving the Annual Plan target date given that it is adopting the final Plan in late June 2021, close to the end of the 2020/21 Annual Plan reporting period.

NEXT STEPS

- [78] Staff are currently preparing and drafting the policy and appendices sections of the RTP.

ATTACHMENTS

1. RTP stakeholder roadshow feedback [7.1.1 - 16 pages]
2. S 83, LG A, Special Consultative Procedure [7.1.2 - 1 page]



Problem statement 1: Integration

Land-use planning and roading network design enables car use and disincentivises other modes leading to increased carbon emissions

DUNEDIN COMMENTS:

OUSA – Land use and city planning is a problem, very spread out. Population is spread across a large geographical area. If a student in Mosgiel needs to be at a lecture for 9am on Monday, this is not simple, far easier to drive. 12 minutes versus 30 minutes.

Students don't have a structured day – Polytech and Uni students have different lifestyles, children etc, diversity in student life. Largely pedestrianised as priority mode. Students also cycle but cars aren't used in inner city. Older students are more likely to choose cars. E-Scooters are used particularly at late night. (Turn off at midnight). There is a rule where you have to 'walk your wheels' on campus.

Ride-sharing a car is common but doesn't fulfil desire to be environ-friendly. On the edge of the 2km distance, scooters become popular.

Greater use of park-and-ride. For people travelling from outer suburbs (Mosgiel) the facilities aren't there to make it happen. Is rail an option? Yes, but the cost is prohibitive.

Urban planning design facilitates car use. Currently have a disabling environment. Needs to be accessible and public transport should be easy to use. Pedestrianisation is beneficial to all. Need to create ease of access.

Use the word “challenge” rather than problem.

Put buses into property developments immediately. As patronage increases, the bus size can increase.

QUEENSTOWN COMMENTS:

Working commuters – housing is expensive, people are living further from Queenstown. Tradies work odd hours which won't suit bus, plus they have tools etc. Better suited to office workers.


People are supporting electric/hybrid vehicles, everyone is making plans for this for the future. While people will still be using cars, there is a need for these to be electric.

Most interventions lend themselves to supporting vehicle use. Be good to share the funding with buses and other modes of travel. Give investment prioritisation to public transport and walking/cycling.

Buses share the road with all other vehicles and this makes it difficult to maintain the service to fit the timetable. There is a challenge to meet passenger expectation.

Perception from many people is that it's difficult to use a bus, so they've never tried.

On a bus, you can work on computer, avoid parking, have family time at home prior to leaving. No cost for parking. Conundrum: workers shift starts early, first flight is 7am and buses are not linked to this service. Late shift workers and people socialising at night, buses are not available. Look at promotion opportunities and encourage bus use. Possibly trial a Thurs-Sat night extra bus to cater to the needs of late-night people socialising in Queenstown.



Problem statement 2: Perception

Current perception of the public transport network is that it is costly, inconvenient and hard to use compared to other modes

DUNEDIN COMMENTS:

Students have a positive attitude about the bus service, especially those from the cities, those from small towns are less likely to try it out. Lots to get used to in terms of acclimation in a new city. Times goes on and students use cars rather than learn how to use buses. Student leisure activities are spread out e.g. the peninsula, Blueskin bay – so they want to travel to remote locations, this takes a car to access.

Yes to all of the above. Disabled people feel like they're being looked at. Organisations educating their members to be brave going onto a bus and make it the norm.

Adding up the fares of the whole family, the cost and convenience of driving your own car is easier. Buses aren't always frequent and aren't parked closely which puts people off the service. Drivers can make or break the ride experience.

Disparity emerges because taxi is dearer and buses cheaper – equity no longer exists.

Person in a wheelchair trialed a bus at the info day in South Dunedin. Found the

mini-ramp fine but coming off was a mission. Bus needs to lower. Issues of safety when these assets don't align – ramp doesn't meet the footpath.

Inability to read the timetable for some people with learning needs.

Francisca is a car user, once per week to do everything. Lives in Port Chalmers and would need to use lots of buses and carry lots of bags – example of making purchases at gardening centre. By planning ahead, she only needs to take one trip to get everything done. Eldest son uses bus to get to work. Young son uses bus occasionally. Middle son won't use a bus, wants to be autonomous and have control of his own time.

Bee cards introduced – people love \$2 trips. Perception of inconvenience is not correct, do not understand that. Buses are regular enough to meet the need. Perceptions take a long time to change. Experience from people who say bus drivers don't stick to the bus schedule. This can cause headaches with early buses leaving, missing connections or appointments. Schedule should be reliable and bus should never leave early. Free bus phase was very good and people had an opportunity to trial buses.

Inadequate in regard to North coast, not enough connectivity. Submission going in with a plan and timetable. Buses don't go where Alasdair lives or where he wants to go. No buses at the weekend or in the evenings. Timing is not good for people. Gold Card during the day, there's an issue with the last bus of the day. School buses run around the countryside under one authority and PT is governed by ORC.


Members of the foundation won't bother using buses. Blind and visually impaired people have been left standing at the bus stop as the bus drives past. The perception among members is that it's better to pay for the taxi – this will give them assurances that they can get home. Main problem is buses ignoring blind people at the bus stop. They also have issues getting guide dogs on the bus. This becomes a 'too hard' basket activity. If you're standing at the bus stop and you're blind or partially sighted, you cannot signal the bus. Elderly blind people lack confidence when waiting for a bus.

Keen to help out with driver training. Wanting to offer some guidance on how to deal with a variety of people that make up our community. Drivers have so much influence over the bus passenger experience.

Why don't people take the bus? So many won't even consider public transport. These people aren't considering the ethical or environmental impacts of single-vehicle use.

Real time in Auckland is great. The app offers time accuracy assurances.

QUEENSTOWN COMMENTS:



Problem statement 3: Responsiveness

Current governance and funding structures limit the ability to adapt quickly to rapid changes in the operating environment

DUNEDIN COMMENTS:

Not enough stops in tertiary area. Lacks connection to university, walk from hub takes 20+ minutes. Buses arrive on the hour, lectures begin at ten to the hour. If the fare was lower, it would motivate people to deal with the inconvenience. Advocating for a student fare.

Free bus ride for companions/assistance.

Agreed and understands the funding arrangement.

Routes and times changed last year – great for Port Chalmers. Happened when it was expected and people wanted more buses and then they got them.

Agree entirely. Moved forward since Covid. Council's are doing what needs to be done to create safe cycleways. Negative voices drown out these concepts. The anti-change brigade are not open to trialling options which threaten their preference for single occupancy vehicle use.


On-demand service similar to Timaru is a great idea.

Not costly, the Bee card is excellent and Gold card system is easy and great. Never heard of anyone who can't afford bus transport. Feel lucky to have that pricing structure. Need to keep all details up to date online, the website is great.

Stigma of travelling on buses. Bus is for tourists and the locals don't think it is for them. Overseas, families use the buses together. Need more passengers locally to encourage more buses and create a flow-on effect.

New Zealand wide issue of people not wanting to use buses. Everyone knows it's cheap. Lack of vehicles on the road in Queenstown right now (covid) means people can drive more easily.

People used in promotional advertising reflect reality rather than promoting new users. Showing 30 year-old people (for example) can help to incentivise those people to try buses.



Problem statement 4: Access and affordability

A lack of alternatives to private vehicles leaves dispersed communities with a lack of affordable options to access economic and social opportunities

DUNEDIN COMMENTS:

Reducing costs would be more affordable than reconfiguring the routes. Large disabled student population and they feel uncomfortable using public transport. Barrier that disabled people need to be secure in the bus.

Both see this as an issue. Growing populations in towns like Oamaru have no current service. There is a desire for environmental awareness. Length of bus stops to allow buses to park properly for mobility impaired passengers. Design of priority areas on buses and safety needed for elderly (seatbelts).

Good statement. Nub of the issue, taxi Dunedin to Mosgiel is very expensive. Consider a trial of ride and share, despite resistance from existing providers. Challenge is: how do we do that for out-lying communities?

Smaller buses? Seeing a large 44-seater bus with only 3 passengers. A train to Port Chalmers and Mosgiel would be great.

\$2 set fare has definitely helped. Instances where some people are paying more than previously, though more people can afford to use the buses now.

Once you need a car, you buy a car – and then you use it all the time. Some people need a car and will benefit from emptier roads.

Catching a bus, need to walk to an area where there's only two buses coming through. Pull over the wrong bus and get verbally abuse by the bus driver. Timetable is not readable/accessible for blind people. Voice-activated announcements would bridge this gap. The hub timetable has the capacity to speak out times, but it doesn't work.

It would be good for physical bus stop addresses to be loaded onto ORC website, detailing where the actual stops are. This will also improve customer information. Reading the website and the timetables is difficult for visually-impaired people.


Happy to show people how the voice-over system works and how clunky and unworkable this system is. Bus info onboard and at stops will inform the public.

Training for customer service staff operating the bus helpline. Speaking to a blind person – give correct info and tell them precisely. Acknowledge the unique and varied challenges of our customers.

QUEENSTOWN COMMENTS:

No service at Glenorchy, everyone drives. Everyone needs to get to work but after work, life is more complicated. Timing is less easy to co-ordinate.

Dispersed destinations, ski fields, hikes – you need a vehicle. Shuttle options or carshare would be preferable.



Objective 1: Environmental sustainability

Contribute to carbon reduction and improved air quality through increased public transport mode share and sustainable fleet options

DUNEDIN COMMENTS:

OUSA support this objective.

Agreed, this objective also increases public health which is a real positive.

Great – we all want that.


QUEENSTOWN COMMENTS:

Agreed. Very important now, responding to Labour’s call of a Climate Emergency.

Electric vehicles are a huge thing– if the buses were electric, people would be more supportive.

Hydrogen is an option, electric has batteries (lithium mining and draws on power grid) and how will this work long-term. ROI means the system needs to exist for ten years.

What other means are there for public transport, other than buses?



Objective 2: Integrated Network

Deliver an integrated Otago public transport network of infrastructure, services and land use that increases choice, improves network connectivity and contributes to social and economic prosperity

DUNEDIN COMMENTS:

OUSA connection with outskirts of region – Balclutha, Queenstown. Visit family in Central. Cost of using the bus means that some families will drive to Dunedin to get their child and then transport them back to central.


Makes sense, both recognise the difficulty/expense of retrofitting.

Agreed.

Communicate across councils when new developments are designed.

QUEENSTOWN COMMENTS:

Answered elsewhere, no direct comments at this point.



Objective 3: Responsive solutions

Develop a public transport system that is flexible and able to effectively respond to change

DUNEDIN COMMENTS:

OUSA support this objective.

Add “in a timely manner”.

Suggest to add that a public transport system should be ‘adaptable’.

Agreed.

Suggestion boxes on buses.

QUEENSTOWN COMMENTS:

People living here tend to live elsewhere too. Large number of high-rise developments in Frankton, need to look at routes which match these developments, since that is where the population is and this is where the apartments are growing. Also need to connect with elderly homes and look at their transport needs, tap into the potential for more patrons. New service at Jack’s Point came about as an after-thought, which has required retrofitting to enable bus use.

Big functions (eg Gibbston Valley) should have buses to transport people who have been drinking. Cricket, rugby – event centre functions. A way to address drink driving and promote bus use.

Nervous about ferry service, maybe wait till the visitor numbers are up. It may fall over before it gains passenger momentum.



Objective 4: Attractive public transport system

Establish a public transport system that is safe, provides a high-quality experience that retains existing customers, attracts new customers and achieves high levels of satisfaction

DUNEDIN COMMENTS:

Not important compared with cost. If free, don't care how it looks etc.

Agreed. Add the word "accessibility".

In Canada, dogs are allowed on buses. When on a leash, there is no issue. People with a dog can't even look at the public transport option. Is there potential for dogs to travel in a trial during off-peak.

*add 'accessible'. Look at accessible to all. People will think of those with physical disabilities, rather than considering people with sight issues. People with less visible disabilities can be discriminated against.

The public transport system should be fit for people's needs

QUEENSTOWN COMMENTS:


Night buses, drivers are very accommodating, will make stops off route where they won't normally drop people. Buses are clean and quiet.

Working population is in Lake Hayes and Jacks Point. Focusing on these population bases creates an opportunity to enhance the services in these areas to increase patronage.

Are we going to incorporate Te Reo into the bus service? Councils are encouraged to adopt a bilingual approach. Ngai Tahu are strong in this region. Maybe begin with bus destinations written in Te Reo.

Many cyclists using the gondolas – are the buses equipped for cycles? Looking at multi-modal transport options. These adventure cyclists go up Skyline and want to use bike racks to transport to the base of the gondola.

Want cycling commuters, biggest driver is kids on bikes. Once kids are cycling, the parents can choose their mode. The motivation is to connect residential areas to the high school. Kids need bike tracks that are separated to ensure safety.



Objective 5: Affordability

Deliver a fare and funding system that is affordable for communities.

DUNEDIN COMMENTS:

Students are more concerned about cost and environmentally consciousness, than other factors. Free would be the ideal.

Disabled point of view: would love free buses. Though they have a realisation that often people need to pay for something to appreciate it.

Free fares during covid period showed usage increased. More disabled people were able to access total mobility transport during that time (May, June and July). This funding policy really assisted many disabled people to access the scheme on a regular basis and were able to participate in the community.

Isolation, marginalisation of disabled people means they benefit from free fares. Bus scheme in Waikato – free rides off peak times and free for a support person.

Disabled patronage has increased over this time.

Free fares to Freedom campaign is attracting interest. Long-term planning should look at free fares and then gradually offer this to all passengers. Lessen individual car journeys and the need to access private vehicles and decrease carbon-emissions.

People need to be able to afford buses. Cost to running vehicles, mileage, fuel etc burdens families. Whereas the public transport system has economy of scale to

distribute cost across customers.

\$2 fare made bus travel affordable for people. Coming/Returning from Mosgiel would previously have been \$12.

is this objective explicit enough? E.g. do we want to include something about equity, etc.

QUEENSTOWN COMMENTS:

Students pay \$1.50 per way to school. When you have three children, it can be expensive.

The Govt has given the green light to purchase electric buses, Council needs to address this environmental issue asap. Look at options in terms of sizes of buses, match the needs of the community. Be a leader in environmental issues, Queenstown is progressive and the residents want to be at the forefront of these developments.

Active transport app which incentivises by giving a free fare on bus after active transport.

Increase awareness to the public. Some promotion needed.

Every time you cycle, you can get free bus travel. Promote cycling/multi-mode.

Having a bike increases your travel options. You are in control of your own travel.



New Zealand Legislation

Local Government Act 2002

- Warning: Some amendments have not yet been incorporated

83 Special consultative procedure

- (1) Where this Act or any other enactment requires a local authority to use or adopt the special consultative procedure, that local authority must—
- (a) prepare and adopt—
 - (i) a statement of proposal; and
 - (ii) if the local authority considers on reasonable grounds that it is necessary to enable public understanding of the proposal, a summary of the information contained in the statement of proposal (which summary must comply with [section 83AA](#)); and
 - (b) ensure that the following is publicly available:
 - (i) the statement of proposal; and
 - (ii) a description of how the local authority will provide persons interested in the proposal with an opportunity to present their views to the local authority in accordance with [section 82\(1\)\(d\)](#); and
 - (iii) a statement of the period within which views on the proposal may be provided to the local authority (the period being not less than 1 month from the date the statement is issued); and
 - (c) make the summary of the information contained in the statement of proposal prepared in accordance with paragraph (a)(ii) (or the statement of proposal, if a summary is not prepared) as widely available as is reasonably practicable as a basis for consultation; and
 - (d) provide an opportunity for persons to present their views to the local authority in a manner that enables spoken (or New Zealand sign language) interaction between the person and the local authority, or any representatives to whom an appropriate delegation has been made in accordance with Schedule 7; and
 - (e) ensure that any person who wishes to present his or her views to the local authority or its representatives as described in paragraph (d)—
 - (i) is given a reasonable opportunity to do so; and
 - (ii) is informed about how and when he or she may take up that opportunity.
- (2) For the purpose of, but without limiting, subsection (1)(d), a local authority may allow any person to present his or her views to the local authority by way of audio link or audiovisual link.
- (3) This section does not prevent a local authority from requesting or considering, before making a decision, comment or advice from an officer of the local authority or any other person in respect of the proposal or any views on the proposal, or both.

Section 83: replaced, on 8 August 2014, by [section 25](#) of the Local Government Act 2002 Amendment Act 2014 (2014 No 55).



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Section 83: replaced, on 8 August 2014, by [section 25](#) of the Local Government Act 2002 Amendment Act 2014 (2014 No 55).

7.2. Arrow & Cardrona FMU Plan Provisions

Prepared for:	Strategy and Planning Committee
Report No.	SPS2117
Activity:	Governance Report
Author:	Dolina Lee, Policy Analyst and Richard Pettinger, Senior Policy Analyst
Endorsed by:	Anita Dawe, (acting) General Manager Strategy, Policy and Science
Date:	31 March 2021

PURPOSE

- [1] To confirm the preferred minimum flow and allocation limits for the Arrow and Cardrona Rivers, that will be included in the proposed Land and Water Regional Plan when it is notified in 2023.

EXECUTIVE SUMMARY

- [2] The development of water quantity flow and allocation limits for the Arrow and Cardrona Rivers has been underway for some time.
- [3] The limits have been presented to the community and will be included in the proposed Land and Water Regional Plan in 2023.

RECOMMENDATION

That the Council:

- 1) **Notes** this report.
- 2) **Notes** the flow and allocation limits that will be adopted for the Arrow and Cardrona Rivers as part of the Land and Water Regional Plan; and
- 3) **Notes** the process going forward, for the full Land and Water Regional Plan.

BACKGROUND

- [4] Several years of consultation, technical work and options consideration have resulted in staff developing and recommending water quantity management provisions for both the Arrow and Cardrona catchments.
- [5] The technical basis for the limits were presented to Council as part of a Strategy and Planning Committee workshop on 9 September 2020 and presented to the community on 17 and 18 March this year.

ISSUE

- [6] The NPSFM 2020 (and previous versions of the NPSFM) requires limits to be set to manage water quantity. ORC has been involved in the Arrow and Cardrona to set limits for a considerable time period. The limits will form part of the new proposed Land and Water Regional Plan currently under development.

DISCUSSION

Consultation

Arrow

- [7] In 2016/17, ORC staff commenced work on the development of a minimum flow for the purposes of providing certainty for deemed permit replacement. As part of this process, community workshops on values were undertaken in June 2017, technical work including a report for that year on the Cardrona River, Arrow River and Wakatipu Basin groundwater cultural impact assessment by Aukaha, ecology reports, hydrology reports, and economic reports and reliability impacts were all undertaken in the same year. Draft limits were presented back to the community in December 2017, which supported a range of values expressed. Minimum flow numbers were also presented in Cromwell in 2018.
- [8] Following a shift in policy direction to more clearly implement the NPSFM in 2019 (at that time, it was the 2014 [amended 2017] version), further community values conversations occurred in 2019, with the intention to present preferred limits back to the community that would achieve the visions expressed under flow scenarios. Freshwater Objectives and preferred options for minimum flows and allocation limits for the whole of the Arrow River were presented to the community at two meetings on 17 March 2021.

Cardrona

- [9] Consultation with the community in the Cardrona catchment has been undertaken over several years. Workshops were held in 2010, 2012 and 2013 presenting technical information and examples of potential water management options. A series of targeted meetings were held in 2018 including updates of technical information, and minimum flows, and in 2019 a workshop was held to confirm values and desired future outcomes. Freshwater Objectives and preferred options for managing water quantity for the whole of the river, the Wanaka Basin Cardrona Gravel Aquifer and Bullock Creek were presented to the community at two meetings on 18 March 2021.

Technical work

Arrow

- [10] The main technical reports to support the Arrow work are as follows:
1. Water Ways' ecological assessment at various minimum flow options.
 2. A "Flow Options" report (March 2018) specific to the Arrow and Wakatipu Basin Aquifers was received from Kai Tahu.
 3. A 43-year natural flow dataset synthesised by NIWA from unmodified Lindis flows, with NIWA's report on its limitations. This contained estimations of the catchment's flow statistics to be higher than hitherto calculated.
 4. ORC's hydrologist's calculations on the water reliability for taking at 900 l/s, 1,000 l/s and 1,100 l/s.
 5. An economic impact assessment based on a minimum flow of 900 l/s conducted by BERL.

Cardrona

- [11] The Cardrona catchment consists of the Cardrona River, its tributaries and the Cardrona Alluvial Ribbon Aquifer. The Cardrona River also plays an important role in recharging groundwater in the Wanaka Basin Cardrona Gravel Aquifer and maintaining surface flows in Bullock Creek. Bullock Creek has also been included in this assessment because it has very high value in the community.
- [12] The Cardrona River is divided into three main hydrological sections. The upper reach which flows through the Cardrona Valley, upstream of the Mt Barker (the Larches) flow recorder, is known as the neutral reach as it neither loses nor gains water from groundwater. The middle reach, from Mt Barker to the SH6 Bridge, is called the “losing reach” because it loses surface water to groundwater and is known for drying during summer and autumn. The lower reach which flows from the State Highway bridge to the confluence with the Clutha/Mata-Au is called the “gaining reach” because surface flows are recharged from groundwater. Because of this hydrological complexity, there are three different management options proposed for the Cardrona River, one for each reach.
- [13] The Cardrona Alluvial Ribbon Aquifer runs under the riverbed of the upper reach and is in close hydrological connection with the upper main stem above Mt Barker. It is managed in conjunction with the River, including the observance of any minimum flow and allocation limits. The Wanaka Basin Cardrona Gravel Aquifer is set between Lake Wanaka, the upper Clutha/Mata-au and the ranges to the south and west. Management options for the Wanaka Basin Cardrona Gravel Aquifer are being proposed.
- [14] A number of reports have been produced on the Cardrona catchment. Along with the community consultations, the main reports that informed the Freshwater Objectives and minimum flow and allocation options are:
- Cardrona Hydrology, Low Flows and Reliability. (NIWA 2020).
 - Cardrona Scenarios Habitat Availability. (Water Ways Consulting 2019).
 - Cardrona Flow Regimes, Economic impact assessment of Proposed Plan changes. (LWP (Land and Water People) 2020).
 - Cultural Values Report Arrow River/Wakatipu Basin Aquifers and Cardrona River. KTKO Ltd (now Aukaha) 2017).
 - Wanaka Groundwater Model Report. (PDP 2018).
 - The effect of transferring the surface water takes from the middle reach to groundwater takes in the Wanaka Basin Cardrona Gravel Aquifer. (PDP 2019).

Preferred Outcomes

Arrow

- [15] Having considered Water Ways’ ecological assessment, Aukaha’s and Kai Tahu’s cultural values and flow options reports, and community feedback from May 2019, staff recommended 1,000 l/s as the minimum flow at the Cornwall St flow recorder, and a primary allocation limit of 700 l/s. These figures are considered to provide for the hierarchy set out in Te Mana o te Wai, while the preferred primary allocation limit also provides close alignment with current actual use. A supplementary allocation for taking at higher flows is recommended to be at a minimum flow of 1,500 l/s applying to the first 250 l/s block of allocation.

- [16] As part of the LWRP (Land and Water Regional Plan) process, staff will also be considering how to manage takes during periods of low flows. Examples of this include flow sharing and rationing.
- [17] Reductions in taking that occurs anywhere in the catchment are intended to look after values in tributaries and the lower Arrow main stem, to the Kawarau confluence. This includes takes from the Crown Terrace tributaries, and the QLDC community water supply.

Cardrona

- [18] Following consideration of the hydrological and ecological analysis, the community values, concerns and aspirations, the cultural values, and the economic assessment along with the National Policy Statement for Freshwater Management 2020, Freshwater Objectives were developed. The management options for minimum flows and allocation limits were assessed against these freshwater objectives and the option which best provided for the outcomes was chosen as the preferred option.
- [19] The preferred option for the minimum flow and primary allocation limits on the Cardrona river is shown in Table 1, and this option is considered to provide for the hierarchy of Te Mana o te Wai and satisfy the draft Freshwater Objectives.

	Upper Reach Upstream of Mt Barker	Middle Reach Mt Barker to SH6 Bridge	Lower Reach SH6 Bridge to Confluence with Clutha Mata-au
Minimum flow (l/s) 1 November – 30 April	750 l/s	Surface takes replaced with groundwater takes from the Wanaka Basin Cardrona Gravel Aquifer	340 l/s
Minimum flow (l/s) 1 May – 31 October	2,100 l/s		340 l/s
Primary Allocation Limit (l/s)	600 l/s		30 – 35 l/s
Max Instantaneous Rate of take (l/s)	350 l/s		30 – 35 l/s

Table 1: Proposed management option for the Cardrona River

- [20] In addition to the above, there are also proposed supplementary allocation blocks. Supplementary allocation is water that can be taken when the river flows are high. Supplementary allocation in 250 l/s blocks can be taken observing successively increasing minimum flows of 3,100 l/s, 3,350 l/s and 3,600 l/s.
- [21] With respect to groundwater, there are two scenarios for the Wanaka Basin Cardrona Gravel Aquifer, one is for the whole of the aquifer which will set a limit at current use of 1.3 million cubic metres of water per year (1.3M m³/y) plus an allowance for the surface water takes in the losing reach going to groundwater.
- [22] The second scenario involves dividing the aquifer into two. The eastern side of the aquifer has less connectivity to the river and therefore water takes from this are less likely to have an impact on the river. The limits proposed in this scenario are the current level of actual use plus allowance for surface water takes in the losing reach going to groundwater for the western area and 50% Mean Annual Recharge for the eastern area.

- [23] It is also proposed to put limits on Bullock Creek. A minimum flow of 400 l/s and an allocation limit of 20 l/s are proposed. This will provide for existing levels of use, while protecting the values of the water body.

OPTIONS

- [24] No other options are foreseen at this stage.

CONSIDERATIONS

Policy Considerations

- [25] Protecting the health of ecosystems and providing for the health of the river means that limits need to be set. The limits for the Arrow and Cardrona are consistent with the NPSFM 2020. The limits will be embedded in the Dunstan rohe of the proposed Land and Water Regional Plan when it is notified in 2023.

Financial Considerations

- [26] No extra financial implications are expected, on top of work on the Water Plan review and preparation of the LWRP.

Significance and Engagement

- [27] The consultation discussed in this report has been undertaken in accordance with the Significance and Engagement policy of Council.

Legislative Considerations

- [28] The proposed provisions are consistent with the NPSFM 2020, with regard to water quantity.

Risk Considerations

- [29] There are risks associated with identifying preferred limits some 18 months ahead of notification, including:
1. New technical information may arise prior to the notification of the new LWRP.
 2. The notification of the proposed RPS (Regional Policy Statement) might require changes to the management framework.
 3. The requirement to nest these provisions in the Dunstan rohe chapter, and then into the wider Clutha/Mata-Au provisions.
 4. Additional work on water quality limits is still required to be undertaken; and
 5. Applications for consents can still be lodged, and potentially granted, ahead of these limits having 'legal effect.'
- [30] Staff in the Water team have been working with the RPS team to ensure alignment with the direction in the RPS and will review the proposed water quantity limits in light of newest information and against RPS and drafted region-wide provisions, Clutha FMU, and water quality provisions ahead of notification of the full LWRP in 2023.
- [31] In addition, consents have the technical information that underpins the limits for the Arrow and Cardrona and can use this as part of their decision-making process.

- [32] While there is a risk of new technical information changing the preferred limits, staff consider this to be low.
- [33] Staff consider the risks are able to be managed and prefer this approach to notifying a plan change now. The time and cost to prepare a plan change is significant and would divert resources away from the development of the LWRP.

NEXT STEPS

- [34] Staff will move into new Freshwater Management Units now that the Arrow and Cardrona Rivers are completed for water quantity. The first two are Catlins and Upper Lakes.

ATTACHMENTS

Nil