



Otago
Regional
Council

**A STRONGER
FUTURE FOR
OTAGO**

**DRAFT LONG-TERM PLAN
2024-34 CONSULTATION**



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Building a strong future for Otago

A healthy, connected environment and communities with a strong future have been front of mind as we shape the draft Long-Term Plan 2024-34.

Otago’s future opportunities and challenges are the focus as we develop this crucial plan to set the direction for the future, identify key work programmes, and look at what the rates implications are for this.

This draft Long-Term Plan (LTP) is built on a new vision, **‘For our environment and communities to be healthy and connected ki uta ki tai (from the mountains to the sea)’**. We’re keen to hear your thoughts on this vision and the six associated focus areas: partnership, communities, environment, resilience, climate and transport. The vision is part of our strategic direction and helps to shape the work we propose to do in the future, outlined in our LTP.

Your thoughts on Otago’s vision for now and tomorrow and the work proposed in the LTP are important. We recognise that the work we do for Otago’s environment and communities has increased in recent years and this has impacted ratepayers. We’ve responded to community and central government expectations by improving and adding to the services we provide.

We’re acutely aware that although ORC’s rates are among the lowest per head of regional councils, changes in levels of service and the rates impact affects ratepayers uniquely. We value your views on issues of general affordability as well as where you think we should increase or decrease our focus and investment.

As part of this draft LTP, we’re giving significant focus to three areas: public transport, large-scale environmental project funding and we’re proposing changes to how we rate.

We’re proposing significant investment to improve public transport in Dunedin and

Queenstown, benefitting the community and the environment. We’re also proposing investigation or trial of public transport services for Ōamaru, Alexandra, Clyde, Cromwell, Balclutha and Wānaka.

Important investment in our environment through new funding for large-scale environmental projects across the region is also proposed. This would fill a gap in funding for this work which benefits current and future generations.

As well the levels of service we provide, we’re looking at the principles behind how these services are rated and who pays for them. There are proposed changes that would affect all ratepayers. The average rates impact is an 18.6% increase in 2024-25, 11.2% for 2025-26 and 9.4% for 2026-27. But the impact would be different for each property, depending on factors like where it is located and the services we provide for that area.

It’s clear there are both challenges and opportunities ahead for Otago, which this draft LTP acknowledges. It seeks a positive vision of healthy, connected environments and communities.

Please take the opportunity to have your say on what we’re proposing. Tell us what you think about what we’re prioritising and how this should be funded.

Thank you for taking the time to read this information and have your say about the future of Otago.



Gretchen Robertson
Chair, Otago Regional Council

A handwritten signature in blue ink, appearing to read 'Gretchen Robertson'.

Otago's challenges and opportunities

Otago is one of the larger geographic regions in Aotearoa New Zealand, with 31,000km² of varied landscape and stunning features, from the Southern Alps to the coast.

ORC is responsible for managing Otago's natural resources on behalf of the community. The Council's vision is that our environment and communities are healthy and connected ki uta ki tai (from the mountains to the sea).

To prepare for the future, working alongside mana whenua we've identified some of the opportunities and challenges expected in Otago:

- Benefits from strengthening our partnership with mana whenua, and increased recognition of the importance of Te Tiriti o Waitangi and Māori-Crown partnerships.
- Opportunities from improvements in technology, which will transform the economy and the way people live and work.
- Our businesses have an opportunity to adapt to changing consumer preferences. A change in government, resource management reform, water services reform, and other changes from central government.
- Climate change will mean more impact from natural hazards, including storm and flood events.
- Environmental challenges around water quality and availability, soil and air quality, biodiversity loss, biosecurity threats and impacts on the coastal environment.
- A tight labour market and inflation will increase financial pressure.



Otago's focus areas



To deliver our vision for Otago, Council has identified six focus areas and a community outcome for each over the next 10 years. These target the most significant challenges and opportunities facing Otago. The outcomes are important because they will help us determine the types of work and timing needed to make progress.



Share your feedback

- 1 Do you have any feedback about the challenges and opportunities facing Otago?
- 2 Do you have any feedback about our focus areas for the next 10 years?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback.

Find out more at orc.govt.nz/strategicdirections.

Proposal 1: Investing in our Environment

Current generations are responsible for caring for Otago’s environment with future generations in mind. A healthy environment is essential for people’s health and wellbeing and a prosperous economy.

By funding environmental improvements, we’re investing in current and future generations and our economy, helping to maintain the gains made in improving our environment. We’re also supporting climate change work — all toward a stronger future for Otago.






Much of the central government funding is coming to an end. This means that ORC's level of service will increase compared to now, but overall, there will be less funding available for environmental projects.

While ORC cannot completely fill this gap to support this work in a planned and coordinated way, the Council is proposing a new environmental fund. The Council’s preferred option is to establish a dedicated fund to support large-scale environmental projects, with a minimum of \$500,000 in funding starting in 2025-26.

The Council’s preferred option is for this to be funded by a targeted rate for each of the five districts in Otago. We will also seek further investment from third parties over and above rates funding. If a targeted rate was used, the funds collected in each district would be used there. Alternatively, we could have an Otago-wide general rate and the money spent where there is the greatest need and benefit across all Otago.

The funding would support projects that benefit Otago’s environment, such as protection and restoration of water catchments, land or threatened ecosystems. Any new fund would be on top of ORC’s existing environmental project funding.

Large-scale environmental funding options

	Level of Service	Areas Impacted:
Option 1: \$500,000 dedicated funding per year for large-scale environmental projects Rates Impact: See table below 	 Increase in ORC level of service	<u>Districts that participate</u>
Option 2 \$1 million dedicated funding per year for large-scale environmental projects Rating Impact: See table below	 Increase in ORC level of service	<u>Districts that participate</u>
Option 3: \$2 million of dedicated funding per year for large-scale environmental projects Rating Impact: See table below	 Increase in ORC level of service	<u>Districts that participate</u>
Option 4: No new funding for large-scale environmental projects Rates Impact: No additional rates	 No change	No change

How will this impact your rates?

The following tables show what each option would mean for rates based on the different level of funding, where properties are, and their capital value. The tables also show what each option would mean for rates if an Otago-wide rate was used [V's district rates].

Option 1: \$500,000 dedicated funding a year for large-scale environmental projects

			CV examples			
		Number of ratepayers (or rateable properties)	\$400,000	\$800,000	\$1,500,000	\$4,000,000
Funded by district rates (e.g. \$100,000)	Central Otago	14,934	\$2.55	\$5.11	\$9.57	\$25.53
	Clutha	11,384	\$5.23	\$10.46	\$19.61	\$52.30
	Dunedin	55,737	\$1.04	\$2.09	\$3.91	\$10.44
	Queenstown	30,182	\$0.80	\$1.60	\$3.00	\$7.99
	Waitaki	12,073	\$6.28	\$12.55	\$23.54	\$62.77
Funded by Otago wide rate	Total Otago	124,310	\$1.69	\$3.39	\$6.35	\$16.94

Option 2: \$1 million dedicated funding a year for large-scale environmental projects

			CV examples			
		Number of ratepayers (or rateable properties)	\$400,000	\$800,000	\$1,500,000	\$4,000,000
Funded by district rates (e.g. \$200,000)	Central Otago	14,934	\$5.11	\$10.21	\$19.15	\$51.06
	Clutha	11,384	\$10.46	\$20.92	\$39.23	\$104.61
	Dunedin	55,737	\$2.09	\$4.17	\$7.83	\$20.87
	Queenstown	30,182	\$1.60	\$3.20	\$5.99	\$15.98
	Waitaki	12,073	\$12.55	\$25.11	\$47.08	\$125.54
Funded by Otago wide rate	Total Otago	124,310	\$3.39	\$6.78	\$12.70	\$33.88

Option 3: \$2 million dedicated funding a year for large-scale environmental projects

			CV examples			
		Number of ratepayers (or rateable properties)	\$400,000	\$800,000	\$1,500,000	\$4,000,000
Funded by district rates (e.g. \$500,000)	Central Otago	14,934	\$10.21	\$20.42	\$38.29	\$102.11
	Clutha	11,384	\$20.92	\$41.84	\$78.46	\$209.22
	Dunedin	55,737	\$4.17	\$8.35	\$15.65	\$41.74
	Queenstown	30,182	\$3.20	\$6.39	\$11.99	\$31.96
	Waitaki	12,073	\$25.11	\$50.22	\$94.15	\$251.08
Funded by Otago wide rate	Total Otago	124,310	\$6.78	\$13.55	\$25.41	\$67.75



Share your feedback

on this environmental funding proposal

- 3 Do you support Council funding for large-scale environmental projects in Otago?
- 4 What level of total funding should be available?
- 5 How should this initiative be funded?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback.

Proposal 2: Investing in public transport

Otago’s buses and ferries are busier than ever, carrying 30% more passengers than before the COVID-19 pandemic. Effective public transport is vital to get people around their communities, for Otago’s future and to reduce carbon emissions.

Public transport also reduces congestion, making travel better for people who still need to use their car. Reduced traffic has benefits for cyclists and pedestrians. Public transport is an essential travel option for those who don’t drive.

Both Queenstown and Dunedin’s public transport needs significant investment. Good public transport is essential for Queenstown’s future. ORC manages Otago’s public transport but works with local councils who provide the infrastructure and Waka Kotahi which provides government funding.

With the future in mind, **we’re proposing to increase public transport funding over the next 10 years.**

The proposals that follow cover increased public transport services in Dunedin and Queenstown. There are also public transport proposals for other parts of Otago (Ōamaru, Central Otago, Balclutha to Dunedin, and Wānaka transport trials) that are covered in the **ORC’s must-do work** section.






Dunedin Bus Services

We’re proposing to spend around \$315 million on Dunedin’s public transport over the next 10 years. This includes \$289 million to keep running the same services and upgrade the bus fleet to electric. We’re proposing an additional \$26 million to make some low-cost, big-benefit changes, such as longer running hours and more frequent services for some routes. The changes proposed would help make catching the bus an easier choice, support expected development and help to address climate change. It will also make it easier to get around the city.

We propose this would be funded through the existing mix of fares and rates. We’ll also seek further investment from Waka Kotahi to help fund the increased services included in the preferred option.

Funding is still to be confirmed by Waka Kotahi, which means there’s a high risk that it might not be available. In that event, Council would need to reconsider whether the extra services would proceed and, if they did, how that grant funding would be replaced.

Dunedin Public Transport Investment options

	Levels of Service	Areas Impacted:
<p>Option 1: Extra services on popular routes (Pine Hill, Calton Hill, Ōpoho and Shiel Hill) and electric buses.</p>  <ul style="list-style-type: none"> Longer running hours and more frequent buses for Pine Hill, Calton Hill, Ōpoho and Shiel Hill. Planned work to replace diesel buses with electric buses would continue. All buses would be zero-emission by 2035. From 2028/29, bus services would be further upgraded. Extra bus services would be added to the Pine Hill – Calton Hill and Ōpoho – Shiel Hill routes. This would mean bus services every 15 minutes from 6am to 7pm on weekdays and every 30 minutes on evenings and weekends from 2025/26. <p>Financial Impact:</p> <ul style="list-style-type: none"> Total cost over 10 years \$315M Total rates over 10 years \$120M Rates impact is shown in the table below* 	 <p>Increase</p>	<p><u>Dunedin city boundary and Palmerston</u></p>
<p>Option 2: No change: Keep running the same timetables and upgrade the fleet to electric. There will be no additional services.</p> <ul style="list-style-type: none"> The current hours bus services are offered would not change. There will be no additional services. Planned work to replace diesel buses with electric buses would continue and all buses would be zero-emission by 2035. <p>Financial Impact:</p> <ul style="list-style-type: none"> Total cost over 10 years \$289M Total rates over 10 years \$107M Rates impact is shown in the table below* 	 <p>No change</p>	<p><u>Dunedin city boundary and Palmerston</u></p>

Rates Impact

The table below outlines the rates impacts for each option.

We’re proposing to change how we rate for public transport so that 80% of Dunedin public transport is funded by Dunedin city boundary and Palmerston ratepayers (via a fixed/uniform rate) and 20% is funded through an Otago-wide general rate. This is covered in Proposal 3.

Rates Impact	Rate	Rates				
	Units	Year 1	Year 2	Year 3	Year 5	Year 10
Option 1:						
Targeted Rates	54,429	\$163.85	\$188.62	\$192.36	\$203.84	\$223.78
General Rates	124,310	\$17.94	\$20.65	\$21.06	\$22.31	\$24.50
Option 2:						
Targeted Rates	54,429	\$163.86	\$173.31	\$176.74	\$178.47	\$195.74
vs option 1		-	-\$15.31	-\$15.62	-\$25.37	-\$28.04
General Rates	124,310	\$17.94	\$18.97	\$19.35	\$19.54	\$21.43
vs option 1		-	-\$1.68	-\$1.71	-\$2.78	-\$3.07



Share your feedback

on these bus service options

6 Do you support increased investment in Dunedin and the addition of extra services?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback.

Queenstown Lakes Bus Services




We're proposing to invest close to \$194 million in Queenstown's public transport over 10 years, including an additional \$67 million between 2026-34. Queenstown needs better public transport for its future development. Without this, congestion in Queenstown will continue to get worse.

We propose this would be funded through the existing mix of fares and rates. We'll seek further investment from Waka Kotahi to help fund the increased services included in the preferred option.

Please see the 'rate impact' table below for Queenstown Lakes area including Albert Town, Hāwea and Wānaka area.

Funding is still to be confirmed by Waka Kotahi, which means there's a high risk that it might not be available. In that event, Council would need to reconsider whether the extra services would proceed and, if they did, how that grant funding would be replaced.

Queenstown Public Transport Investment options

	Level of Service	Area Impacted:
<p>Option 1: Improve bus and ferry services</p>  <ul style="list-style-type: none"> Upgrade the bus fleet to electric and high-capacity buses with a target of all buses being zero-emission by 2035. Bus services start earlier and finish later. Improve bus timetables within the next 10 years so they arrive every 15 minutes. Retain the existing ferry services. Start an on-demand service for hard-to-reach places, over the long-term, like Queenstown Hill and Quail Rise. <p>Financial Impact:</p> <ul style="list-style-type: none"> Total cost over 10 years \$194M Total rates over 10 years \$64M Rates impact shown in the table below* 	 Increase	<u>Queenstown Lakes</u>
<p>Option 2 No change: Keep running the same timetables and upgrade the fleet to electric. There will be no additional services.</p> <ul style="list-style-type: none"> Bus services stay the same as now. This means there won't be longer timetables or more frequent services. Planned work to replace diesel buses with electric buses with the target of all buses to be zero-emission by 2035. Ferry services will likely stay the same as now. <p>Financial Impact:</p> <ul style="list-style-type: none"> Total cost over 10 years \$127M Total rates over 10 years \$31M Rates impact is shown in the table below* 	 No change	<u>Queenstown Lakes</u>

Rates Impact

The table below outlines the rates impacts for each option.

We’re proposing to change how we rate for public transport so that 80% of Queenstown’s public transport is funded by Queenstown Lakes district ratepayers, including Albert Town, Hāwea and Wānaka (via a fixed/uniform rate). The remaining 20% is funded through an Otago-wide general rate. This is covered in Proposal 3.

Rates Impact	Rate	Rates				
	Units	Year 1	Year 2	Year 3	Year 5	Year 10
Option 1:						
Targeted Rates	29,217	\$128.59	\$125.29	\$203.92	\$207.99	\$243.81
General Rates	124,310	\$7.56	\$7.36	\$11.98	\$12.22	\$14.33
Option 2:						
Targeted Rates	29,217	\$128.59	\$125.29	\$104.43	\$91.94	\$83.84
vs option 1		-	-	-\$99.79	-\$116.05	-\$159.97
General Rates	124,310	\$7.56	\$7.36	\$6.12	\$5.40	\$4.93
vs option 1		-	-	-\$5.86	-\$6.82	-\$9.40



Share your feedback

on these bus service options

7 Do you support increased investment in Queenstown and the addition of extra services?

Answer this question on the attached submission form or online at orc.govt.nz/ltfeedback.

Proposal 3: Changing our rating system

We're proposing changes to ensure rates are being applied fairly and so we have a more workable and transparent approach, **giving ratepayers a better understanding of what their rates are funding.**

These proposals don't impact the level of services we are providing – **they're about how work is funded through rates and who pays.**

We have revised our Revenue and Financing Policy, which determines who pays for ORC's work and how.

The proposed policy changes impact who pays and how for the following activity:

1. Public transport

2. Flood protection, drainage and river management

3. Other – catchment management, navigational safety, wilding pines

As well as looking at each proposal, people should consider the overall collective impact on their property rates— some rates will go up, others will go down. The **Rates Estimator** at orc.govt.nz/ratesestimator provides the individual and overall rates impact for all properties.

Overall, under this proposal, the rates for around:

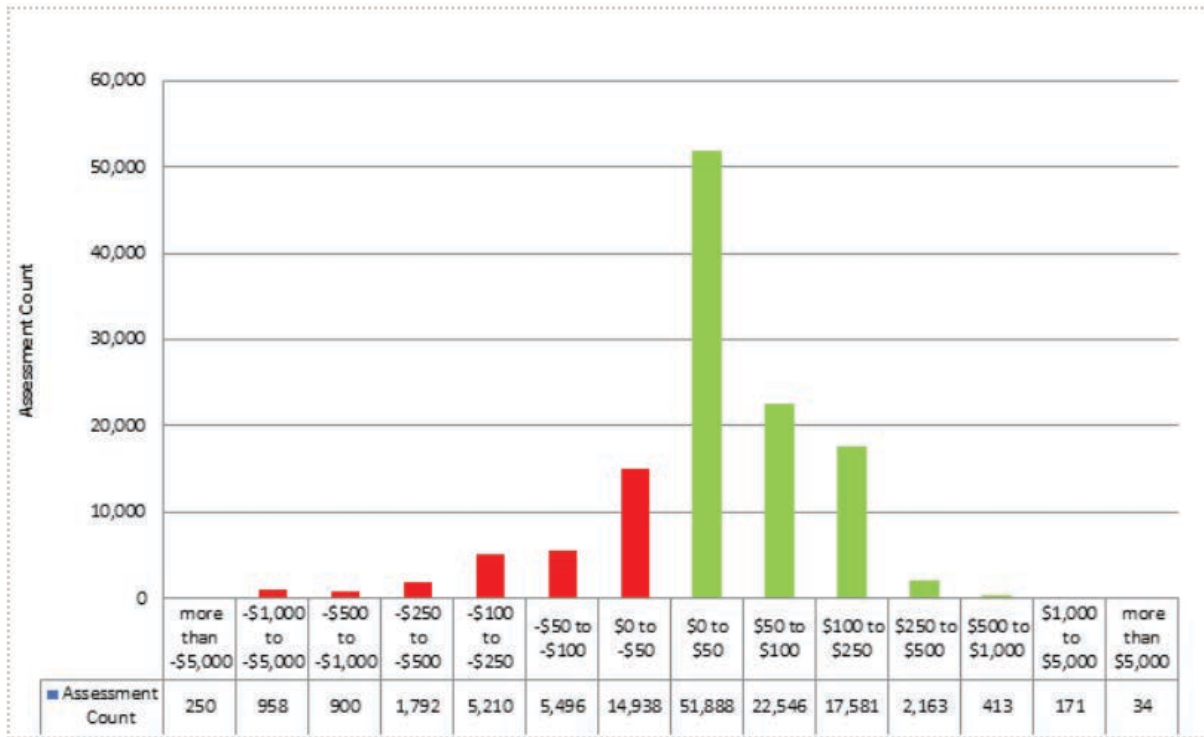
95,000 properties are increasing. Of these:

- 52,000 are increasing by less than \$50 and 74,000 are increasing by less than \$100.
- Properties with rates increasing by more than \$100 are mainly in Dunedin and Queenstown Lakes, which are now paying the targeted transport rate in those districts.
- 600 property rates are increasing by more than \$500 due to changes to how we charge target rates for flood and drainage targeted rate benefit zones.

29,000 properties are decreasing. Of these:

- Around 2,100 property rates are decreasing by more than \$500 due to changes to how we charge targeted rates for flood and drainage.

The graph below shows the range of rate impacts and how these will affect people's rates.



Look at what the proposed changes would mean for your rates: please use our **Rates Estimator** at orc.govt.nz/ratesestimator to see the impact on your rates.

Further detail refer to our **Draft Revenue Financing Policy** and the **Funding Needs Analysis**.

Read on to find out more about the key rates changes we’re proposing.

PUBLIC TRANSPORT RATES


Rates funding current and future expenditure

This proposed change will introduce a new 20% Otago-wide rate for Public Transport.

The majority of funding – 80% – will come from Dunedin and Queenstown Lakes district via a fixed targeted (uniform) rate.

It would better reflect the wider benefits public transport offers the region including improved connectivity, reduced congestion and supporting emission reduction targets.

Currently, transport rates are worked out on a capital value basis, so higher-value properties pay more, and a commercial differential also means commercial properties pay at a higher rate. A uniform charge would mean that all properties in the targeted area, whatever their value or use, would pay the same amount.

	Areas impacted
<p>Proposed change: Introduce a new 20% general rate funding allocation for Public Transport</p> <ul style="list-style-type: none"> • Fund the remaining 80% via a uniform targeted rate across the districts where public transport services operate. • Expand the target rated area for Dunedin to include the entire Dunedin territorial area. • Expand the targeted area for Queenstown to include the entire Queenstown Lakes District. 	 <ul style="list-style-type: none"> • Dunedin territorial boundary and Palmerston. • Queenstown Lakes (whole district). • It would better reflect the wider benefits of public transport.
<p>No change Rating remains 100% targeted rates to existing target rated areas.</p>	<ul style="list-style-type: none"> • Dunedin and Palmerston • The Whakatipu defined transport area. The rest of the Queenstown Lakes District would not be included. • It would not reflect the wider benefit of public transport.

Rates Impact - Dunedin

	Rate	Average		CV Examples			
	Units	CV \$m	Rates (incl GST)	\$400,000	\$800,000	\$1,500,000	\$4,000,000
Proposed Change:							
Dunedin - Uniform	53,873		\$163.86	\$163.86	\$163.86	\$163.86	\$163.86
Palmerston - Uniform	592		\$163.86	\$163.86	\$163.86	\$163.86	\$163.86
General Rates - All Otago	124,310	\$1.092	\$17.94	\$6.57	\$13.14	\$24.63	\$65.68
No Change:							
Class A - Dunedin	1,473	\$2.201	\$1,993.76	\$362.41	\$724.82	\$1,359.04	\$3,624.11
Class B - Dunedin	49,070	\$0.689	\$166.48	\$96.64	\$193.29	\$362.41	\$966.43
Class B - Palmerston	688	\$0.257	\$62.08	\$96.64	\$193.29	\$362.41	\$966.43

Rates Impact - Queenstown Lakes

	Rate	Average	Average	CV Examples			
	Units	CV \$m	Rates (incl GST)	\$400,000	\$800,000	\$1,500,000	\$4,000,000
Proposed Change:							
Queenstown Lakes - Fixed Charge	29,217		\$128.59	\$128.59	\$128.59	\$128.59	\$128.59
General Rates - All Otago	124,310	\$1.092	\$7.56	\$2.77	\$5.53	\$10.38	\$27.67
No Change:							
Class A - Whakatipu	950	\$5.227	\$1,260.65	\$96.47	\$192.94	\$361.77	\$964.71
Class B - Whakatipu	16,374	\$1.758	\$211.95	\$48.24	\$96.47	\$180.88	\$482.35



Share your feedback

on these public transport rate changes


- 8 Do you support a 20% Otago wide rate for public transport (i.e. a general rate)?
- 9 Do you support the target rate portion of transport rates being on a district-wide basis?
- 10 Do you support targeted transport rates being charged on a fixed rate in given areas [i.e. uniform basis]?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback

Paying back what we borrowed

Over recent years, the rates collected haven't covered the costs to run public transport in Dunedin and Queenstown Lakes.

This is because of the impacts of COVID-19 and increased driver wages. We borrowed to make up the difference and now need to pay it back. We need to repay around \$9 million for Dunedin and around \$2.3 million for Queenstown. Our proposed change strikes a balance between making sure that people who benefited are repaying the deficit through rates and that this is done within a reasonable timeframe to reduce interest cost.

<p>Proposed Change: Repay the existing transport deficits over the next five years through the existing targeted transport rate area and basis (CV).</p>		<p>Areas Impacted:</p> <ul style="list-style-type: none"> • Dunedin and Palmerston mapped defined transport area. • Whakatipu defined transport area.
<p>Repay the deficits over a different time period: Examples if we repay — Quicker — 3 years, or Slower — 10 years</p>	<ul style="list-style-type: none"> • Dunedin and Palmerston mapped defined transport area. • Whakatipu defined transport area. 	

Rates Impact – Dunedin

Rates Impact	Rate	Average		CV Examples			
		Units	CV \$m	Rates (incl GST)	\$400,000	\$800,000	\$1,500,000
Proposed: 5 Years							
Class A - Dunedin	1,473	\$2.201	\$372.20	\$67.66	\$135.31	\$253.71	\$676.56
Class B - Dunedin	49,070	\$0.689	\$31.08	\$18.04	\$36.08	\$67.66	\$180.42
Class B - Palmerston	688	\$0.257	\$11.59	\$18.04	\$36.08	\$67.66	\$180.42
Example - repaying quicker: 3 Years							
Class A - Dunedin	1,473	\$2.201	\$620.34	\$112.76	\$225.52	\$422.85	\$1,127.60
Class B - Dunedin	49,070	\$0.689	\$51.80	\$30.07	\$60.14	\$112.76	\$300.69
Class B - Palmerston	688	\$0.257	\$19.32	\$30.07	\$60.14	\$112.76	\$300.69
Example repaying slower: 10 Years							
Class A - Dunedin	1,473	\$2.201	\$186.10	\$33.83	\$67.66	\$126.85	\$338.28
Class B - Dunedin	49,070	\$0.689	\$15.54	\$9.02	\$18.04	\$33.83	\$90.21
Class B - Palmerston	688	\$0.257	\$5.79	\$9.02	\$18.04	\$33.83	\$90.21

Rates Impact – Queenstown Lakes

Rates Impact	Rate	Average		CV Examples			
		Units	CV \$m	Rates (incl GST)	\$400,000	\$800,000	\$1,500,000
Proposed: 5 Years							
Class A - Whakatipu	950	\$5.227	\$143.94	\$11.01	\$22.03	\$41.31	\$110.15
Class B - Whakatipu	16,374	\$1.758	\$24.20	\$5.51	\$11.01	\$20.65	\$55.07
Example - repaying quicker: 3 Years							
Class A - Whakatipu	950	\$5.227	\$239.90	\$18.36	\$36.72	\$68.84	\$183.58
Class B - Whakatipu	16,374	\$1.758	\$40.33	\$9.18	\$18.36	\$34.42	\$91.79
Example - repaying slower: 10 Years							
Class A - Whakatipu	950	\$5.227	\$71.97	\$5.51	\$11.01	\$20.65	\$55.07
Class B - Whakatipu	16,374	\$1.758	\$12.10	\$2.75	\$5.51	\$10.33	\$27.54



Share your feedback

on repaying the existing transport deficits

- 11 Do you support repayment of existing transport deficits over 5 years?
- 12 If no above, what period should deficits be repaid over?
- 13 Do you have any other feedback on the public transport rating proposals?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback

Flood Protection, Drainage and River Management rates

ORC has flood protection infrastructure in Alexandra, North Dunedin, Lower Clutha and Lower Taieri. This infrastructure prevents and mitigates the impact of floodwater, protecting communities and benefiting Otago by increasing resilience to the impacts of climate change and natural hazards.

Some people benefit directly because their properties are protected from flooding, and many more people also benefit because they use the services in the area (such as roads or the airport). Flood protection is rated on a property’s capital value.

We also provide drainage infrastructure in Lower Clutha, East Taieri, West Taieri and Tokomairiro. This removes water from low-lying land, providing resilience to climate change and natural hazards and delivering economic benefits by helping productivity of the land. The drainage infrastructure rate is based on a property’s land area – the size of the land, not its value.

We’re proposing changes to better reflect who benefits from these assets and to simplify how the rates are applied to properties. Changes are proposed to the rating zones and the split between general and targeted rates. This will have an impact on your rates.

Please use the Rates Estimator at orc.govt.nz/ratesestimator to see the impact on your rates.



Targeted and general rate allocation for flood protection, drainage and river management

We're proposing to make the general rate allocations 20% for all flood protection and 10% for all drainage schemes. Currently, most schemes are close to these amounts, so the percentage change is relatively small. The balance of targeted and general rates reflects that most of the benefit sits with the directly benefiting properties, but that there are wider benefits to Otago.

Proposed change:	Areas Impacted	Allocations: - by scheme			
		Targeted	General Regional	General District	
<p>Preferred option</p> <p>Flood protection 80% targeted rates / 20% general rates</p> <p>Drainage 90% targeted / 10% general rates</p> <p>General rates applied across Otago (no district general rates are used)</p>	<ul style="list-style-type: none"> Scheme defined areas General ratepayers (district and Otago wide) 	Alexandra Flood	80%	20%	
		Leith Flood	80%	20%	
		Lower Clutha Flood and Drainage	80% 90%	20% 10%	
		Lower Taieri Flood	80%	20%	
		East Taieri Drainage	90%	10%	
		West Taieri Drainage	90%	10%	
		Tokomairiro	80%	20%	
		Lower Waitaki River Control	100%		
		<p>No change Current targeted / general allocations remain General rates remain a mix of district and regional.</p>	<ul style="list-style-type: none"> Scheme defined areas General ratepayers (district and regional) 		Targeted
Alexandra Flood					100%
Leith Flood	93%			5%	2%
Lower Clutha Flood and Drainage	84% 94%			12%	4% 6%
Lower Taieri Flood	83%			4%	13%
East Taieri Drainage	92%				8%
West Taieri Drainage	92%				8%
Tokomairiro	100%				
Lower Waitaki River Control	90%			10%	

Check out how this might look for your property. Please use our **Rates Estimator** at orc.govt.nz/ratesestimator to see the impact on your rates.

Notes – supporting the tables above

Alexandra flood scheme current policy is for funding to be 98% fees and charges (Contact Energy) and 2% district rate. The "no change" scenario above reflects that 100% of the rates allocation currently goes to general rates in Central Otago. The preferred option is to collect the targeted rate allocation via the Central Otago River and Waterway Management rate rather than establish a new district-wide targeted rate.

Tokomairiro is referred to as a drainage scheme, but while it operates as a drainage system, its purpose is to provide flood protection, so it has a 20% general rate allocation.

The nature of the activity and level of expenditure in Lower Waitaki river control means this is now proposed to be fully funded by Waitaki River and Waterway Management rates.

The average rates impact on the various groups of ratepayers is shown below. The general rate movements reflect the collective impact of all the changes on general rates.

Rates Type		Rate Units	Average Rate Impact
General Rates	Regional	124,310	\$7.08
	Dunedin	55,737	-\$6.88
	Clutha	11,384	-\$6.13
	Central Otago	14,934	-\$12.09
River and Waterway Management Targeted Rates	Central Otago	14,934	\$9.68
	Waitaki	12,073	\$20.40
	Lower Waitaki River Control	115	-\$1,927.66
Flood and Drainage Targeted Rates	Leith Flood	55,737	-\$4.21
	Lower Clutha Flood & Drainage	3,661	-\$15.42
	Lower Taieri Flood	6,272	-\$7.22
	West Taieri Drainage	1,334	-\$15.94
	East Taieri Drainage	5,765	-\$2.88
	Tokomairiro	1,902	-\$21.32



Share your feedback


on these flood protection rating options

- 14 Do you support all the flood protection scheme areas (i.e. targeted rates) paying 80%, and 20% through Otago-wide rates (i.e. general rates)?
- 15 Do you support all the drainage scheme areas (i.e. targeted rates) paying 90%, and 10% through Otago-wide rates (i.e. general rates)?
- 16 Do you support the general rate allocation being applied across Otago?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback

Allocation of targeted rates for flood protection, drainage and river management

Council is proposing to take a new approach to the targeted rate areas for flood protection, drainage and river management by reducing the number of benefit zones to one or two zones per scheme. Overall, the amount of targeted rates collected in each scheme remains the same and similar size or value properties would now pay similar rates regardless of where they sit within the scheme. Only those who are currently paying the rates would be impacted. To see the impact, please use our **Rates Estimator** at orc.govt.nz/ratesestimator

Proposed change:	Area impacted:	Allocations: - by scheme		
		Zone 1	Zone 2	
<p>Targeted rate allocations for flood and drainage schemes is reduced to one or two zones per scheme</p> 	Scheme defined areas	Leith Flood	Direct 50%	Indirect 50%
		Lower Clutha Flood and Drainage	A - F 68%	U1-4 32%
		Lower Taieri Flood	WF1-2 89%	EF1-10, 12-13 11%
		East Taieri Drainage	ED1-2, 4-5, 7-10	
		West Taieri Drainage	WD1-%	
		Tokomairiro	A-F 72%	U 28%
<p>No change Benefit zone allocations remain the same</p>	Scheme defined areas		Zones Charged	
		Leith Flood	Direct 50% (includes Stadium 4%) Indirect 50%	
		Lower Clutha Flood and Drainage	10 Zones: A-F U1-4	
		Lower Taieri Flood	17 Zones: WF1-4, 8 EF1-10, 12-13	
		East Taieri Drainage	8 Zones: ED1-2, 4-5, 7-10 Includes a uniform and differential charge and ED7 allocation based on a % of ED2	
		West Taieri Drainage	5 Zones: WD1-5	
		Tokomairiro	7 Zones: A-F, U	

Notes:

Not all zones are currently charged as the differentials applied are so small that the resulting rates allocation is not material.

Existing benefit zones remain in the preferred option but they are now grouped, with all properties in that group charged the same rate per dollar or rate per hectare.

Leith indirect is now applied to all of the whole Dunedin district. This reflects that approximately half of the property in the targeted rate zone is non-rateable and this cost is now allocated to the entire district rather than a smaller defined area. The differential for the Stadium has also been removed.

Alexandra flood is funded via a river management rate for Central Otago. A new targeted rate was considered, but it would mirror the river management rate so this existing rate will be used rather than establishing a new rate.

The average rates impact on the various benefit zones within each scheme is shown below. Zones with similar changes have been grouped.

The ORC's **Rates Estimator** at orc.govt.nz/ratesestimator can be used to see the impact for individual properties.

The average rates impact on the various benefit zones within each scheme

Rate	Zone	Rate Units	Average Rate Impact
Leith Flood	Direct	1,316	-\$144.22
	Stadium	2	\$36,202.45
	Indirect Existing	40,746	-\$8.26
	Indirect New	13,673	\$16.02
Lower Clutha Flood and Drainage	A-C	130	-\$3251.51
	D, U1-2	917	-216.37
	E, U3-4	1,979	\$82.46
	F	635	\$632.22
Lower Taieri Flood	WF1	105	-\$1,425.71
	WF2	542	\$203.61
	WF3-9	66	-\$23.64
	EF1-4, EF6	73	-\$1,036.94
	EF5, EF7-10	5,482	\$14.08
	EF12-13	4	-\$1,468.02
	East Taieri Drainage	ED1-2	49
East Taieri Drainage	ED4, ED7	1,584	-\$12.64
	ED5, ED8-10	1,271	\$117.13
	West Taieri Drainage	WD1	108
West Taieri Drainage	WD2, WD5	552	\$331.82
	WD3, WD4	21	-\$428.85
	Tokomairiro	A-E, U1	1,487
Tokomairiro	F	415	\$80.27



Share your feedback

on these flood and drainage protection rating options


- 17 Do you support reducing the number of benefit zones for flood and drainage targeted rates?
- 18 Do you have any other feedback on the flood and drainage rating proposals?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback

Other changes to rates

Catchment management rates

Our catchment management work aims to protect indigenous species, biodiversity and water quality through a range of work programmes. We want to simplify how we fund this existing work which will also make it more transparent to ratepayers. The costs to ratepayers are the same with both options.

	Area impacted:	Rates Impact:
<p>Proposed change: Create catchment management rate To fund all of Council’s biodiversity, land and water implementation, water quality remediation and integrated catchment management activities. This rate will apply to all properties in the region based on capital value.</p> 	All Otago	by scheme
<p>No change: Keep existing river management schemes These activities would continue to be funded by a number of different rates including general rates (regional and district), rural water quality rate, and river and waterway management rates in some districts.</p>	All Otago – impact varies based on location and land use due to the various rates used	by scheme

Rates Impact:

Rates Type	Area / Scheme	Rate Units	Average Rate Impact per rating unit
General Rates	Regional	124,310	-\$39.19
Rural Water Quality	Rural / lifestyle properties larger than 2 hectares	13,559	-\$134.39
River and Waterway Management	Queenstown Lakes	30,182	-\$1.94
	Dunedin	55,737	-\$1.65
Catchment Management	Regional	124,310	\$55.06



Share your feedback


on this catchment management rate change

19 Do you support establishing a new catchment management rate, which would be rated across Otago based on capital value?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback.

Navigational safety rates

ORC promotes navigation and safety in Otago’s harbours and waterways. We’re proposing changes to how this is rated to better reflect who benefits from this work and to make it more transparent. The costs to ratepayers are the same with both options.

	Area impacted:	Rates impact:		
<p>Proposed change: Create a new navigational safety rate to fund harbour and navigational safety activity.</p>  <ul style="list-style-type: none"> This proposed rate would be a uniform rate and only applied in Dunedin, Clutha, Central Otago and Waitaki districts Queenstown Lakes has a separate harbourmaster service provided by Queenstown Lakes District Council. 	All districts except Queenstown Lakes	Navigational Safety / Uniform		
		District	Rate Units*	Uniform Rate
		Central Otago	14,506	\$10.85
		Clutha	10,432	\$10.85
		Dunedin	53,811	\$10.85
		Waitaki	10,977	\$10.85
<p>No change This activity would continue to be funded via sub regional general rates. An amount is allocated on a percentage basis to each district (excluding Queenstown Lakes) and that is then charged on a capital value basis to properties in each district.</p>	All districts except Queenstown Lakes	General Rates - Sub regional		
		District	Rate Units*	Average Rate
		Central Otago	14,934	\$6.52
		Clutha	11,384	\$17.10
		Dunedin	55,737	\$8.73
		Waitaki	12,073	\$16.12

*The number of rating unit differs due to how different rate types are calculated.



Share your feedback


on the harbour navigational safety rate change

20 Do you support a new navigational safety rate to fund harbour and navigational safety activity, which would be rated across Otago (except Queenstown Lakes) based on capital value?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback.

Wilding pine control rates

We support wilding conifer groups in Otago to control and reduce the spread of wilding conifers. We also administer funding from the Ministry for Primary Industries to control wilding trees. We want to simplify how we fund biosecurity, including wilding pine control, by putting all activity into one biosecurity rate.

	Area impacted:	Rates impact:
<p>Proposed change: Discontinue the wilding tree rate</p> <p>We propose to discontinue the wilding tree rate and fund support for wilding conifer groups through the existing biosecurity rate.</p> 	All of Otago	<p>The amount budgeted for supporting wilding pine groups (\$250,000) will be included in the biosecurity rate requirement.</p> <p>This rate would be charged to all properties in Otago on a land value basis. The average rate amount will be \$2.31. This applies to over 124,000 properties.</p> <p>As this rate is based on land value, properties with higher land values will pay higher amounts than this.</p>
<p>No change. Continue to use the wilding tree rate.</p>	All of Otago	<p>The amount budgeted for supporting wilding pine groups (\$250,000) will be rated separately through the wilding tree rate.</p> <p>This rate is charged to all properties in Otago on a uniform basis. The fixed amount per rate unit for this is \$2.42. This applies to over 119,000 properties.</p>



Share your feedback

on the wilding pine control rate change

- 21 Do you support discontinuing the wilding tree rate and using the biosecurity rate to fund support for wilding conifer control groups?
- 22 Do you have any other feedback on the other proposed rating proposals?

Answer these questions on the attached submission form or online at orc.govt.nz/ltpfeedback

ORC's must-do work

To help build a stronger future for Otago, we focus on a range of work to make the most of opportunities and addressing the challenges facing the region. This section looks at some key things we are proposing to do across ORC's focus areas.



The cost and funding sources for each focus area are provided along with a 10-year financial summary at the end of this section.

See the Draft Long-Term Plan for more detailed information.

Environment

We face challenges with water quality and availability, soil and air quality, erosion and runoff, loss of and threats to biodiversity, and impacts on the coastal environment. Our environment work programme works towards creating conditions that enable thriving ecosystems and communities, and flourishing biodiversity.

Land and water

Partnership is key to our work to protect and enhance waterways and land in Otago.

We're working with mana whenua and the community to manage water, and a Land and Water Regional Plan is being developed to protect Otago's precious water for future generations. We assess water quality and quantity and are expanding monitoring to include the coast, estuaries, groundwater, land use and soil.

We work with communities and landowners to promote best practice land management and fund water restoration projects and catchment groups. Catchment Action Plans are also being developed as part of an Integrated Catchment Management programme to manage natural resources, working with iwi and the community.

Biodiversity and biosecurity

We partner with mana whenua, the community and landowners to develop, fund and implement projects that enhance our biodiversity — native plants and animals.

A new Regional Biodiversity Strategy is being developed and an indigenous biodiversity monitoring programme is being put in place.

We're already delivering and developing new programmes that manage pest plants and animals through our Regional Pest Management Plan and Biodiversity Strategy, alongside the community and other stakeholders.

Air

We monitor air quality, working with our communities towards meeting national environmental standards. There are monitoring sites across Otago, including at Milton, Mosgiel, Dunedin, Alexandra, Clyde, Cromwell and Arrowtown. This allows us to record and understand air quality in these areas.

To help manage air quality, an updated Regional Air Quality Strategy is being developed alongside mana whenua, local councils and others.

Summary of Spend — Environment (in 000s)

Yearly Expenditure (excl. Capex)	23/24	24/25	25/26	26/27
Environment	31,042	30,994	34,932	36,886

Who Pays (in 000s)

Activity Group		Year 23/24 Current Year	Year 24/25 Year1 LTP	Year 25/26 Year 2 LTP	Year 26/27 Year 3 LTP
Environment	General rates	19,455	17,302	18,713	20,067
	Targeted Rates	6,320	10,717	13,281	14,338
	Fees & Charges	0	0	0	0
	Grants	3,841	2,889	2,836	2,376
	Other Income	0	0	0	0
	Reserves	1,427	85	103	105

Some of the areas where there are no changes to our existing work:

- Land and Water Regional Plan
- Review of the Coast Plan
- Regional Pest Management Plan

Some work programme changes:

- Develop Catchment Action Plans
- Develop a new Biodiversity Strategy and implement an indigenous biodiversity monitoring programme
- Update the Regional Air Quality Strategy

Climate change and resilience

Otago is at risk from a range of natural hazards and will continue to see the effects of climate change. Our climate change and resilience work is aimed at supporting Otago to adapt to the effects of climate change and to manage and reduce the risks of natural hazards. We also provide information about these hazards so we and our communities can make informed decisions. We are investing in flood protection, outlined in our draft Infrastructure Strategy, and additional actions are expected to follow from our Climate Change Strategy.

Climate Change Strategy

We're leading an Otago-wide approach to climate change and aim to have a Strategic Climate Action Plan in place before the end of 2024. This will identify goals and actions to reduce greenhouse gas emissions and help our communities to adapt to the changing climate.

Natural hazards and climate change adaptation

We're developing a comprehensive approach to managing natural hazards, working with communities, to inform how we prepare for and manage natural hazard risks. A regional natural hazards risk assessment is being developed and we're making changes to improve our flood information and warning services. We'll continue working with our communities and stakeholders on natural hazard adaptation strategies and programmes, including projects underway for the Head of Lake Whakatipu and South Dunedin.

Flood protection, drainage and river management

Otago is at risk from floods, droughts, and other extreme weather events, so we need to maintain our infrastructure assets. Flood protection, drainage and river management are an important part of our work and help to protect communities, people's livelihoods and infrastructure. We are proposing to significantly scale up maintenance and renewals over the next 30 years, with \$67m in capital expenditure in the next 10 years. More information can be found in the '**Infrastructure Strategy**' section.

Emergency management

We lead the response for emergency management in a civil defence emergency in Otago.

We coordinate the Otago Civil Defence Emergency Management Group and work alongside local councils, emergency services and other stakeholders, supporting them to improve Otago's resilience to civil defence emergencies. This includes providing information to the public, managing flood and tsunami risks, and always being ready to respond in the event of an emergency.

Summary of Spend – Climate change and Resilience (in 000s)

Yearly Expenditure (excl. Capex)	23/24	24/25	25/26	26/27
Safety & Resilience	17,489	21,152	22,805	23,937

Who Pays (in 000s)

Activity Group Funding (excl. Capex)		Year 23/24 Current year	Year 24/25 Year 1 LTP	Year 25/26 Year 2 LTP	Year 26/27 Year 3 LTP
Safety & Resilience	General rates	4,354	4,641	5,075	5,315
	Targeted Rates	10,577	11,063	11,859	12,734
	Fees & Charges	580	327	341	350
	Grants	582	35	36	498
	Other Income	257	256	256	256
	Reserves	1,141	4,830	5,238	4,784

Some of the areas where there are no changes to our existing work:

- Otago Natural Hazards Risk Assessment, Flood Hazard Assessment
- Natural hazards adaptation at Clutha Delta, Head of Lake Whakatipu, South Dunedin
- Community Resilience and Lifelines work

Some work programme changes:

- Additional funding has been allocated for climate change actions.
- Implement natural hazards management and adaptation programmes based on the Otago Natural Hazard Risk Assessment
- Integrate our warning system for critical civil defence and emergency management messaging

Transport

We anticipate that how people get around needs to change (e.g. shift from cars to public transport, cycling and walking) for environmental and wellbeing reasons. We're working towards a transport system that helps people to get around and connects our communities, while also reducing congestion and supporting wellbeing. We're committed to providing efficient, reliable and accessible public transport that meets our communities' needs.

The Otago Regional Land Transport and Regional Passenger Transport Plans will be reviewed in 2024. The Land Transport Plan, developed with NZ Transport Agency and local councils, outlines specific projects and services that we plan to fund to improve the transport network over the next six years. These projects rely on co-funding from NZTA and local councils.

The Government recently released the draft Government Policy Statement on land transport. This may change opportunities and expectations.

We will continue to provide public bus services in Dunedin and Queenstown, along with Total Mobility Services to assist people unable to use public transport.

Our proposed LTP includes expenditure to support district councils and communities to explore local public transport service trials. These are:

- An Ōamaru on-demand service trial
- An Alexandra, Clyde, Cromwell to Queenstown bus service trial
- A Balclutha to Dunedin, including Airport, bus service trial
- A Wānaka Public Transport trial

Summary of Spend – Transport (in 000s)

Yearly Expenditure (excl. Capex)	23/24	24/25	25/26	26/27
Transport	36,118	42,033	45,947	54,377

Who Pays (in 000s)

Activity Group		Year 23/24 Current Year	Year 24/25 Year 1 LTP	Year 25/26 Year 2 LTP	Year 26/27 Year 3 LTP
Transport	General rates	767	3,819	4,371	5,216
	Targeted Rates	10,408	13,345	14,489	16,754
	Fees & Charges	400	129	130	80
	Grants	15,849	18,888	20,832	24,244
	Fares & Other Income	7,200	7,472	8,147	10,210
	Reserves	1,494	(1,619)	(2,022)	(2,127)

Some of the areas where there are no changes to our existing work:

- Supporting the Regional Transport Committee and Regional Transport Plans
- Dunedin and Queenstown Public Transport network operations
- Regional Total Mobility Service

Some work programme changes:

- Maintain and improve services to support future growth in Dunedin and Queenstown
- Review Otago's Regional Land Transport and Regional Passenger Transport
- Develop regional public and active transport connectivity
- Increase investment in local public transport service trials

Regional Leadership

Working together is key to everything we do at Otago Regional Council. We partner with Kāi Tahu and work closely with our communities, local councils and others.

This means we can share knowledge, get a range of views, collaborate and share resources. Together we manage the quality and use of our natural resources, including fresh and coastal waters and biodiversity.

Governance and community engagement

We provide and promote robust and transparent governance processes and democratic decision making. Our governance work supports ORC's elected representatives to carry out their duties and we're committed to building on our partnership with mana whenua, including through Council decision making and projects.

To help our communities be informed and part of decision-making processes, we're committed to providing relevant, timely and accessible communications and engagement.

Regional planning

Our regional planning work sets the direction for the sustainable use and protection of the region's natural and physical resources. It ensures that Otago has effective and compliant regional plans and a regional policy statement under the

Resource Management Act 1991. This includes detailed plans outlining objectives, policies and rules. A new Regional Policy Statement is being worked on to include changes to national guidance and legislation, to replace the existing RPS. There are also other strategies and plans to support regulation, on-ground action and communities' work.

Regulatory

ORC's regulatory function supports Otago's regional plans and regional policy statement through work including processing resource consents, investigating activities that don't comply and enforcing rules. We also collaborate with Otago communities to increase knowledge and understanding of environmental matters.

We're responsible for maritime activity and navigational safety on lakes, rivers, and harbours.

Summary of Spend — Regional Leadership (in 000s)

Yearly Expenditure (excl. Capex)	23/24	24/25	25/26	26/27
Regional Leadership	25,934	29,084	32,308	32,252

Who Pays (in 000s)

Activity Group funding (excl. Capex)		Year 23/24 Current Year	Year 24/25 Year 1 LTP	Year 25/26 Year 2 LTP	Year 26/27 Year 3 LTP
Regional Leadership	General rates	20,064	23,710	26,107	26,355
	Targeted rates	210	1,075	1,199	1,236
	Fees & charges	4,971	3,942	4,314	4,503
	Grants	225	225	75	75
	Other income	260	260	260	260
	Reserves	203	(128)	353	(176)

Some of the areas where there are no changes to our existing work:

- Support for the elected members
- Partnership with Kāi Tahu and iwi liaison
- Communications and engagement
- Implementing Regional Planning Programme
- Consent processing, compliance monitoring, investigations and enforcement

Some work programme changes:

- Deliver NPS-UD statutory requirements with Dunedin and Queenstown Lakes District Councils
- Review our Climate Change Risk Assessment and providing information to the community
- Increase regional meetings to 3-4 a year and additional FTE to support decision making

Total Expenditure and Funding (excl. Capital) - 10 years

Expenditure (excl. Capital) (000's)	Current Year 23/24	Year 1 LTP 24/25	Year 2 LTP 25/26	Year 3 LTP 26/27	Year 4 LTP 27/28	Year 5 LTP 28/29	Year 6 LTP 29/30	Year 7 LTP 30/31	Year 8 LTP 31/32	Year 9 LTP 32/33	Year 10 LTP 33/34
Regional Leadership	25,934	29,084	32,308	32,252	33,534	34,868	35,349	35,628	37,212	37,682	38,009
Environment	31,042	30,994	34,932	36,886	37,999	40,284	39,312	39,846	40,582	41,409	42,352
Safety & Resilience	17,489	21,152	22,805	23,937	23,635	24,179	24,036	23,591	25,091	25,088	25,937
Transport	36,118	42,033	45,947	54,377	53,607	55,099	56,986	58,384	59,893	61,690	63,200
Internal	10,738	11,422	9,286	9,159	8,985	9,533	9,919	10,244	10,575	10,789	10,953
Total	121,323	134,685	145,279	156,610	157,759	163,963	165,602	167,692	173,354	176,658	180,450

Funding Sources (excl. Capital) (000's)	Current Year 23/24	Year 1 LTP 24/25	Year 2 LTP 25/26	Year 3 LTP 26/27	Year 4 LTP 27/28	Year 5 LTP 28/29	Year 6 LTP 29/30	Year 7 LTP 30/31	Year 8 LTP 31/32	Year 9 LTP 32/33	Year 10 LTP 33/34
General Rates	28,263	29,942	32,736	35,422	36,818	38,691	39,891	40,514	42,670	43,938	45,056
Targeted Rates	27,515	36,200	40,828	45,062	47,119	50,549	48,965	51,668	55,116	59,181	64,174
Grants	20,497	22,037	23,779	27,192	26,812	27,366	28,079	28,130	28,679	29,376	29,983
Other Income	13,568	13,356	11,003	13,269	13,139	13,831	14,536	15,061	15,733	16,411	16,995
Fees & Charges	5,951	4,398	4,786	4,933	5,011	5,166	5,336	5,490	5,651	5,819	5,993
Dividends & Investments	26,345	29,109	28,734	27,478	26,976	27,114	27,207	27,340	27,500	27,665	27,847
Reserves	(815)	(356)	3,413	3,254	1,885	1,245	1,588	(512)	(1,995)	(5,734)	(9,598)
Total	121,323	134,685	145,279	156,610	157,759	163,963	165,602	167,692	173,354	176,658	180,450



Share your feedback

23 Do you have any feedback on our must-do work?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback.

Infrastructure Strategy

Flood, drainage and river control

Otago Regional Council provides flood protection and land drainage to around 43,000 hectares of rural and urban land.

Our key activity includes:

- Three flood protection schemes in Alexandra, Leith and Lower Taieri
- Four drainage schemes in West Taieri, East Taieri, Tokomairiro and Lower Clutha [being combined flood and drainage]
- Lower Waitaki River Control Scheme
- River management infrastructure

We're responsible for 218 km of floodbanks, 14 pumping stations, 42 bridges, 535 km of drains, 369 culverts and other river management infrastructure.

There are significant issues affecting the way we manage our flood and drainage infrastructure — climate change, natural hazards, settlement trends and land use change, infrastructure condition, legislation and regulatory changes, risk exposure and funding pressures.

These issues are part of our Draft Infrastructure Strategy 2024–2054 and influence how we intend to manage our flood protection and drainage infrastructure over the next 30 years.

We are proposing to increase spending to maintain and renew key infrastructure assets, with an estimated \$315 million over the 30 years and \$67m of this in the first 10 years.

The Council acknowledges there are risks associated with this proposed expenditure programme, including the impacts of severe weather events and contractor availability. If such events occur there may be an impact on levels of service due to the delays.

To manage this risk the investment programme for 2024-2054 has been staged to ensure that it is deliverable and allows more time for key decisions between different stages of significant work programmes.

Infrastructure acts as a form of defence against water and enables people, and their homes and businesses, to stay where they are placed.



Clutha River/Mata-Au, Roxburgh

The breakdown of operational and capital costs over 10 years is shown in this table:

			23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	33/33	33/34	
			Current	LTP yr1									LTP yr10	
Scheme			Year											
Opex	Flood Protection & Drainage	Alexandra	321	357	351	362	373	380	387	406	412	418	425	
		Leith	687	875	775	735	844	842	861	893	969	979	1,043	
		Lower Clutha	1,876	2,397	2,520	2,796	2,503	2,489	2,608	2,719	2,813	2,922	3,158	
		Lower Taieri	1,433	1,934	2,209	2,367	2,411	2,196	2,135	2,258	2,443	2,467	2,561	
		West Taieri	1,278	1,075	1,228	1,288	1,199	1,237	1,243	1,318	1,344	1,370	1,510	
		East Taieri	1,241	1,088	1,249	1,149	1,052	1,067	1,091	1,166	1,190	1,239	1,386	
		Tokomairiro	202	342	346	360	321	332	342	402	412	422	492	
		Flood Protection & Drainage Total	7039	8069	8678	9057	8703	8542	8667	9163	9584	9817	10575	
	River Management	Dunedin	643	1,144	1,231	1,221	1,372	1,301	1,509	1,237	1,383	1,355	1,461	
		Clutha	476	1,046	997	1,124	1,029	1,269	1,072	1,242	1,150	1,292	1,135	
		Central	503	758	861	883	891	909	984	987	1,006	1,086	1,046	
		Queenstown Lakes	911	1,318	1,482	1,473	1,409	1,492	1,601	1,348	1,550	1,544	1,489	
		Waitaki	593	1,051	1,116	1,095	1,113	1,141	1,170	1,176	1,175	1,204	1,232	
		Non Scheme Asset Mgt	27	125	592	80	136	631	86	145	671	91	93	
	River Management Total	3153	5442	6280	5877	5950	6743	6422	6134	6935	6572	6457		
	Bylaw Application Processing	245	127	136	140	144	147	150	153	156	159	162		
	Opex Total	10,438	13,638	15,094	15,074	14,797	15,432	15,238	15,450	16,675	16,547	17,193		
	Capital	Flood Protection & Drainage	Alexandra	20										
			Leith	100	350	359	262	642	1,368	1,117	570			
			Lower Clutha	325	825	1,720	2,121	1,686	1,477	2,067	1,939	1,629	1,721	1,451
Lower Taieri			850	1,850	2,978	2,933	3,372	3,228	2,402	2,167	2,152	1,246	1,270	
West Taieri			283	1,600	2,208	367	696	164	168	171	175	178	181	
East Taieri			125	550	1,232	1,152	161	164	168	171	1,338	178	181	
Tokomairiro			20	300	308	314	268	219	112	114	116	119	121	
Flood Protection & Drainage Total		1723	5475	8807	7149	6825	6620	6032	5133	5410	3441	3204		
River Management		Dunedin		1,495	755	1,446	535	766	391	399	291	1,187	1,209	
		Clutha		20	21									
	Queenstown Lakes	100			52	54			57			60		
River Management Total	100	1,515	775	1,498	589	766	391	456	291	1,187	1,270			
Capital Total	1,823	6,990	9,582	8,647	7,414	7,385	6,423	5,589	5,701	4,628	4,474			
Grand Total	12,261	20,628	24,676	23,721	22,210	22,817	21,662	21,039	22,376	21,175	21,667			

How these capital costs are paid for is covered in How we fund our work.

The full proposed 30-year expenditure programme can be seen in the **Draft Infrastructure Strategy**



Share your feedback

24 Do you have feedback about the Draft Infrastructure Strategy, which focuses on flood, drainage and river control infrastructure?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback

Funding the work

Financial Strategy

Our financial strategy sets the direction of how we'll pay for ORC's work over the next 10 years. Our financial strategy outlines our approach, giving direction on future rating levels, borrowing and investments.

It reflects previous growth in services and the proposed continued growth in activities like public transport and flood, drainage and river schemes. In preparing this strategy, we've worked to balance affordability for ratepayers with the important work we need to do for Otago.

- We're proposing to spend significantly more on resilience infrastructure and public transport.
- We'll need to borrow more and use more reserves.
- We're borrowing for longer for our infrastructure assets — increasing to 30 years' repayments (from 10 years) in line with their economic life.
- We're working to balance the budget — meaning our operating costs for each year are fully covered by revenue. It's proposed existing transport debt will be repaid over the first five years of this Long-Term Plan.
- We have reviewed our Revenue and Financing Policy to help clarify how our approach to rating supports the financial strategy.

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 years 2 to 6 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 smooth rates increases required to fund infrastructure operating expenditure. Infrastructure expenditure in flood, drainage and river management activities is estimated to exceed revenue by \$4.5 to \$5 million per year over the first three years of the Long-Term Plan. This deficit reduces to \$3 million in year 4 and \$1.5 million in year 5 as rates revenues increase.

In years 1 to 3, the infrastructure deficit is offset by \$3 to \$3.5 million per year of surplus generated from the repayment of public transport reserve deficits. A one-off property sale disposal in year 1 results in an overall surplus in that year.

The Draft Financial Strategy can be viewed here



Share your feedback

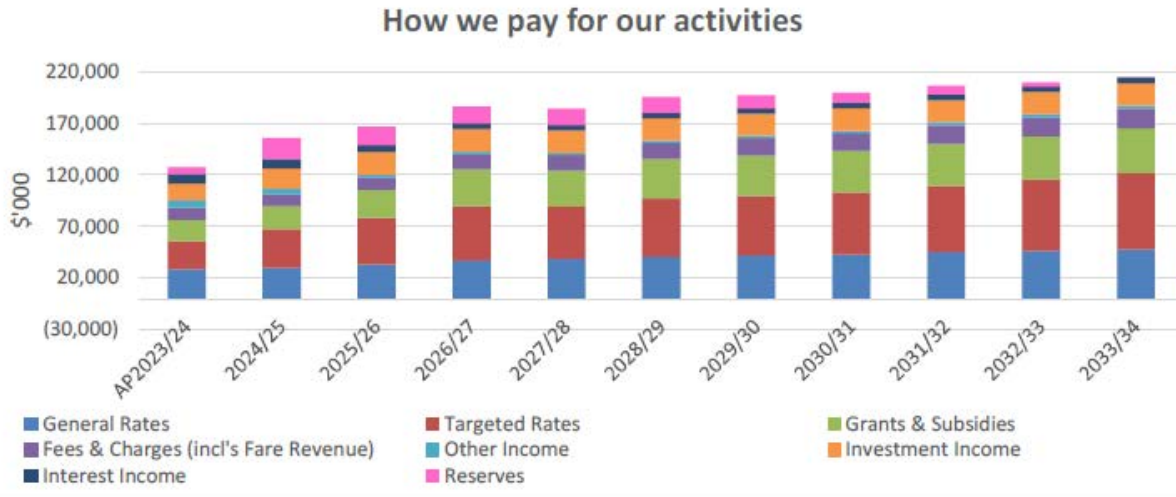
25 Do you have any feedback about our Financial Strategy?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback

How we fund our work

The graphs below show the different types and levels of funding to deliver the proposed Long-Term Plan. A combination of operating revenue and debt is proposed.

The first graph shows operating revenue increasing over the 10 years. Rates are the key source and fund the non-capital project work. For example, our land and water planning; monitoring; pest management; governance support – work that isn't building or maintaining a physical asset.



The second graph shows debt increasing over the 10 years. This funds our capital project work – work that builds and maintains physical assets, for example floodbanks.



RATES

Importantly, there are two different types being; general rates that are charged to every property in Otago, and targeted rates which apply to specific locations or groups benefiting from an activity.

General rates remain a consistently low portion of total expenditure compared to other councils.

General rates are reduced by dividends received from Port Otago, and by investment income. Dividends are estimated to increase from the current \$15 million to a planned \$18 million year 1 and \$20 million year 2-10 of the LTP.

There is a funding risk of Port Otago not having commercial capacity or headroom to return dividends as shown above. This would be due to circumstances impacting the port's commercial strategic position and/or commercial operations, for example, major disruption to international shipping, or serious damage to the port's facilities.

General rates increases in this proposed plan are lower than previous years as there is a shift to more target rate funded areas. This provides greater clarity on the rates bill about what activity is being paid for and how much. It also enables Council to allocate any debt to specific activity — again increasing transparency.

Targeted rates apply to the following activity:

- Flood, drainage and river schemes
- Emergency management
- Public transport
- Biosecurity

New additional targeted rates are proposed:

- Catchment management
- Navigational safety
- Farm monitoring rate [to be formally decided in year 2]. Note that there would be an associated disestablishment of rural water quality and dairy monitoring target rates.

Increases in targeted rates vary depending on the property and level of expenditure in the area of benefit. Each targeted rate has its own financial reserve, so any unspent rates are allocated back to the appropriate reserve.



Share your feedback

26 Do you have any feedback about how we fund our work — including rates and debt?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback

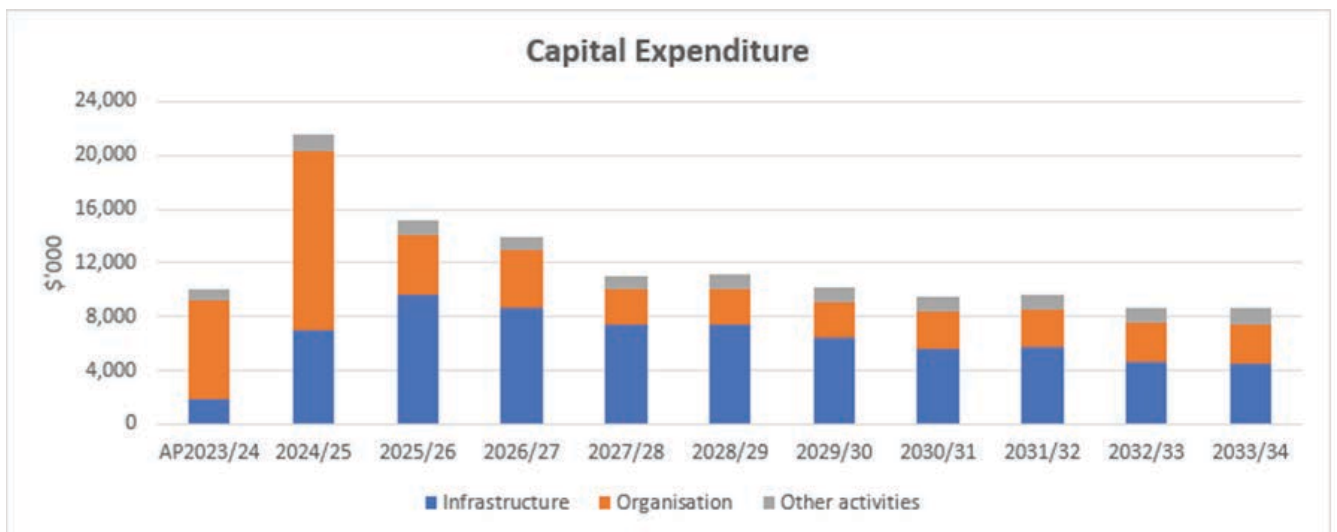
DEBT

Total external debt is forecast to increase from \$25M to \$105M over the proposed 10 years. At year 10, two thirds of the total debt is related to the targeted flood and drainage activity.

The graph below shows the proposed capital expenditure, that is funded by debt, over the next 10 years.

It shows expenditure across three broad types of capital work:

- 1 Infrastructure – flood, drainage and river scheme activity. The Infrastructure Strategy shows the proposed capital work programme that council proposes to borrow for. This work would be debt funded through the targeted reserve for each flood, drainage or river scheme and paid for via targeted rate. A lesser general rate portion also contributes.
- 2 Council organisation – operational buildings, vehicle fleet, information technology. One-off capital projects related to operational buildings occur in years one, two and five – the largest being the accommodation fit-out for the Dunedin office 'Whare Runaka'. The later years relate to other sites around the region including Central Otago.
- 3 Other activity – public transport, environmental monitoring assets. Council continues to maintain and in some cases improve environmental monitoring assets [e.g. air]



RATES INCREASE

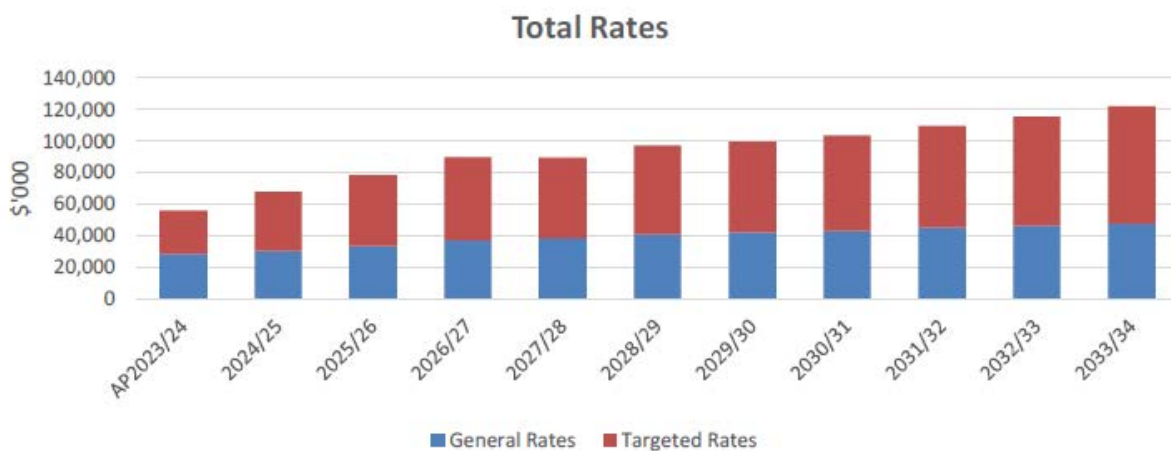
Council proposes to set a policy that total rate increases are no more than 10% in any year of the LTP. However, it is proposed that rates increases will be higher in the first three years of this plan. The consultation proposals are the key reason, including increased bus services, fully funding transport operating expenditure (to balance the budget), and the repayment of historical transport operating deficits.

The proposed plan would mean total average rate increases of 18.6% in 2024/25 (year one), 11.2% in 2025/26 (year two), and 9.4% in 2026/27 (year three).

To provide some perspective, when the public transport costs are excluded, rate increases over years one to three are 10.3%, 11.6% and 7.3% respectively.

Targeted rates for flood and drainage activity incorporate a gradual increase in borrowing costs for the increased capital works over the 10 years. The distribution of targeted rates across properties within schemes is also influenced by the proposed Revenue and Financing Policy – see the 'Changing how we rate' proposal.

It is proposed that from year four, river management targeted rates will increase an average of 24% each year and flood and drainage rates an average of 11%



Share your feedback

27 Do you have any feedback about the proposed increase in rates?

Answer this question on the attached submission form or online at orc.govt.nz/ltpfeedback.

How much do I pay

The following tables and rates estimator provide:

- A summary of the change in levels of rating across the different rates you are charged, depending on the services you receive. These are the line items on your rates bill.
- Examples of the change in the proposed amount of rates for 2024/25, based on the district and capital value of the property.
- A rating estimate of the proposed 2024/25 rate for a specific property. Use the '**Rates Estimator**' at orc.govt.nz/ratesestimator to search for rates for a specific property.

Example of Rates by Capital Value

Residential Location	Property Capital Value	2023/24 General Rate	2024/25 General Rate	Change	2023/24 Total Rate	2024/25 Total Rate	Change
Queenstown	1,200,000	258.66	302.32	43.66	492.74	618.07	125.33
Wānaka	1,200,000	258.66	302.32	43.66	351.65	584.30	232.65
Central Otago	700,000	181.67	198.26	16.59	249.68	322.38	72.70
Clutha	300,000	135.64	139.73	4.09	190.17	226.62	36.45
Waitaki	335,000	143.38	149.52	6.14	207.52	266.14	58.62
Dunedin City	590,000	186.84	178.49	- 8.35	383.65	478.94	95.29
Dunedin Outer	310,000	130.80	128.18	- 2.62	171.33	365.22	193.89

Total Rates	Current Year 23/24 (000's)	LTP Year 1 24/25 (000's)	Change (' - ' is a decrease)
General rates	44,640	49,473	10.8%
Dividends/Interest/Investments	(16,378)	(19,531)	19.3%
General rates to pay	28,263	29,942	5.9%
Uniform targeted rates			
Emergency management	3,336	3,774	13.1%
Dairy monitoring	210	229	9.1%
Harbour management	0	846	New
Stock transport effluent disposal sites	0	49	New
Targeted rates – water			
Rural water quality	1,752	0	-100.0%
Catchment management	0	5,952	New
Targeted rates – river management			
Central Otago	360	505	40.2%
Clutha	420	444	5.8%
Dunedin	350	231	-33.9%
Whakatipu	415	256	-38.2%
Wānaka	315	254	-19.2%
Waitaki	400	630	57.5%
Lower Waitaki	180	0	-100.0%
Targeted rates – transport			
Dunedin	8,350	9,565	14.6%
Whakatipu	2,058	3,731	81.2%
Targeted rates – flood & drainage			
Leith	1,461	1,256	-14.0%
Lower Clutha	1,050	1,040	-1.0%
Lower Taieri	1,050	1,050	0.0%
West Taieri	820	832	1.5%
East Taieri	640	649	1.5%
Tokomairiro	170	141	-17.0%
Targeted rates – biosecurity			
	4,178	4,765	14.0%
Total	55,778	66,142	18.6%
Sub regional rates			
Central Otago	187	0	-100.0%
Clutha	278	0	-100.0%
Dunedin	1,929	0	-100.0%
Waitaki	187	0	-100.0%

Audit Report



To the reader:

**Independent auditor's report on Otago Regional Council's
consultation document for its proposed 2024 -2034 Long-Term Plan**

I am the Auditor-General's appointed auditor for Otago Regional Council (the Council). The Local Government Act 2002 (the Act) requires the Council to prepare a consultation document when developing its long-term plan. Section 93C of the Act sets out the content requirements of the consultation document and requires an audit report on the consultation document. I have done the work for this report using the staff and resources of Deloitte Limited. We completed our report on 27 March 2024.

Opinion

In our opinion:

- the consultation document provides an effective basis for public participation in the Council's decisions about the proposed content of its 2024-34 long-term plan, because it:
 - fairly represents the matters proposed for inclusion in the long-term plan; and
 - identifies and explains the main issues and choices facing the Council and region, and the consequences of those choices; and
- the information and assumptions underlying the information in the consultation document are reasonable.

Emphasis of Matters

Without modifying our opinion, we draw attention to the following disclosures.

Uncertainty over the delivery of the infrastructure capital programme

Page 33 outlines that the Council is proposing a significant increase in its infrastructure capital programme over the next 10 years, mostly for flood protection, drainage and river management. While the Council has put initiatives in place, there is a level of uncertainty over delivery of the programme, due to constraints such as contractor availability and the impacts of weather events on completing planned work. If the Council is unable to deliver on a planned project, it could affect levels of service.

Uncertainty over receipt of Waka Kotahi Funding for improved passenger transport services

Page 8 outlines that the Council is proposing increased levels of service for passenger transport services in Dunedin and Queenstown that are dependent on co-funding from Waka Kotahi NZ Transport Agency (the Agency). Pages 9 and 11 describe that there is a high risk over the expected funding. If the Agency does not provide funding or provides less funding than assumed, the additional services will need to be reconsidered, which could affect intended levels of service.



Basis of opinion

We carried out our work in accordance with the International Standard on Assurance Engagements (New Zealand) 3000 (Revised) *Assurance Engagements Other Than Audits or Reviews of Historical Financial Information*. In meeting the requirements of this standard, we took into account particular elements of the Auditor-General's Auditing Standards and the International Standard on Assurance Engagements 3400 *The Examination of Prospective Financial Information* that were consistent with those requirements.

We assessed the evidence the Council has to support the information and disclosures in the consultation document. To select appropriate procedures, we assessed the risk of material misstatement and the Council's systems and processes applying to the preparation of the consultation document.

We did not evaluate the security and controls over the publication of the consultation document.

Responsibilities of the Council and auditor

The Council is responsible for:

- meeting all legal requirements relating to its procedures, decisions, consultation, disclosures, and other actions associated with preparing and publishing the consultation document and long-term plan, whether in printed or electronic form;
- having systems and processes in place to provide the supporting information and analysis the Council needs to be able to prepare a consultation document and long-term plan that meet the purposes set out in the Act; and
- ensuring that any forecast financial information being presented has been prepared in accordance with generally accepted accounting practice in New Zealand.

We are responsible for reporting on the consultation document, as required by section 93C of the Act. We do not express an opinion on the merits of any policy content of the consultation document.

Independence and quality management

We have complied with the Auditor-General's:

- independence and other ethical requirements, which incorporate the requirements of Professional and Ethical Standard 1 *International Code of Ethics for Assurance Practitioners (including International Independence Standards) (New Zealand)* (PES 1) issued by the New Zealand Auditing and Assurance Standards Board. PES 1 is founded on the fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behaviour.; and

Deloitte.

- quality management requirements, which incorporate the requirements of Professional and Ethical Standard 3 *Quality Management for Firms that Perform Audits or Reviews of Financial Statements, or Other Assurance or Related Services Engagements* (PES 3) issued by the New Zealand Auditing and Assurance Standards Board. PES 3 requires our firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Other than our work in carrying out all legally required external audits, we have no relationship with or interests in the Council or any of its subsidiaries.



Heidi Rautjoki
for Deloitte Limited
On behalf of the Auditor-General, Dunedin, New Zealand

Have your say



We've told you about the work we're proposing to do over the next 10 years, now it's time to **tell us what you think**.

You can give your feedback online at orc.govt.nz/ltpfeedback, or complete and post/deliver the attached submission form, between 28 March–28 April 2024.

If you have already completed the online survey, then thanks for your feedback. It will be reported to and considered by Council as part of their decision making.

Want to speak to a councillor?

Come along to one of our Long-Term Plan events being held across Otago.

DUNEDIN

Wednesday, 10 April | 12–1.30pm | South Dunedin Presbyterian Church Hall, 395 King Edward St

MOSGIEL

Wednesday, 10 April | 4–7pm | Mosgiel Coronation Hall, 97 Gordon Rd

ŌAMARU

Thursday, 11 April | 12–2pm and 4–7pm | Early Settlers Hall, 1 Severn Street

BALCLUTHA

Monday, 15 April | 12–2pm and 4–7pm | Cross Recreation Centre, 18 Glasgow Street

ALEXANDRA

Tuesday, 16 April | 12–2pm and 4–7pm | Alexandra Community Hall, Skird Street

QUEENSTOWN

Wednesday, 17 April | 4–7pm | Mezzanine Meeting Room, Queenstown Events Centre, Frankton

WĀNAKA

Thursday, 18 April | 4–7pm | Lake Wānaka Centre, Armstrong Room, 89 Ardmore Street

Or get in touch with a councillor to talk about what is proposed.

Dunedin

Cr Alan Somerville

Alan.Somerville@orc.govt.nz , 027 354 4854

Cr Bryan Scott

Bryan.Scott@orc.govt.nz , 027 204 8872

Cr Gretchen Robertson

Gretchen.Robertson@orc.govt.nz

Cr Andrew Noone

Andrew.Noone@orc.govt.nz , 027 430 1727

Cr Elliot Weir

Elliot.Weir@orc.govt.nz , 020 4124 4690

Cr Tim Mepham

Tim.Mepham@orc.govt.nz , 021 999 828

Dunstan

Cr Alexa Forbes

Alexa.Forbes@orc.govt.nz , 021 296 4255

Cr Michael Laws

Michael.Laws@orc.govt.nz , 027 3060 600

Cr Gary Kelliher

Gary.Kelliher@orc.govt.nz , 027 284 5890

Moeraki

Cr Kevin Malcolm

Kevin.Malcolm@orc.govt.nz , 027 838 3003

Molyneux

Cr Kate Wilson

Kate.Wilson@orc.govt.nz , 027 443 8134

Cr Lloyd McCall

Lloyd.McCall@orc.govt.nz , 027 248 9090

**Have
your
say!**

Feedback form

Feedback is open 28 March–28 April 2024. You can give your feedback online at orc.govt.nz/ltpfeedback, or complete this form and drop it off at an Otago Regional Council office at:

- Level 2, 144 Rattray Street, Dunedin 9016 or
- Alta House, Level 1, Terrace Junction, 1092 Frankton Road, Queenstown 9300 or post it to Otago Regional Council, Private Bag 1954, Dunedin 9054.

Name _____

Would you like to speak about your submission at a Council meeting? Yes No

If yes, please provide a contact phone number:

Phone _____

Please attach further pages to this form and number answers clearly if you need more space to write your comments.

Our challenges and opportunities (p4–5)

1 Do you have any feedback about the challenges and opportunities facing Otago?

Comment: _____

2 Do you have any feedback about our focus areas for the next 10 years?

Comment: _____

Proposal 1: Investing in our environment (p6–7)

3 Do you support council funding large-scale environmental projects in Otago?

Yes No

Comment: _____



Proposal 1: Investing in our environment continued ...

4 What level of total funding should be available?

- \$500,000 \$1 million \$2 million
- Other** – please specify amount and comment _____

5 How should this initiative be funded?

- A targeted rate on districts that participate**
- A regional Otago-wide rate** (i.e. general rate or catchment management rate)

Comment: _____

Proposal 2: Investing in public transport (p8-12)

6 Do you support increased investment in Dunedin and the addition of extra services?

- Yes** **No** Comment: _____

7 Do you support increased investment in Queenstown and the addition of extra services?

- Yes** **No** Comment: _____



Proposal 3: Changing our rating system

Public transport (p13-18)

8 Do you support a 20% Otago-wide rate for public transport (i.e. general rate)?

Yes No Comment: _____

9 Do you support the target rate portion of transport rates being on a district-wide basis?

Yes No Comment: _____

10 Do you support targeted transport rates being charged on a fixed rate in a given area (i.e. uniform rate)?

Yes No Comment: _____

11 Do you support repayment of existing transport deficits over 5 years?

Yes No

12 If no, above, what period should deficits be repaid over?

3 years 10 years Comment: _____

13 Do you have any other feedback on the public transport rating proposals?



Flood and Drainage (p19-23)

14 Do you support all the flood protection scheme areas (i.e. targeted rates) paying 80%, and 20% through Otago-wide rates (i.e. general rates)?

Yes No Comment: _____

15 Do you support all the drainage scheme areas (i.e. targeted rates) paying 90%, and 10% through Otago-wide rates (i.e. general rates)?

Yes No Comment: _____

16 Do you support the general rate allocation being applied across Otago?

Yes No

Flood and Drainage – Allocation of targeted rates (p22-23)

17 Do you support reducing the number of benefit zones for flood and drainage targeted rates?

Yes No Comment: _____

18 Do you have any other feedback on the flood and drainage rating proposals?



Other proposed rates (p24-26)

19 Do you support establishing a new catchment management rate, which would be rated across Otago based on capital value?

Yes No Comment: _____

20 Do you support a new navigational safety rate to fund harbour and navigational safety activity, which would be rated across Otago (except Queenstown Lakes) based on capital value?

Yes No Comment: _____

21 Do you support discontinuing the wilding tree rate and using the biosecurity rate to fund support for wilding conifer control groups?

Yes No Comment: _____

22 Do you have any other feedback on the other proposed rating proposals?

Comment: _____

Our must-do work (p27-32)

23 Do you have any feedback on our must-do work?

Comment: _____



Infrastructure Strategy (p33-34)

24 Do you have feedback about the Draft Infrastructure Strategy, which focuses on flood, drainage and river control infrastructure?

Comment: _____

Funding the work (p35-41)

25 Do you have any feedback about our Financial Strategy?

Comment: _____

26 Do you have any feedback about how we fund our work – including rates and debt?

Comment: _____

27 Do you have any feedback about the proposed increase in rates?

Comment: _____

About you

28 Are you an Otago ratepayer? Yes No

29 Which area do you live in?

Central Otago District Clutha District Dunedin City
 Queenstown Lakes District Waitaki District Other _____

30 What is your age?

Under 25 25-44 45-54 55-64 65+

