

Decisions following feedback

The Long-Term Plan consultation document was adopted for consultation on 20 March 2024, with formal consultation taking place from 28 March to 28 April.

The public were invited to provide feedback, and over 400 submissions were received.

The Council deliberated on feedback at public meetings, making decisions on what was proposed and other things raised in consultation.

The key proposals and decisions are outlined below.

Consulted Proposal	What Council decided
Funding the work	
The work proposed in the plan meant average rate increases of 18.6% in 2024/25, 11.2% in 2025/26 and 9.4% in 2026/27.	Council agreed to changes that reduced spending, which means changes to average rates increases are 16.3% in 2024/25, 13.8% in 2025/26 and 8.7% in 2026/27.
Challenges, opportunities and focus areas	
Council's proposed focus areas and outcomes for the next 10 years were outlined: environment, resilience, climate, transport, communities, and partnership.	The focus areas and outcomes will go ahead, with some changes to wording based on feedback.
Investing in our environment	
\$500,000 funding a year for large-scale environmental projects from 2025/26 with a targeted rate for each of the five areas in Otago.	\$2 million a year funding for large-scale environmental projects from 2025/26, funded by an Otago-wide rate.
Public transport	
Dunedin bus services	
Extra services on popular routes (Pine Hill, Calton Hill, Ōpoho and Shiel Hill) and upgrading the bus fleet to electric by 2035.	The proposal will go ahead with a minor change to timetables for Palmerston–Dunedin weekend services. Many submitters provided detailed suggestions on desired improvements. This will be used in ongoing/future business case development.
Queenstown bus services	
A range of service improvements, including: <ul style="list-style-type: none"> extended timetable (earlier and later buses) increased frequency over 10 years — aiming for buses every 15 minutes retained ferry service upgrading the bus fleet to electric by 2035 on-demand service for some hard-to-reach places like Queenstown Hill and Quail Rise. 	The proposal will go ahead.

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Consulted Proposal	What Council decided
Public transport continued . . .	
Regional public transport trials	
<p>Investigating and trialling public transport in Ōamaru; Alexandra, Clyde, Cromwell to Queenstown; Balclutha to Dunedin (including airport); and Wānaka.</p>	<p>The proposed programme will go ahead with the following changes:</p> <ul style="list-style-type: none"> • An Upper Clutha business case instead of the proposed Wānaka trial. The cost of the business case will be brought forward to year 1 and funded by an Otago-wide rate. • Investigate the feasibility of incorporating an Ōamaru–Dunedin trial service within the planned (year 2 and 3) Ōamaru on-demand service trial.
Public transport rating approach	
<p>Public transport is funded by a mix of government subsidy, fare box and rates.</p> <p>The proposal was to introduce a 20% Otago-wide general rate and 80% targeted funding allocation for public transport.</p> <p>The proposal was to charge the 80% as a uniform rate, i.e. all properties in the rated area pay the same amount.</p> <p>The proposal also included expanding the areas of the 80% targeted portion to include all properties in the Dunedin territorial area and the Queenstown Lakes District.</p>	<p>The proposal was approved in part:</p> <ul style="list-style-type: none"> • The 20%/80% split was approved. • The uniform rate will not go ahead for the 80% allocation. Instead, this rate will continue to be based on a property’s capital value basis with commercial differential. • Expansion of the areas where the 80% is applied will not go ahead. The status quo will remain for how the targeted rate is allocated. <p>A review of options for the allocation of public transport targeted rates will be prepared ahead of the 25/26 Annual Plan.</p>
<p>Repay existing transport deficits over the next five years through the existing targeted transport rate area.</p>	<p>The proposal will go ahead.</p>
Flood protection, drainage and river management rating	
<p>A consistent split between the costs funded by general rates and targeted rates was proposed for flood protection and drainage activity. A split of 20% general rate and 80% targeted rate was proposed for flood protection schemes, and 10% general rate and 90% targeted rate for drainage schemes.</p> <p>In addition, the proposal was to fund the 20% and 10% general rate components across the Otago Region.</p>	<p>The proposal will go ahead.</p>
<p>Rationalise scheme areas — this simplified target rated areas to fewer zones within the encompassing scheme areas.</p>	<p>The proposal will go ahead, except for the Lower Clutha flood and drainage scheme where zones won’t change.</p> <p>The proposal to apply the ‘Leith indirect’ rate across the whole Dunedin district was approved. Council requested further rating policy review work for all flood and drainage schemes. Terms of reference and timing for this review will be prepared for Council.</p>

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Consulted Proposal	What Council decided
Catchment management rating	
Create Otago-wide catchment management rate to fund work that had been funded by river management scheme rates.	The proposal will go ahead.
Navigational safety rates	
Create a new navigational safety rate to replace sub-regional general rates for all of Otago, except Queenstown-Lakes (provided by QLDC).	The proposal will go ahead.
Wilding conifer control rate	
Discontinue the wilding tree rate and fund through biosecurity rate.	The proposal will not go ahead. The wilding tree rate will remain.
Infrastructure Strategy	
<p>Increased spending for flood, drainage and river control activity.</p> <p>This change was proposed largely to reduce risk to people, property and businesses.</p>	<p>The proposal will go ahead, although the timing of some of the earlier planned work will start later.</p> <p>This better reflects the contracting capacity risks of delivering the work, reduces immediate cost and funding pressure, and potentially enables more time and scope for input from affected communities.</p> <p>A draft terms of reference and process to work with the community to establish a Taieri Flood and Drainage Schemes liaison group will be presented to councillors in August 2024.</p>
Dunedin Trails Network Trust	
	Following a submission for funding, Council agreed to contribute \$50,000 to the Dunedin Trails Network Trust for pre-build design and consenting work for parts of the Coastal Communities Cycle Connection.



Rees River monitoring site below Invincible Creek