

Notice of Meeting:

I hereby give notice that an ordinary meeting of the Dunedin City Council will be held on:

Date: Tuesday 15 April 2025
Time: 9:00 a.m.
Venue: Council Chamber, Dunedin Public Art Gallery, The Octagon,
Dunedin

Sandy Graham
Chief Executive Officer

Council
PUBLIC AGENDA

MEMBERSHIP

Mayor
Deputy Mayor

Mayor Jules Radich
Cr Cherry Lucas

Members

Cr Bill Acklin	Cr Sophie Barker
Cr David Benson-Pope	Cr Christine Garey
Cr Kevin Gilbert	Cr Carmen Houlahan
Cr Marie Laufiso	Cr Mandy Mayhem
Cr Jim O'Malley	Cr Lee Vandervis
Cr Steve Walker	Cr Brent Weatherall
Cr Andrew Whiley	

Senior Officer

Sandy Graham, Chief Executive Officer

Governance Support Officer

Lynne Adamson

Lynne Adamson
Governance Support Officer

Telephone: 03 477 4000
governance.support@dcc.govt.nz
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***Note:** Reports and recommendations contained in this agenda are not to be considered as Council policy until adopted.*

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1 APOLOGIES

At the close of the agenda no apologies had been received.

2 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.

DECLARATION OF INTEREST

EXECUTIVE SUMMARY

1. 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.
2. Elected members are reminded to update their register of interests as soon as practicable, including amending the register at this meeting if necessary.
3. Staff members are reminded to update their register of interests as soon as practicable.

RECOMMENDATIONS

That the Council:

- a) **Notes/Amends** if necessary the Elected Members' Interest Register attached as Attachment A; and
- b) **Confirms/Amends** the proposed management plan for Elected Members' Interests.
- c) **Notes** the proposed management plan for the Executive Leadership Team's Interests.

Attachments

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Council Interest Register 9 April 2025				
Councillors are members of all committees				
Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Mayor Jules Radich	Shareholder	Izon Science Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Taurikura Drive Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Golden Block Developments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Cambridge Terrace Properties Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Southern Properties (2007) Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Arrenway Drive Investments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Golden Centre Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	IBMS Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Raft Holdings Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Otago Business Coaching Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Effectivise Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Athol Street Investments Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder	Allandale Trustee Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Aberdeen St No2 Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Road Safety Action Plan	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	100% Shareholder/Director	Panorama Developments Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Council of Social Services (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Sector Steering Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Dunedin Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Bill Acklin	Shareholder/Director	Dunedin Brokers Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	APRA - AMCOS	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Entertainer	Various functions	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Strath Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Casual Employee	Insulmax	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Sophie Barker	Director	Ayrmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property Owner - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Beneficiary	Sans Peur Trust (Larnach Castle)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Mentor	Business Mentors NZ	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Volunteer	Blue Penguins Pukekura	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Vegetable Growers Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Heritage Fund (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Gasworks Museum Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Otaru Sister City Society (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Dunedin Food and Drink Tourism Story Group	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Ao Tūroa Partnership (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr David Benson-Pope	Owner	Residential Property Ownership in Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Beneficiary	Blind Investment Trusts	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Yellow-eyed Penguin Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Heritage Fund (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Christine Garey	Trustee	Garey Family Trust - Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Women of Ōtepoti	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Sophia Charter (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Study Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Ashburn Hall Charitable Trust Board	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	St Paul's Cathedral Foundation (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Member	Theomin Gallery Management Committee (Olveston) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Cr Kevin Gilbert	Owner	Gipfel Limited - Bakery	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlubert Trust - Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Schlup Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	BNI	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Business South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Air New Zealand	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Kevin Gilbert and Esther Gilbert Partnership - Residential Rental Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Trustee	Biddies Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Advisors	Ronald McDonald House Supper Club Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Fair Trading Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Settlers Association (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Saddle Hill Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Food Equity and Education Dunedin (FEED) Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Industry Advisors Group Food and Beverage (Workforce Development Council)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Carmen Houlahan	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Rental Property - North Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Part Owner	Adobe Group Ltd, Wanaka	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Acquisitions Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Creative Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	KBCLR Family Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Theatre Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Cr Marie Laufiso	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Moray Place Community Building Trust - Trust Owner of Property 111 Moray Place	Duty to Trust may conflict with duties of Council Office	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Otago Mental Health Support Trust	Potential grants applicant which would result in pecuniary interest. Duty to Trust may conflict with duties of Council Office	Do not participate in consideration of grants applications. If the meeting is in public excluded, to leave the room.
	Member	Women of Ōtepoti Recognition Initiative	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Family Member	Staff member a relative	Potential conflict depending on level of staff member involvement	Managed by staff at officer level if a perceived conflict of interest arises.
	Trustee	Corso Ōtepoti Dunedin Trust	Potential grants recipient	Withdraw from discussion and leave the table. If in public excluded leave the room. Seek advice prior to the meeting.
	Dunedin Branch Treasurer	P.A.C.I.F.I.C.A Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Secretary	Dunedin Abrahamitic Interfaith Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee and Secretary	Refugee Support Group	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	The Ōtepoti Community Builders Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Chairperson	Grants Subcommittee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.	
Cr Cherry Lucas	Trustee	Otago Farmers Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Henderson Lucas Family Trust - Residential Dunedin Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Institute of Chartered Accountants	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Deputy Chair	Otago Museum Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Chinese Garden Advisory Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Toitū Otago Settlers Museum Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Local Government New Zealand (Zone 6 Committee) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member (alternate)	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Taieri Airport Trust (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Mosgjel Taieri Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Te Poāri a Pukekura Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Mandy Mayhem	Chairperson	Waitati Hall Society Inc	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Blueskin News Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Waitati Market	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Co-ordinator	Emergency response group, Blueskin area	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	FENZ Local Advisory Committee for Otago	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waitati Music Festival Committee	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin Bay Amenities Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Blueskin A & P Society	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chairperson	Keep Dunedin Beautiful (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Zone Representative and Board Member	Keep New Zealand Beautiful	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Coastal Community Cycleway Network	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	West Harbour Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Disability Issues Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Former Refugee Steering Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Property Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Social Wellbeing Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Jim O'Malley	Owner	Biocentrix Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Ayrmmed Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Northern AFC	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Director	Ocho Newco Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Lee Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Connecting Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Hospital Local Advisory Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Regional Transport Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Tertiary Precinct Planning Group (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Waikouaiti Coast Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Lee Vandervis	Director	Lee Vandervis, Antonie Alm-Lequeux and Cook Allan Gibson Trustee Company Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director	Bunchy Properties Ltd - Residential Property Ownership - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Vandervision Audio and Lighting - Hire, Sales and Service Business	May contract and provide service to DCC	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	District Licensing Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Okia Reserve Management Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Steve Walker	Trustee	Dunedin Wildlife Hospital Trust	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Orokonui Ecosanctuary	Potential grants recipient	Withdraw from discussion and leave the table. If the meeting is in public excluded leave the room. Seek advice prior to the meeting.
	Member	Society of Beer Advocates	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand Labour Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Port Chalmers Historical Society	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property - Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Shareholder	Various publicly listed companies	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Sea Lion Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Edinburgh Sister City Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Music Advisory Panel (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Justice of the Peace		No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Predator Free Dunedin	No conflict	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Predator Free Dunedin (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Brent Weatherall	Member	Urban Access	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Residential Property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Owner	Business George Street, Dunedin	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Brent Weatherall Jeweller Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Weatherall Trustee Company	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Residential Rental Properties	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Craigieburn Reserve Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Public Art Gallery Society (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Cr Andrew Whiley	Owner/Operator	Whiley Golf Inc and New Zealand Golf Travel Ltd	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Director/Shareholder 22 May 2017	Estate of Grace Limited	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Trustee	Japek (Family Trust) - Property Ownership - Dunedin	Duties to Trust may conflict with duties of Council Office.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Golf Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin South Rotary Club	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Institute of Directors	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	National Party	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Chair	Volunteer South	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	New Zealand PGA (Professional Golf Association)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Chair	Dunedin Community House Executive Committee	Potential grants recipient	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Property Investors Association	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Hereweka Harbour Cone Trust (Council Appointment)	No conflict Identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Otago Peninsula Community Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Dunedin Shanghai Association (Sister City Society) (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Name	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
	Member	Grow Dunedin Partnership (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	NZ Masters Games Trust Board (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Ice Sports Dunedin Incorporated (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Member	Puketai Residential Centre Liaison Committee (Council Appointment)	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	Board Member	Dunedin Christmas Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

Executive Leadership Team - Register of Interest - current as at 12 March 2025					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Sandy Graham	19/09/2018	Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	25/07/2019	Trustee	Trustee of the Taieri Airport Facilities Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/09/2024	Member	St Clair Golf Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/09/2024	Client	Hooker—Sale and Purchase of properties. Used as agent in both transactions.	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	17/09/2024	Vendor	Property purchased by senior member of ORC staff.	No conflict identified	Transaction was arms length through an agent with no direct interaction.
	04/02/2025	Client	Various local contractors (glazing, carpet, fencing and kitchen upgrades)	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
Leanne Mash	22/02/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Family member	Son, Finn Horner works as a full time Lifeguard at Moana Pool	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Robert West		Owner	Residential property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
		Trustee	Caselberg Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Jeanette Wikaira	10/04/2024	Trustee	Dunedin Writers and Readers Festival Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	10/04/2024	Chairperson	Hone Tuwhare Charitable Trust	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Nicola Morand	09/05/2022	Owner	Residential Property Dunedin	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Owner	Residential Property Millers Flat	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Member	Manawhenua Komiti - Te Rūnanga o Ōtākou	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	20/09/2023	Trustee	Riki Te Mairiki Taiaoroa Trust	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
	09/05/2022	Partner	Morand Painting & Decorating	No conflict identified	Seeks advice in advance of meeting if actual conflict arises.
David Ward	28/07/2022	Director	Ward Property Rentals	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Member	Water New Zealand	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Member	IPWEA (Institute of Public Works Engineering Australasia)	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	21/02/2024	Owner	Residential Property Dunedin	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	28/07/2022	Fellow	The Institution of Civil Engineers	No conflict identified.	Any decisions relating to The Institution of Civil Engineers will be referred to the CEO
Scott MacLean	23/01/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Trustee	Te Poari a Pukekura Charitable Trust	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	23/01/2024	Spouse is Chair	Dunedin Wildlife Hospital Trust (DWHT)	DCC has funded the DWHT	Take no part in discussions or decision making about the Trust or participate in any transactions between the Trust and DCC.

Executive Leadership Team - Register of Interest - current as at 12 March 2025					
Name	Date of Entry	Responsibility (i.e. Chairperson etc)	Declaration of Interests	Nature of Potential Interest	Member's Proposed Management Plan
Carolyn Allan	01/03/2024	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Owner	Residential rental property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	01/03/2024	Member	Mountain Bike Otago	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
Paul Henderson	15/01/2025	Owner	Residential property	No conflict identified	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/01/2025	Associate Member	Building Officials Institute of NZ	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.
	15/01/2025	Playing Member	Dunedin City Royal Football Club	No conflict identified.	Seek advice prior to the meeting if actual or perceived conflict of interest arises.

- 6 RPTPs are required to be prepared under part 5 of the Land Transport Management Act 2003. Their purpose is to encourage Regional Councils and operators to work together, engage with the public on network design & operation, and to provide information about policies, services, information and infrastructure.
- 7 The new ORC RPTP will be given effect through ORC's Long Term and Annual Plans, but at the time of adoption it does not commit to or provide funding.

DISCUSSION

- 8 DCC staff were invited to collaborate throughout the drafting process of this RPTP, with significant feedback provided at the 50% and 90% drafts of the document.
- 9 Changes in strategic priorities from Central Government, including a requirement for increased private share revenue for public transport, have played an important role in shaping the document. Examples within the document include discussion on:
 - a) Increasing the adult fare from \$2.00 to \$2.50
 - b) Retaining free fares for 5–12-year-olds
 - c) Charging higher fares for longer distances
- 10 Applications by ORC for funding public transport improvements in Dunedin were not successful and have not been included in the National Land Transport Programme 2024-2027 (NLTP).
- 11 Staff have drafted a final submission in line with current Council strategies and policies.

OPTIONS

Option One – Recommended Option – Approve the DCC submission, with any amendments, on the ORC's draft 2025-35 RPTP

Impact assessment

- 12 There is no impact on debt, rates or DCC emissions.
- 13 Public transport has the potential to reduce city-wide emissions, however this submission does not have a direct impact.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

- There is likely to be no impact on DCC's emissions as a result of this submission.
- The principles outlined in the Draft RPTP, and the points raised in the submission align with DCC's Zero Carbon Implementation plan.

Advantages

- Opportunity to show support and highlight pathways for working with the ORC, one of the DCC’s major strategic partners.
- Provide feedback on public transport provision in Dunedin, which is relevant to the DCC’s strategic and operational work.

Disadvantages

- There are no identified disadvantages for this option.

Option Two – Do not approve the submission

Impact assessment

14 There is no impact on debt, rates or DCC emissions.

Debt

- No debt funding is required for this option.

Rates

- There are no impacts on rates.

Zero carbon

- Not submitting on the RPTP would have no direct impact on DCC’s or the city’s emissions.

Advantages

- There are no advantages to this option.

Disadvantages

- Missed opportunity to show support and highlight pathways for working with the ORC, one of the DCC’s major strategic partners.
- Missed opportunity to provide feedback on public transport provision in Dunedin, which is relevant to the DCC’s strategic and operational work.

NEXT STEPS

- 15 If Council approves this submission, the submission, with any amendments, will be finalised and submitted to ORC by 2 May 2025.
- 16 If DCC wishes to speak to the submission, hearings will be held in May, and the Mayor or his delegate will attend.
- 17 DCC staff will continue working collaboratively with ORC staff on public transport in Dunedin.

Signatories

Author:	Abbey Chamberlain - Senior Transport Planner
Authoriser:	David Ward - General Manager, 3 Waters and Transition

	Jeanine Benson - Group Manager Transport
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Attachments

	Title	Page
↓A	Draft DCC Submission on RPTP	23
↓B	RPTP Summary Document	26

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision enables democratic local decision making and action by, and on behalf of communities.
This decision promotes the social well-being of communities in the present and for the future.
This decision promotes the economic well-being of communities in the present and for the future.
This decision promotes the environmental well-being of communities in the present and for the future.
This decision promotes the cultural well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Future Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

The RPTP helps shape public transport in the city, which is an important part of the transport system. Supporting public transport enables better access for the community, and improved transport outcomes.

Māori Impact Statement

There are no known impacts for Māori as a result of DCC’s submission. ORC are engaging separately with mana whenua.

Sustainability

The RPTP helps contribute positively to sustainability goals of the city.

Zero carbon

There is likely to be no impact on DCC’s emissions as a result of this submission. The principles outlined in the Draft RPTP, and the points raised in the submission align with DCC’s Zero Carbon Implementation plan.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications.

Financial considerations

There are no financial implications for consideration.

Significance

The submission is not significant. ORC has consulted extensively on the draft document.

Engagement – external

There has been no external engagement on the submission.

SUMMARY OF CONSIDERATIONS

Engagement - internal

Feedback from Parks and Recreation Services, Events, Zero Carbon and Transport has been incorporated into the draft RPTP, and the submission.

Risks: Legal / Health and Safety etc.

There are no identified risks.

Conflict of Interest

There are no conflicts of interest.

Community Boards

There are no implications for Community Boards, however they can independently submit on the RPTP during the consultation period.

Draft DCC Submission on ORC's draft Regional Public Transport Plan 2025-2035

April 2025

RPTP Submissions
Otago Regional Council
Private Bag 1954
Dunedin 9054

Kia ora

Draft Otago Regional Public Transport Plan 2025-2035

- 1 Dunedin City Council (DCC) welcomes the opportunity to provide feedback on the draft Otago Regional Public Transport Plan (RPTP) 2025-2035. Dunedin is the largest population centre in Otago and an important destination for the wider region. Dunedin has the highest number of public transport trips in the region and is host to multiple key regional services including tertiary institutions and the largest hospital in the lower South Island.
- 2 The DCC supports the priorities and principles within the document and acknowledges the collaborative approach that the Otago Regional Council (ORC) has taken in developing the document, with DCC and the other territorial authorities across Otago.
- 3 The DCC has identified two aspects where we are seeking further consideration within the RPTP.
 - a) The DCC believes there should be greater emphasis placed on network and service planning in Dunedin, including considerations around the Bus Hub and existing transport infrastructure.
 - b) The DCC would like to see greater action and emphasis on increasing patronage, through promotion and marketing of the services.

Network and Service Planning in Dunedin

- 4 The Draft RPTP lists Dunedin as a medium-to low-growth city with a mature public transport network, and notes that any changes relating to this network will be focused on enhancing existing service areas. It is DCC's view that this commentary does not reflect the demand on the network in Dunedin or the potential for further patronage growth, and the RPTP is instead focusing on serving the growth in Central Otago.
- 5 It is DCC's view that there should be a stronger focus on network and service planning within Dunedin, addressing the challenges and limitations of the existing network, as well as opportunities for improvement.
- 6 For example, the Edgar Centre does not currently have any public transport connections but is a key hub for after school sports and activities. Lack of transport choice also restricts mode choice for parents; the need to transport others (particularly children) is a key reason why many employees drive to work.

- 7 The DCC has invested heavily in improving public transport infrastructure in recent years. To acknowledge the work undertaken and enable ongoing improvements, DCC recommends a network review be undertaken, to provide certainty about future routes and bus stops.
- a) Undertaking a network review would provide a holistic understanding of where changes should be made to benefit the community, and the efficiency of the network.
 - b) A network review could be undertaken on a route basis, making incremental changes over a longer period, rather than trying to identify all issues on the network at one time. This could be managed through the procurement process when tendering new contracts.
- 8 The DCC recommends reviewing the Dunedin Bus Hub to identify potential constraints with location or capacity, with the forecast changes presented in the RPTP. As part of reviewing the bus hub, the DCC recommends consideration of how timetable modifications may impact operations.

Promotion

- 9 The DCC notes that there are limited actions relating to promotion of the service across the region. While DCC acknowledges the challenging funding environment that currently exists, promotion of public transport is paramount in growing patronage, reducing emissions, and reducing reliance on private vehicles.
- 10 As part of promoting public transport, DCC recommends additional actions be included around collaboration with DCC. This is an important aspect of our Connecting Dunedin partnership and DCC would like to see stronger initiative from ORC working with DCC's sustainable travel team on public transport initiatives.

General Consultation Questions

Topic 1: Are we focusing on the right things in the plan?

- 11 The DCC agrees that the focus areas within the plan capture Otago's transport priorities.

Topic 2: Should we support community transport services in smaller towns and rural areas?

- 12 The DCC agrees that ORC should have a role in supporting regional community transport services.
- 13 Dunedin is a primary centre for the smaller towns and rural areas, and providing access to essential services is something important for ORC to support. Currently many people in regional centres need to access healthcare in Dunedin, but have limited transport options to do so, with most people reliant on private transport.

Topic 3: Should we increase our passenger fares?

- 14 The DCC acknowledges there is pressure from central government around Public Transport Authorities (PTAs) increasing their private share contribution.
- 15 The DCC wants to work with ORC to keep fares low, which aligns with DCC targets for lowering emissions and increasing mode shift. Fares are a key driver for mode shift, and keeping low fares helps make public transport affordable and equitable.

Topic 4: Should we charge more for longer trips?

- 16 The DCC supports ORC charging a higher fare for longer trips.
- 17 Charging a greater fare for longer distances travelled provides a greater parity for users on the network and will help reduce the cost of running the service to outlying areas. Resident of some outlying areas are disadvantaged in terms of transport options. To ensure they can still access essential services; we support continuing concessionary schemes to maintain affordability of fares.

Topic 5: Should we keep our free fares for children (5-12 years)?

- 18 The DCC supports ORC retaining free fares for children ages 5-12 years.
- 19 Enabling and promoting children to use the bus from a young age helps foster confidence with using public transport and is likely to build lifelong habits. Supporting children to travel on public transport can reduce pressure on caregivers, helping reduce reliance on private vehicles at school gates (as an example).
- 20 The DCC supports ORC standardising the concession discount for youth aged 13-18 years.

Conclusion

- 21 The DCC appreciates the opportunity to provide feedback on the draft RPTP 2025-2035. We encourage ORC to consider the points raised in this submission, to help enable the ongoing growth and success of the Dunedin Public Transport network.
- 22 The DCC looks forward to continuing its collaboration with ORC to deliver on the actions outlined in the draft RPTP.



Summary

Draft Otago Regional Public Transport Plan

2025-2035



Have your say on public transport in Otago!

Consultation period
24 March–2 May 2025

Orbus, we'll get you there

Accessible, connected, easy



1 What is the plan?

The Otago Regional Public Transport Plan (2025-2035) is a blueprint for how people move around our region.

The plan covers many public transport topics, including how we will: Improve passenger experience, **connect** communities throughout our region, **set** our bus fares, **plan** our bus routes and **fund** public transport.

Why should you care?

This plan will guide how Otago Regional Council will invest time and money into public transport for the **next ten years (2025-2035)**.

These investments will affect how people in your community get to work, school or other destinations. The choices we make impact you.

We want to make sure rates are spent efficiently so our communities have affordable and convenient public transport options.

This is especially important as our population grows and ages. If you use public transport, this plan also explores how we best charge for our services.

We need your feedback on some big decisions

- Do the plan's focus areas **capture the right priorities?**
- Should we **support non-profit community transport services** in our smaller communities?
- Should we **increase our bus fares?**
- Should passengers travelling **longer distances pay higher bus fares?**
- Should we **change our child concessions?**

These are just a few topics we're asking for feedback on, but you can **provide feedback on any part of the plan!**

Read the draft plan



Read the draft plan at orc.govt.nz/rptp (or scan the QR code) or view at your local ORC office or library.

Timeline for your feedback



2 Why does public transport in Otago matter?

It improves our quality of life

Public transport helps us commute to work or school, visit friends or go shopping in a flexible and affordable way.

It is good for the economy, the environment, and our communities

As more people use public transport, our towns will have less traffic and more productivity. They will also produce fewer carbon emissions and harmful pollutants, improving our air quality and contributing to healthier communities.

It can connect communities throughout Otago

Public transport can provide our smaller communities with better access to nearby towns and cities with key services, such as healthcare.

It can support our region's growth

As our population grows, it is crucial that we have an efficient transport system that serves our urban areas and minimises our environmental impact.

What if I don't use public transport?

Many people do not have access to public transport where they live. Other people live near public transport but it doesn't suit their needs. Others still prefer another way of getting around, like walking, cycling or driving.

While you may not use public transport, it still benefits you.

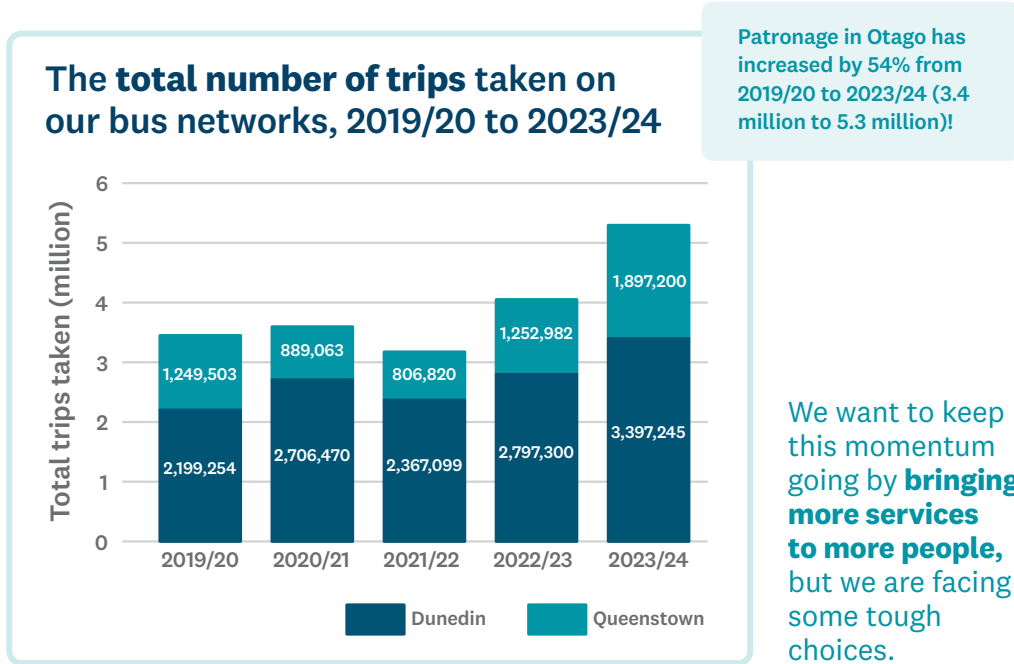
Where there is good public transport, fewer people need to drive. This means less congestion on the roads, enabling people who drive cars to travel faster and safer.

It also means we can all breathe cleaner air, free of harmful pollutants. This is especially true as we invest in more electric buses.



3 We are doing well, but we face some challenges

Otago’s public transport network is performing well. Our patronage numbers have rebounded since the Covid-19 pandemic, and more people than ever are taking public transport.



We have some tough decisions to make

We value access, transport options and the economic, health and environmental benefits that a convenient, reliable and efficient public transport system delivers for our communities.

However, recent changes in central government policy mean we are now required to recover a greater share of public transport operating costs from private sources.

In short, this means we need to **increase our revenue** from private sources (passenger fares and advertising) or **decrease our spending** on service delivery.

How will we respond?

We are committed to keeping our services convenient and affordable for everyone and will continue building on our past successes.

However, the current operating environment limits what we can do — we can’t be as ambitious as we’d like to be.

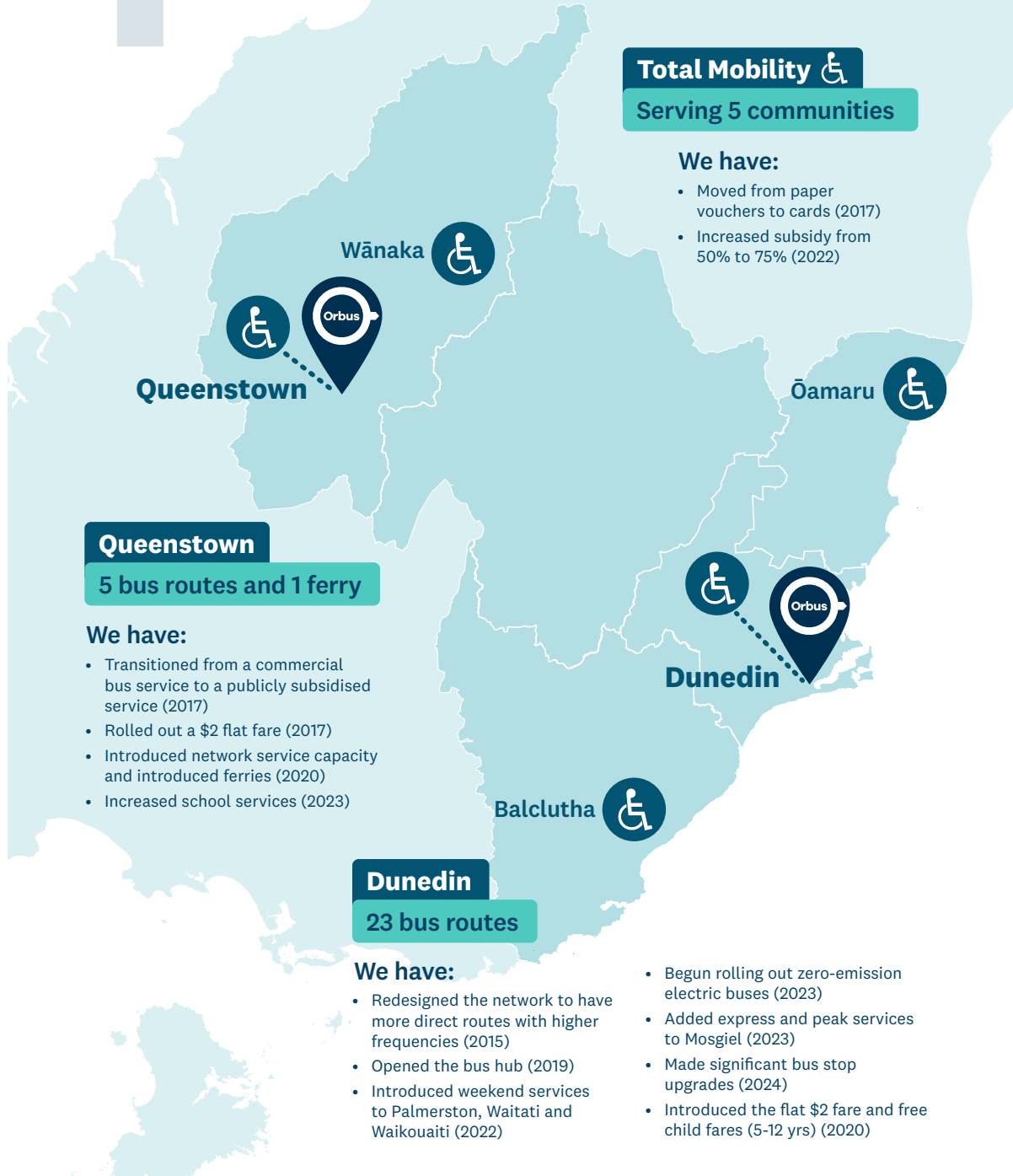
We will continue to explore public transport options for our smaller communities, including Ōamaru, Balclutha, Wānaka, Cromwell, Clyde and Alexandra.

We are also considering how much we charge (fares) for riding public transport.

4

Where are we now?

We have made significant progress improving public transport in Otago over the last 10 years.



Other key improvements throughout Otago

- Introducing the Bee Card ticketing system (2020)
- Introducing real-time bus tracking and trip planning via the Transit app (2021)
- Paying our bus drivers above Living Wage (2023)
- Providing real-time information at our bus stops (2024)

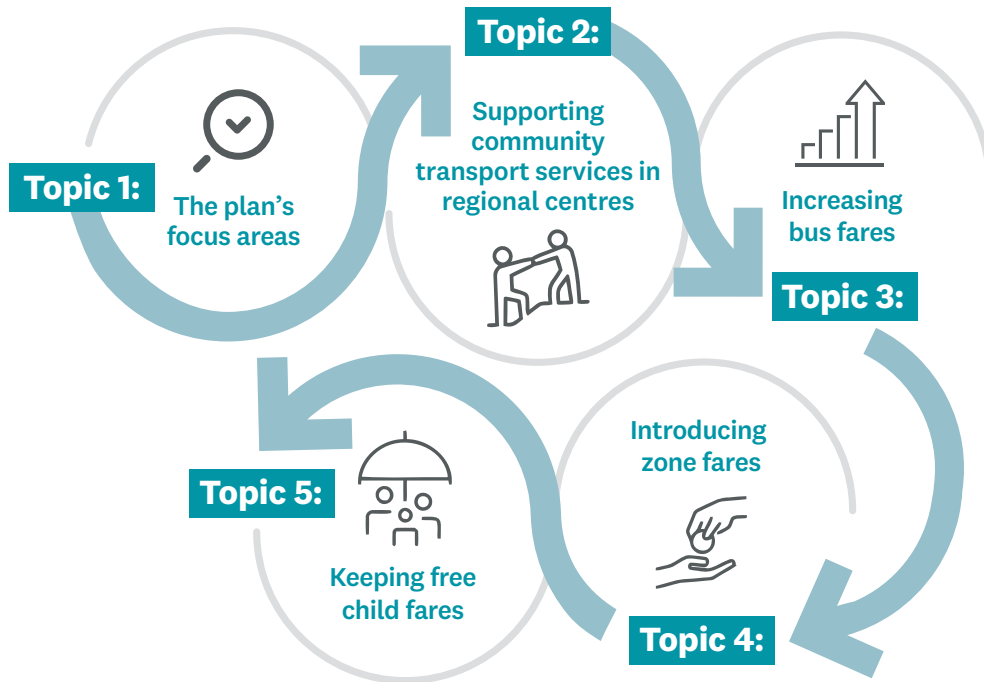
5 We have big plans for the future

Here's what we want to do in the next few years:

	Regional	Queenstown	Dunedin
Next three years	<ul style="list-style-type: none"> • Support community transport services to connect people in remote areas • Offer Total Mobility services in Alexandra 	<ul style="list-style-type: none"> • Improve frequencies toward 30 minutes or better all day on all routes • Update Stanley Street and Frankton bus hub infrastructure 	<ul style="list-style-type: none"> • Complete electrification of the bus fleet
3-10 years	<ul style="list-style-type: none"> • Establish Dunedin-Ōamaru & Dunedin-Balclutha services • Improve connections between Queenstown, Cromwell and Alexandra 	<ul style="list-style-type: none"> • Improve frequencies to 15 minutes at peak, or better, on all routes • Introduce electric buses 	<ul style="list-style-type: none"> • Improve frequencies to Shiel Hill, Ōpoho, Calton Hill, Pine Hill and Mosgiel toward 15 minutes all day
10-30 years	<ul style="list-style-type: none"> • Develop further viable public transport connections between our regional communities 	<ul style="list-style-type: none"> • Improve frequencies to 15 minutes all day, on all routes • Increase hours of service 	<ul style="list-style-type: none"> • Improve other strong routes to 15 minutes frequencies all day

6 Give us your feedback

This is where you come in. Over the next few pages, we've highlighted **five topics that we'd like your feedback on:**



We'd like to hear your thoughts on these topics, as well as any other part of the plan.

.....

Keep in mind . . .

- Our vision is that Otago has a public transport system that contributes to the accessibility and connectivity of our community, including transport-disadvantaged people, reduces congestion and supports community wellbeing aspirations.
- We believe investing in public transport is essential for our communities to thrive.
- However, the decisions we make around public transport are not easy. We need to deliver a reliable public transport system that serves

our communities while making the most of our limited resources.

This is why we want to hear from you — **to make sure your perspectives are at the forefront of the decisions we make.**

Have your say

What do you think about the draft RPTP? Provide your feedback in the submission form at the end of this document or at orc.govt.nz/rptp



Topic 1:

Are we focusing on the right things in the plan?

We have structured the plan around **five focus areas** that reflect how we want to deliver public transport services in Otago. These focus areas each have an associated objective and several key priorities.

Focus area	Objective	Key priorities
1. Passenger experience	Provide useful public transport services that respect the safety and wellbeing of passengers, particularly for transport-disadvantaged people.	<ul style="list-style-type: none"> • Deliver a high-quality customer experience by prioritising passenger access, safety and comfort • Easy access to timetable, ticketing, and real-time information • Promotion and education on how to use our services to reduce barriers to access
2. Build trust	Proactively engage with communities and organisations, including iwi, to foster trust and ensure public transport projects align with community priorities.	<ul style="list-style-type: none"> • Strong collaborative relationships with key partners in the planning and delivery of public transport • Utilise an equity-focused approach to supporting the needs of transport-disadvantaged people
3. Environmental sustainability	Invest in a public transport system that promotes positive outcomes regarding greenhouse gas emissions, pollutants and land use.	<ul style="list-style-type: none"> • Proactively support good land use policy through integration with public transport design • Support electrification of the public transport fleet
4. A connected and integrated network	Deliver a reliable and convenient public transport system that improves personal freedom and access to opportunities.	<ul style="list-style-type: none"> • Design services according to best-practice design principles • Enhance urban networks through new services and improvements to frequency and service hours • Enhance regional connectivity through trial services and community transport
5. Value for money	Provide public transport services in a manner that represents good value for money.	<ul style="list-style-type: none"> • Set fares so they are simple, fair and affordable to users, but generate sufficient revenue to maintain financial sustainability of our services • Improve financial performance by enhancing third-party revenue sources and implementing efficiencies in service delivery • Procure service contracts in a way that supports fair pricing, a competitive market, and sustainable delivery of services

Why should you care?

- Our focus areas and objectives guide our policies and the way we design, deliver and improve our public transport system. They will direct where we put our money and effort over the next 10 years.

- Do you agree that these focus areas capture Otago's public transport priorities?

More details about our focus areas can be found in Section 1.6 of the plan.



Topic 2:

Should we support community transport services in smaller towns and rural areas?

Providing public transport to Otago’s smaller towns and rural areas is challenging.

Small populations and large distances between destinations make it impractical to operate scheduled services in an affordable way.

As a result, many people in these areas are forced to drive to meet their daily needs.

But many people cannot drive due to age, income or another reason, making it difficult for them to get around, access healthcare and participate in activities they value.

Increasing regional connectivity is one of our key priorities. We would like to explore how we can better serve our regional centres by improving basic levels of connectivity within and between these areas.

Our proposal: we are considering the establishment of a subsidised community transport programme providing support for community transport services in Otago’s smaller towns and rural areas.

Community transport typically involves a Community Vehicle Trust, which is a non-profit charitable trust that relies on local volunteers to drive people where they want to go.

These trusts are governed by a local board of trustees and funded by donors. Regional councils in Canterbury and Waikato currently support Community Vehicle Trusts. There are several Community Vehicle Trusts in Otago already, but they do not receive financial assistance from ORC.

Why do we think this is a good idea?

Community transport is an equitable transport solution that allows people to maintain their independence by enabling them to travel without relying on family and friends.

It also helps bring people to social events, reducing social isolation and creating more connected communities in the process.

It is also a cost-effective transport option because it is run by volunteers and typically uses inexpensive vehicles, like cars or vans.

Why should you care?

A willing community is essential for community transport programmes to succeed. We would like to provide resources and financial support to help our communities set up and administer community transport, but community volunteers are the backbone of community transport.

The most important thing to consider is the value of a potential community transport service to your community.

Further, community transport programmes may pave the way to scheduled public transport services in the future. **More details about community transport can be found in Section 2.8 of the plan.**



We're under pressure to achieve private share targets

Central government has made policy changes requiring councils across the country to increase the proportion of public transport operating costs that are funded by private sources, such as passenger fares and advertising revenue. This is known as private share.

Otago Regional Council must now work towards achieving private share targets by **increasing our revenue** from private sources, **decreasing our spending** on service delivery, or a combination of these.

Some ways we can do this are to increase the number of people taking public transport, raising passenger fares, changing our

concessions, cutting existing bus service levels or increasing advertising on buses.

We are committed to keeping our services convenient and affordable for everyone. This means meeting these private share targets will require careful management and some tough choices.

Topics 3, 4 and 5 on the following pages outline some changes we are considering for our Dunedin and Queenstown bus networks to achieve our private share targets. **For more information about 'private share' targets, see Appendix I of the plan.**



Topic 3:

Should we increase our passenger fares?

We want fares to be low enough for public transport to be affordable and accessible for everyone.

We also need to set fares at a price that enables us to generate enough revenue to maintain and upgrade our services.

More revenue typically means our bus services are more frequent, cover a wider area and provide our passengers with a better experience.

The \$2 fares in Dunedin and Queenstown have encouraged more people to use public transport more often.

However, as the government expects us to cover a greater proportion of operating costs, we need to consider raising passenger fares.

Things to consider — raising fares will:

- likely mean that some people will choose to drive, walk or cycle rather than take public transport
- likely mean that some people will not be able to get out because they cannot afford the bus and have no other way of getting around
- increase revenue in the short term, but the potential loss of patronage may reduce future revenue.

Our proposal: we are considering increasing the base fare for adult Bee Card passengers from \$2 to \$2.50. This would effectively increase bus fares for all passengers using Bee Cards by 25%.

Have your say

What do you think about the draft RPTP? Provide your feedback in the submission form at the end of this document or at orc.govt.nz/rptp



Summary Draft Otago Regional Public Transport Plan 2025-2035 | 13



Topic 4:

Should we charge more for longer trips?

Bus passengers currently pay a flat fare for all trips, regardless of how far they travel. But not all trips cost the same amount of money to operate. For example, the bus travelling 50 kilometres from Palmerston to Dunedin costs more to operate than a bus travelling a short distance within Dunedin.

We used to have a zone fare system before introducing the flat \$2 fare. Zone fares are currently used in Auckland, Hamilton and Wellington. **Should we change our fare structure to a zone fare system so different zones can have different fares?**

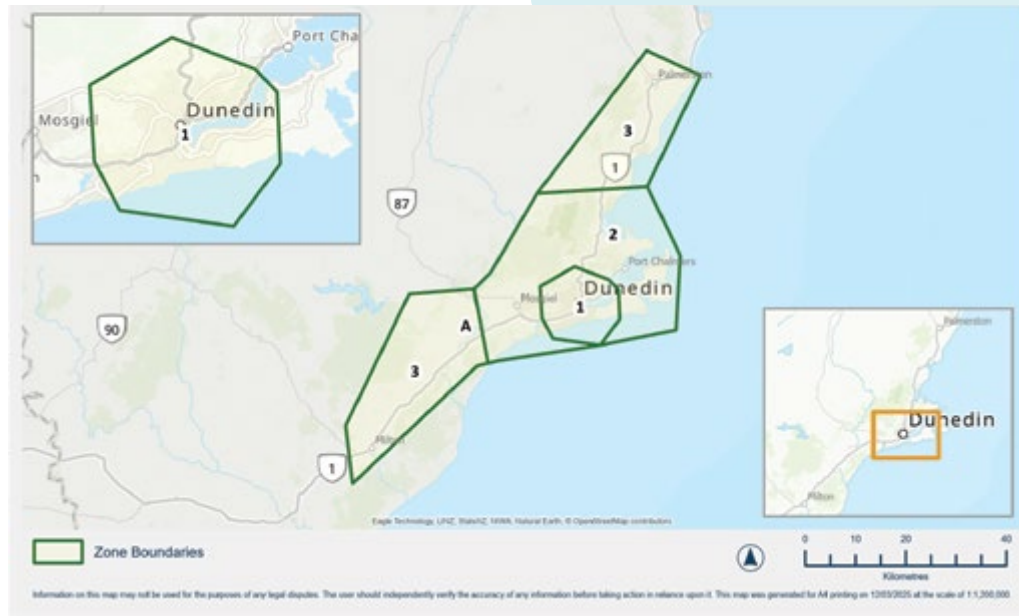
Our proposal: we are considering introducing a zone fare system to our bus networks in Dunedin and Queenstown. Under this system, passengers travelling further distances across multiple zones will pay a higher fare than those travelling short distances within one zone.

Why should you care?

A zone fare system will allow us to charge more for longer trips. This helps distribute the cost of services more equitably across passengers. Bee Card users will still enjoy a seamless experience and will automatically be charged the correct fare when tagging off. The maps below show our proposed zones. These zones are simpler and easier to understand than the zones used in Dunedin before 2020. They have also been designed to include potential future services.

Proposed zone boundaries – Dunedin

- Zone 1:** Dunedin City, Macandrew Bay, Green Island, Abbotsford
- Zone 2:** Fairfield, Mosgiel, Brighton, Broad Bay, Portobello, Harington Point, Waitati, Warrington
- Zone 3:** Karitāne, Waikouaiti, Palmerston, Waiholā, Milton
- Airport Zone:** Dunedin Airport



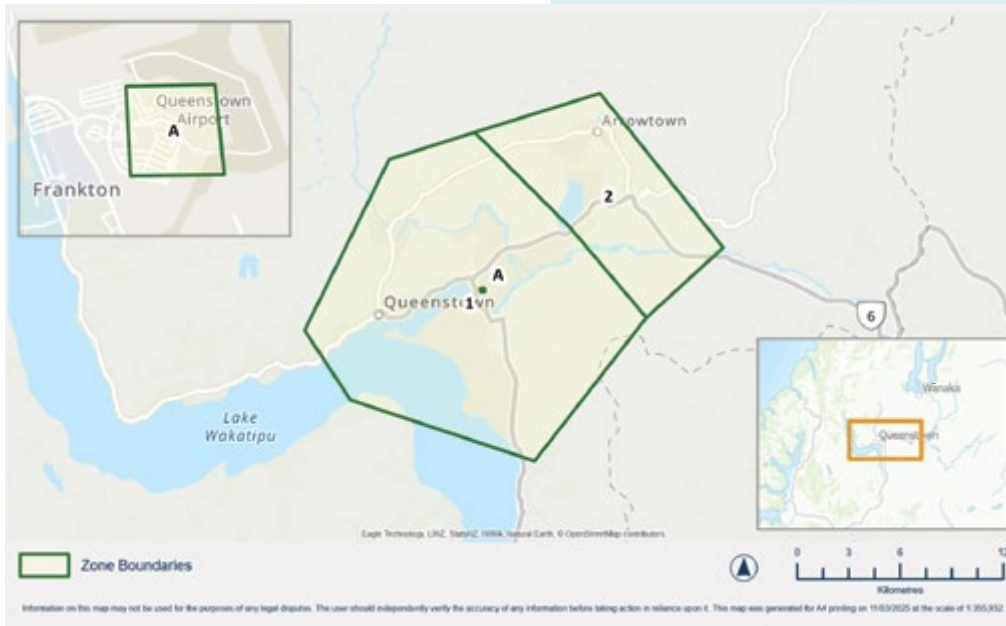


Zone 1: Queenstown town centre, Sunshine Bay, Arthurs Point, Kelvin Heights, Jack’s Point, Frankton, Lake Hayes Estate

Zone 2: Arrowtown, Arrow Junction, Gibbston

Airport Zone: Queenstown Airport

Proposed zone boundaries
— **Queenstown**



Have your say

What do you think about the draft RPTP? Provide your feedback in the submission form at the end of this document or at orc.govt.nz/rptp



Topic 5:

Should we keep our free fares for children (5-12 years)?

We use concessions to provide discounted fares for children. Currently Council subsidises 100% of the child fare (5-12 years).

Youth passengers (13-18 years) also receive discounted fares in Dunedin and Queenstown, but currently these are at different rates.

Our proposal: retain free fares (100% discount) for children (5-12 years). Standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks. Community Connect and SuperGold concessions will not be changed.

Why should you care?

Children have few travel options. Retaining free fares for children and discounted fares for youth helps keep public transport affordable for families. It may also encourage our younger people to ride the bus more in the future.

Having the same youth concession in both Dunedin and Queenstown keeps it fair and easy to understand.

The table below shows the current and proposed child and youth concessions and fares.

Please note that these figures are subject to change based on this consultation and Council decisions.

Retaining free fares for children will keep public transport affordable for families, but it means we might have to use other options to increase our revenue and meet our private share targets.

	Current Adult Bee Card \$2	Proposed Adult Bee Card \$2.50
Infant (under 5 years)	Free	Free
Child (5-12 years)	Free (100% discount)	Free (100% discount)
Youth (13-18 years)	Dunedin: \$1.20 (40% discount) Queenstown: \$1.50 (25% discount)	Dunedin: \$1.50 (40% discount) Queenstown: \$1.50 (40% discount)

7

We're coming to a community near you

Do you have questions or feedback you'd like to speak to us about?

Come talk to us about public transport in Otago at one of our public consultation drop-in sessions. We will be easy to find and would love to hear your thoughts!

Dunedin	South Dunedin Lorne St and King Edward St intersection	Thursday, 3 April 12.30–2.30pm
	Mosgiel Library 7 Hartstonge Avenue, Mosgiel	Wednesday, 9 April 1–3pm
	Dunedin City Centre The Octagon, Dunedin	Thursday, 17 April 12–2pm
Queenstown Lakes	Queenstown Library 10 Gorge Road, Queenstown	Thursday, 3 April 12–2pm
	Queenstown Events Centre Joe O'Connell Drive, Frankton	Thursday, 3 April 4–6pm
	Wānaka Wastebusters Ballantyne Road, Wānaka	Friday, 4 April 10.30am–12.30pm
Central Otago	Alexandra Public Library 43 Tarbert Street, Alexandra	Wednesday, 2 April 12–1pm
	Cromwell Primary School 61 Molyneux Avenue, Cromwell	Wednesday, 2 April 2.30–3.30pm
Clutha	Balclutha Public lot at 50 Clyde St, Balclutha	Tuesday, 25 March 2–4pm
Waitaki	Ōamaru Library 62 Thames Street, Ōamaru	Thursday, 10 April 11.30am–1.30pm
	Ōamaru Hospital 8 Steward Street, Ōamaru	Thursday, 10 April 2–3pm

Get your feedback in by 2 May 2025

How you can make an RPTP submission

We encourage you to make a submission on any part of this plan. Please use one of the following ways to share your thoughts.

Online

Use the online form at orc.govt.nz/rptp

By email

Email your submission to transport.submissions@orc.govt.nz with RPTP submission in the subject line. Please include your name and address.

By post

Post your hard copy submission to the address below:

**RPTP Consultation
Otago Regional Council
Private Bag 1954
Dunedin 9054.**

In person

Visit one of our service centres to drop off your submission:

Dunedin
Level 2, Philip Laing House,
144 Rattray Street, Dunedin
Queenstown
Level 1, Terrace Junction,
1092 Frankton Road, Queenstown

Need help?

Please email us at transport.submissions@orc.govt.nz or call us at **0800 474 082** if you need help with your submission.

We are not able to accept your submission without a name and address. However, you can indicate in your submission if you do not wish your name and address to be made public.

“Have your voice heard, make a submission.”



Draft Regional Public Transport Plan 2025-2035 Feedback Form



Orbus, we'll get you there
Accessible, connected, easy

Use this form to give us your feedback or share your thoughts.

Provide your feedback to us by **Friday, 2 May 2025**.

Need more room? You can attach additional pages to support your submission.

Your submission: Please note that all submissions are public documents and will be available on Council's website. Please be mindful of this and avoid revealing anything that makes you or anyone else identifiable. (Refer to our privacy policy below).

* denotes mandatory question

Privacy Statement:

When you make a submission to Council on our Draft Regional Public Transport Plan we collect personal information within it.

Providing some information is optional. However, if you choose not to provide an email address, then we will not be able to contact you by email regarding your submission.

The information you provide will be held by Council in accordance with the Privacy Act 2020.

Submissions and or information in submissions will be made available by Council as part of the Regional Public Transport Plan process, it may also be disclosed to people and organisations who request official information under the Local Government Official Information and Meetings Act 1987.

Please consider the implications of this when you make a submission, and please do not to provide any personal or identifying information, about you or another individual, in the body of your submission.

For further information please refer to Council's website for our Privacy Ts&Cs and our Customer Privacy Policy: orc.govt.nz/privacy

Your contact details

This information will be publicly visible as part of your submission.

Name:* _____

Organisation: _____

This information will NOT be publicly visible as part of your submission.

Email address: _____

Phone number: _____

Postal address: _____

Do you wish to speak to your submission at a public hearing?*

Yes No

If you choose 'yes', please make sure you have provided your contact details (email and/or phone number) so we can be in touch to arrange a time. Hearings can be in person or online. Hearings will be livestreamed.

Topic 2: Should we support community transport services in smaller towns and rural areas?

Increasing regional connectivity is one of our key priorities. We would like to explore how we can better serve our regional centres by improving basic levels of connectivity within and between these areas.

Community transport is an equitable transport solution that allows people to maintain their independence by enabling them to travel without relying on family and friends. It is also a cost-effective transport option because it is run by volunteers and typically uses inexpensive vehicles, like cars or vans.

Further, community transport programmes may pave the way to scheduled public transport services in the future.

Our proposal: we are considering the establishment of a subsidised community transport programme providing support for transport services in Otago’s smaller towns and rural areas.

Do you agree with ORC having a role in supporting community transport services?

Yes No

Tell us more: (250 words maximum)

Are there other initiatives or programmes that you think Council should be considering?

Yes No

Tell us more: (250 words maximum)

Topic 5: Should we keep our free fares for children (5-12)?

Children have few travel options. Currently Council subsidises 100% of the child fare (5-12 years). Youth passengers (13-18 years) also receive discounted fares in Dunedin and Queenstown, but currently these are at different rates.

Retaining free fares for children and discounted fares for youth helps keep public transport affordable for families. It may also encourage our younger people to ride the bus more in the future.

Having the same youth concession in both Dunedin and Queenstown keeps it fair and easy to understand.

Our proposal:

- a. Retain free fares (100% discount) for children (5-12 years) **and**
- b. Standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks. For example, if the adult fare is \$2, youth pay \$1.20, or if the adult fare is \$2.50, youth pay \$1.50.

Should Council retain free fares (100% discount) for children (5-12 years)?

Yes No

Tell us more: (250 words maximum)

Should Council standardise our concession discount for youth (13-18 years) to 40% across both the Dunedin and Queenstown networks?

Yes No

Tell us more: (250 words maximum)

Any other comments?

Do you have any other comments or ideas on the topics discussed in the Draft Regional Public Transport Plan?

Demographics (optional section)

This information will NOT be publicly accessible and is only being collected for internal data purposes.

Do you mainly reside in Otago?

- Yes No

Which area in Otago do you normally reside (town/city and suburb)?

Are you an ORC rate payer?

- Yes No

What is your age?

- Under 18 years
 18 to 24 years
 25 to 49 years
 50 to 64 years
 Over 65 years

How often do you use public transport? (tick one)

- Almost every day
 A few times a week
 A few times a month
 A few times a year
 Never

How did you hear about this update to the plan? (tick all that apply)

- | | |
|--|---|
| <input type="radio"/> Social media advertisement | <input type="radio"/> Off-bus screen |
| <input type="radio"/> ORC website | <input type="radio"/> ORC staff |
| <input type="radio"/> Radio | <input type="radio"/> Newsletter: (On Board With Orbus
or Te Mātāpuna) |
| <input type="radio"/> Newspaper | <input type="radio"/> Paper leaflet |
| <input type="radio"/> Poster (on the bus) | <input type="radio"/> Word of mouth |
| <input type="radio"/> Poster (off the bus) | <input type="radio"/> Other |

Need help?

Please email us at transport.submissions@orc.govt.nz or call us at **0800 474 082** if you need help with your submission.

Thank you for taking part in our draft regional transport plan feedback.

Provide your feedback to us by **Friday, 2 May 2025**.

You can drop this form in to 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.

DCC EMISSIONS MANAGEMENT AND REDUCTION PLAN & ZERO CARBON IMPLEMENTATION PLAN 2024/25 - Q1/2 REPORTING

Department: Sustainability Group

EXECUTIVE SUMMARY

- 22 This report presents for Council:
- b) DCC's organisational emissions (for sources with data available) for the period July 2024 – December 2024 (Q1/2), and
 - c) progress reporting for actions in the DCC Emissions Management and Reduction Plan and Zero Carbon implementation plan 2024/25 over the same period.
- 23 DCC emissions reporting for the period is based on preliminary data and excludes a number of emissions sources that are monitored on an annual basis. It is a provisional snapshot of trends for the sources reported, rather than a complete and final picture of DCC emissions for the period.
- 24 Overall, the provisional data suggests DCC emissions from the sources included are 33% lower than the same period in baseline year, and 6% higher than the same period last year.
- 25 Q1/2 progress on actions in the Zero Carbon implementation plan 2024/25 and the EMRP is separately assessed and presented, to enable progress at each scale to be separately considered by Council.
- 26 Progress on each action in both plans has been assessed with reference to anticipated delivery timeframes at time of Zero Carbon Plan and/or EMRP adoption.
- 27 Overall, 72% of Zero Carbon implementation plan 2024/25 actions, and 51% of commenced EMRP actions, are on track to deliver emissions reduction objectives and be completed as scheduled. For most other actions anticipated emissions reductions are still likely to be fully or partially realised, albeit on a slower track.
- 28 Common reasons for projects that are subject to delays, scope contractions or discontinuation include Council activity/decisions, Government policy change, changes in other stakeholders' priorities/timelines and resource or capacity pressures.

RECOMMENDATIONS

That the Council:

- a) **Notes** DCC's Q1/2 2024/25 organisational emissions, and

- b) **Notes** the Q1/2 2024/25 reporting for the DCC Emissions Management and Reduction Plan, and the Zero Carbon implementation plan 2024/25.

BACKGROUND

The DCC's Zero Carbon Policy directs that the organisation measure and aim to reduce emissions at two scales

- 29 In July 2022 Council adopted the Zero Carbon Policy (CNL/2022/049). The Policy formalises DCC's intention to pursue emissions reduction at two scales – organisational (DCC emissions), and Dunedin-wide (city emissions).
- 30 As most of the DCC's activities occur within the Dunedin boundary, there is overlap between DCC and city emissions. However, the key emissions sources, profile, and quantity of emissions differ significantly between the DCC and city scales.
- 31 This report provides reporting on:
- a) **DCC emissions** for Q1/Q2 2024/25 and
 - b) Progress on **actions to address both DCC and city emissions** over the same period.

The Zero Carbon implementation plan 2024/25 set outs DCC actions to reduce Dunedin's emissions

- 32 Council resolutions over several years led to the development of a draft Zero Carbon Plan 2030 (the Plan). The Plan was adopted in September 2023 (CNL/2023/210).
- 33 The Plan sets out the overall shifts Dunedin will need to make to become a Zero Carbon city, and within that, action areas for the Dunedin City Council. Achieving the city's targets will involve a wide range of government, community and business stakeholders: DCC leadership is essential, but partnerships and community activation are also critical to success.
- 34 A Zero Carbon implementation plan for the 2024/25 financial year was noted by Council in October 2024 (CNL/2024/194). This comprised of actions that could be progressed within existing budgets only (i.e. a subset of the indicative action list presented to Council at time of Zero Carbon Plan adoption in 2023).

DCC emissions are monitored and reported using a standard organisational methodology

- 35 DCC's Zero Carbon Policy states that 'the DCC will monitor, measure, report, manage, verify and publicly report DCC emissions on a regular basis in line with the requirements of ISO 14064'.
- 36 The scope of the DCC emissions managed and reported on are determined using the 'operational control' methodology. This includes activities undertaken by DCC staff (such as driving fleet cars, electricity usage) and emissions from DCC assets or services (such as LPG burnt at DCC pools, landfill gas from Green Island Landfill). It also includes emissions generated by significant suppliers undertaking work on behalf of the DCC, and emissions associated with some goods/consumables used in the course of DCC activity (e.g. chemicals for water treatment).

The DCC's Emissions Management and Reduction Plan 2024-2031 sets out DCC emissions reduction targets and actions to reduce DCC emissions

- 37 The DCC maintains an Emissions Management and Reduction Plan (EMRP) which sets organisational targets and lays out how DCC intends to reduce emissions (actions for the period required to achieve targets). The DCC also produces an annual Inventory Management Report (IMR), which reports on the organisation's annual emissions, along with progress against EMRP actions.
- 38 In June 2024, the Executive Leadership Team (ELT) adopted DCC's EMRP for 2023/24 - 2030/31. Council noted the DCC's EMRP at its 31 July 2024 meeting (CNL/2024/133).
- 39 The DCC's 'baseline year' (the year against which progress is measured) is 2018/19¹. The DCC's organisational emissions reduction targets (as set out in the EMRP) are relative to baseline and are as follows:
- b) a 2026/27 interim emissions target of a 30% reduction in annual tCO₂e emissions compared with baseline year; and
 - c) a 2030/31 target of a 42% reduction in emissions compared with baseline year.
- 40 Because DCC emissions sources usually form part of the city's emissions, there is a high degree of integration and overlap between the Zero Carbon Plan and the EMRP, with 90% of EMRP actions also reflected in the Zero Carbon Plan.
- 41 For example, waste entering Green Island landfill is a source of approximately 4% of Dunedin's emissions. Because the DCC owns and manages Green Island landfill waste to landfill is also the DCC's largest emissions source. Zero Carbon Plan actions to reduce the city's waste are mirrored in the EMRP because they will also directly reduce DCC emissions.

The DCC has made progress on organisational emissions reduction, but sustained effort will be required to meet EMRP targets

- 42 Emissions modelling completed in early 2024 estimated that completion of all EMRP projects would deliver a 38% reduction in emissions to 2030/31.
- 43 Data for the 2023/24 financial year shows DCC achieved a 29.75% reduction in overall emissions compared to 2018/19. This reduction represented significant progress towards the 2026/27 interim emissions target, with the DCC falling only 208 tCO₂e short of achieving it in 2023/24.
- 44 Modelling is currently being updated to reflect draft 9 year plan decisions and other changes in context, with the results due to be reported back to Council in May 2025.

Adherence to the EMRP is a condition of participation in the Local Government Financing Agency's (LGFA) Climate Action Loans programme

- 45 The DCC's Zero Carbon Policy EMRP and annual Inventory Management Report are submitted to the Local Government Financing Agency's (LGFA) Climate Action Loans programme to enable borrowing at a discounted rate. Remaining on track to achieve EMRP targets (and demonstrating

¹ For some emissions sources the reporting methodology has changed since 2018/19, or data is unavailable due to the emissions source being recently added to the inventory. Where this is the case, the earliest data available has been assumed to represent baseline.

this through annual and more in-depth three-yearly LGFA reviews) is a prerequisite to maintaining access to the programme.

DISCUSSION

Provisional DCC emissions data Q1/Q2 2024/25

- 46 Attachment A presents a summary of DCC's emissions (for sources with data available) over the first two quarters of 2024/25 financial year, broken down by emissions source. Where possible, performance is compared with the same period in both the baseline year and the 2023/24 financial year.
- 47 This reporting is based on preliminary data and excludes a number of emissions sources that are monitored on an annual basis. Ministry for the Environment (MfE) emissions factors have been used – once 2025 factors are released, these will be applied and are likely to materially change results for some emissions sources (e.g. electricity consumption). The data presented is therefore a provisional snapshot of trends for the sources reported, rather than a complete and final picture of DCC emissions for the period.

Summary of emissions trends from sources included

- 48 Overall, the provisional data suggests DCC emissions from the sources included are:
- a) 33% lower than the same period in baseline year²
 - b) 6% higher than the same period last year
- 49 Significant sources that are trending down relative to baseline, and either down or very similar relative the same period in 2023/24 include:
- a) **Waste to Landfill** emissions (57% lower than in 2019/20; 1.3% down compared with same period 2023/24). An expanded kerbside collection service began on 1 July 2024, including offering weekly organics collection and a switch from rubbish bags to red wheelie bins for general waste. This change in kerbside service increased the number of households using DCC kerbside waste collections, with a 3% increase in the tonnage of waste to Green Island landfill in July to December 2024 compared with July to December 2023. Despite a higher tonnage received at the landfill in 2024/25 compared to the same period in 2023/24, improved collection and destruction of landfill gas resulted in lower emissions in the first six months of this reporting period.
 - b) **Closed landfill** emissions (22% lower than 2019/20; 5.6% down compared with the same period 2023/24). Emissions from closed landfills will continue to reduce without active intervention.
 - c) **Stationary diesel** emissions (12% lower than 2018/19; 1.5% down compared with the same period 2023/24). Ongoing optimisation of the incinerator at the Tahuna wastewater treatment plant resulted in less stationary diesel consumption in the first six months of the 2024/25 reporting period. This was somewhat offset by a greater number of wet

² 2018/19, unless otherwise stated

weather events triggering use of diesel-powered pumps elsewhere in the 3 Waters network, relative to the 2023/24 year.

- d) Emissions from **electricity consumption** (43% lower than in 2018/19; 1.2% up compared with the same period 2023/24). Emissions from this source are a function of DCC electricity usage and the proportion of renewables in the national grid – results will change once MfE emissions factors are updated. Electricity usage is slightly up on the same period last year, and 24% lower than baseline.
- 50 More minor sources that are also trending down relative to both baseline and the same period in 2023/24 include:
- a) **Air travel** emissions (75% lower than 2018/19; 53% down compared with the same period 2023/24).
 - b) **Private car use** emissions (51% lower than 2018/19; 55% down compared with the same period 2023/24).
 - c) Emissions from **hotel stays, taxis and rental cars** (11% lower than 2020/21; 35% down compared with the same period 2023/24).
- 51 Significant sources that are increasing or remain materially higher than in baseline year include:
- a) **Stationary LPG** emissions (42% higher than in 2018/19; 5.7% up compared with the same period 2023/24). Key drivers for the variance relative to Q1/2 2023/24 include the heat recovery system at Moana Pool being offline for a portion of Q1 2024/25 as well as an increased demand for cremations.
 - b) Emissions from the **biological treatment of wastewater** (not comparable with 2019/20 baseline due to a change in methodology; 4.4% down compared with the same period 2023/24). The methodology used to account for emissions changed in 2023/24 leading to an overall increase compared to the same period in the baseline year (more accurate time series data). Recently, staff identified some data relating to the amount of sludge removed from wastewater during the treatment process was missing from the calculations in 2023/24. This led to a relative decrease in emissions for 2023/24 once this data was backfilled.
 - c) Emissions from activity undertaken by **major suppliers** (18% higher than in 2021/22; 19% up compared with the same period 2023/24). The main causes of this increase are significantly higher emissions associated with kerbside waste, recycling and organics collections (in part due to the short-term requirement to truck organics to Timaru), and an increase in roading maintenance emissions compared with 2023/24.
- 52 Other minor emissions sources are trending as follows:
- a) Emissions from **diesel fleet fuel** (11% higher than in 2018/19; 5.2% up compared with the same period 2023/24)
 - b) Emissions from **petrol fleet fuel** (47% lower than in 2018/19; 6.3% up compared with the same period 2023/24)

Additions to the DCC's emissions inventory

- 53 Two new emissions sources have been introduced into reporting during the period:
- a) The addition of emissions from **composting** reflects the introduction of the DCC’s kerbside food and garden collection service, which since 1 July 2024 is being composted at a Timaru facility. While there are some emissions associated with composting food and garden waste, these are significantly lower than if the same material was deposited in landfill, and ensures the organic material can be beneficially re-used. The emissions associated with trucking this material from Dunedin to Timaru are reported in the Major Suppliers emissions.
 - b) The addition of emissions from **biomass** recognises that with the opening of Te Puna o Whakaehu Mosgiel Pool, this emissions source has become more significant in the DCC’s inventory (previously having only been used at the Botanic Gardens). Both sites are now reporting consumption data.

Overall approach to progress reporting for actions to reduce emissions

- 54 Due to the considerable overlap between actions in the Zero Carbon implementation plan 2024/25 and the EMRP, 6 month reporting for both plans been developed in tandem. However, in this section progress on each plan is separately assessed and presented, to enable progress at each scale to be separately considered by Council.
- 55 Each action in both plans has been assessed using the following RAG criteria (applied with reference to anticipated delivery timeframes at time of Zero Carbon Plan and/or EMRP adoption):

Green	Amber	Red
Project is on track to deliver any emissions reduction objectives, and to be completed as scheduled.	Project is not on track to meet emissions reduction objectives, and/or project is subject to minor delays or reduction in scope.	Emissions are likely to be significantly higher than predicted for this project, and/or project is subject to major delays or reduction in scope.

- 56 Where emissions reductions from a project are now considered unlikely to be realised by 2030/31 (the target year at both scales), it is reported as red.

Progress against the Zero Carbon implementation plan 2024/25

- 57 The Zero Carbon Plan implementation plan 2024/25 includes 104 actions, split across Specific Timebound Projects (57 actions) and BAU (47 actions). Most actions were planned to span several years, but all were anticipated to be at least partially progressed within 2024/25.
- 58 The implementation plan included 13 actions classified as ‘priority actions’ in the Zero Carbon Plan due to these having relatively higher potential to contribute to emissions reduction than other projects under the relevant action area. Priority actions in the 2024/25 implementation plan include:
- a) Improving Green Island gas capture
 - b) Working with community, business partners on resource recovery and circular economy

- c) Building Zero Carbon considerations into the Economic Development Strategy and implementation of the Destination Management Plan
- d) Facilitating car share, and development of a Parking Management Policy
- e) Implementing the Zero Carbon Policy and procurement approach
- f) Working with partners, including the ORC, DCHL companies, and the Zero Carbon Alliance.

59 Appendix B sets out the status and provides commentary on all Zero Carbon implementation plan 2024/25 actions, split into ‘Specific Time-bound Projects’ and ‘BAU actions’ in line Zero Carbon Plan Advisory Panel direction. Within each, actions are presented by Zero Carbon Plan action area. The status is assessed based on the criteria set out in paragraph 55, above.

60 Overall, 75 actions (72%) are rated as green, 24 (23%) as amber and 5 (5%) as red. Proportionately more BAU actions meet green criteria, as follows:

	Green	Amber	Red
Specific Time-bound Projects	37 (65%)	16 (28%)	4 (7%)
BAU actions	38 (81%)	8 (17%)	1 (2%)

Progress against the EMRP 2024-2031

- 61 The EMRP includes 76 actions³. Most actions were planned to span several years. Some were completed in 2023/24, and some are not scheduled to commence until 2025/26 or beyond, however the majority were anticipated to be at least partially progressed within 2024/25.
- 62 Attachment C sets out the status and provides commentary on the actions linked to the DCC Emissions Management and Reduction Plan. The status is assessed based on the criteria set out in paragraph 55, above.
- 63 9 actions have not yet commenced. Of the 67 that have, 34 (51%) actions are rated as green, 27 (40%) as amber and 6 (9%) as red.

Commentary on actions subject to delays or scope contractions

- 64 Amber/red ratings generally reflect actions slowing, changing or stopping (either temporarily or permanently) due to:
 - Council activity/decisions (e.g. draft 9 year plan decisions, Grants Review)
 - Government policy changes (e.g. new Government Policy Statement Land Transport)
 - Changes in other stakeholders’ priorities/timelines (e.g. delays to the Land & Water Plan, ZCA work programme priorities)

³ The original EMRP included 81 actions. Similar actions have been consolidated for reporting purposes.

- Resource or capacity pressures (e.g. insufficient staff resource, other work programme priorities, insufficient funding to realise the original scope)

65 In most cases, anticipated emissions reductions are still likely to be fully or partially realised, albeit on a slower track.

OPTIONS

66 As this report is for noting only, there are no options.

NEXT STEPS

Full year reporting

67 DCC's full year organisational emissions will be independently audited and presented to Council in the annual Inventory Management Report in late 2025. A full year report on the Zero Carbon implementation plan 2024/25 will be presented to Council at the same time.

EMRP implementation

68 A report is being prepared for May Council updating both Zero Carbon Plan (Dunedin) and EMRP (DCC) emissions modelling to reflect Council decisions on the draft 9 year plan and other changes in context.

69 The EMRP and Zero Carbon Plan implementation plans for 2025/26 onwards are subject to Council decisions on the upcoming 9 Year Plan. Both will be finalised following decisions of Council on the final shape of the 9 year plan.

Signatories

Author:	Carsten Dortans - Senior Policy Analyst - Zero Carbon Rory McLean - Senior Policy Analyst Jinty MacTavish - Principal Policy Advisor Sustainability
Authoriser:	Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	DCC emissions report - Q1/2 24/25	65
↓B	Zero Carbon implementation plan 2024/25 Q1/2 update	67
↓C	Emissions Management and Reduction Plan Q1/2 update	79

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

Implementation of the Zero Carbon Plan and EMRP promotes the social, economic and environmental wellbeing of communities in the present and for the future, by facilitating the transition to a low carbon economy.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
3 Waters Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Future Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

Zero Carbon Plan, DCC Emissions Management and Reduction Plan, Zero Carbon Policy

Māori Impact Statement

A critical Treaty of Waitangi analysis was prepared previously as part of the Zero Carbon work programme. This indicated that, in general, taking action to reduce emissions is aligned with Treaty of Waitangi obligations because a wide range of taonga are at risk from climate change. However, individual projects will need to consider Te Taki Haruru and incorporate mana whenua and mātāwaka inputs when delivered.

Sustainability

Climate change mitigation/emissions reduction efforts are considered key to sustainability. ‘Climate Action’ is one of the United Nation’s Sustainable Development Goals, reflecting the centrality of action on climate change to the achievement of sustainable development. Without significant cuts to emissions, climate change impacts will further accelerate, with commensurate negative impacts on the social, environmental, cultural and economic wellbeing of New Zealand communities. Conversely, actions to reduce emissions generally have significant co-benefits in terms of community wellbeing.

Zero carbon

The report presents an update on implementation of the DCC Emissions Management and Reduction Plan and the Zero Carbon Plan. The plans are designed to reduce emissions at both DCC and city scales.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications from this report for the LTP or Annual Plan.

Financial considerations

There are no financial implications.

Significance

This report is considered low significance in terms of the Council’s Significance and Engagement Policy.

SUMMARY OF CONSIDERATIONS

Engagement – external

There has been no external engagement as part of developing this report.

Engagement - internal

There has been extensive internal engagement in the preparation of this report. All lead teams have been consulted to develop the reporting status and associated commentary.

Risks: Legal / Health and Safety etc.

As stated in the report, remaining on track to achieve EMRP targets is a prerequisite to maintaining access to the Local Government Financing Authority’s Climate Action Loan programme.

Conflict of Interest

No conflicts of interest have been identified

Community Boards

No implications for Community Boards have been identified.

Attachment A: Emissions for selected DCC sources – Q1/2 24/25 compared with Q1/2 23/24

Table 1: DCC emissions for selected sources – detail

Emissions type	Emissions sub-group	Site / team	Q1-2 23/24	Q1-2 24/25	Unit of measure	Variance (%) 23/24 to 24/25
Energy	Electricity (excl. T&D losses)	Across DCC	1,035.13	1,047.24	tCO2e	1.17%
	Stationary LPG	Moana Pool	671.00	777.00	tCO2e	15.80%
		Dunedin Public Art Gallery	140.00	145.00	tCO2e	3.57%
		Andersons Bay Crematorium	80.00	89.00	tCO2e	11.25%
		Toitu Early Settlers Museum	59.00	52.00	tCO2e	-11.86%
		Caledonian Gym	39.00	-	tCO2e	-100.00%
		St Clair saltwater pool & café	7.00	7.00	tCO2e	0.00%
		Other DCC sites	289.00	288.00	tCO2e	-0.35%
	Stationary diesel	Tahuna WWTP	308.70	255.40	tCO2e	-17.27%
		Mosgiel WWTP	26.00	49.30	tCO2e	89.62%
		Southern WTP	0.60	-	tCO2e	-100.00%
		Green Island WWTP	1.10	0.40	tCO2e	-63.64%
		Musselburgh WW plant	-	26.28	tCO2e	100.00%
		Botanic Gardens	-	-	tCO2e	0.00%
	Biomass	Mosgiel Pool	-	69.51	tCO2e	100.00%
Botanic Gardens		-	18.36	tCO2e	100.00%	
Fleet Fuel	Petrol	Three Waters	3.18	3.07	tCO2e	-3.46%
		PARS	4.07	2.59	tCO2e	-36.36%
		Building Services	16.55	16.94	tCO2e	2.36%
		Other DCC departments	16.18	19.89	tCO2e	22.93%
	Diesel	Three Waters	125.53	128.98	tCO2e	2.75%
		PARS	1.96	4.13	tCO2e	110.71%
		Building Services	4.44	3.14	tCO2e	-29.28%
		Other DCC departments	41.26	45.87	tCO2e	11.17%
Waste and Wastewater	Waste to landfill	Green Island	11,065.00	10,926.42	tCO2e	-1.25%
	Wastewater Treatment Plants ¹	Tahuna	2,818.90	2,769.15	tCO2e	-1.76%
		Green Island	1,821.92	1,653.90	tCO2e	-9.22%
		Mosgiel	406.39	395.65	tCO2e	-2.64%
		Waikouaiti	100.08	100.08	tCO2e	0.00%
		Warrington	26.69	26.69	tCO2e	0.00%
		Middlemarch	11.22	11.22	tCO2e	0.00%
		Seacliff	1.07	1.07	tCO2e	0.00%
	Closed landfill emissions	Various	3,992.00	3,769.00	tCO2e	-5.59%
Composting	Timaru	-	1,445.14	tCO2e	100.00%	
Business Travel	Air travel	Across DCC	82.10	38.50	tCO2e	-53.11%
	Private car use	Across DCC	11.60	5.20	tCO2e	-55.17%
	Hotel stays, taxis, rental cars	Across DCC	2.60	1.70	tCO2e	-34.62%
Other	Major Suppliers ²	Various	2,549.51	3,043.48	tCO2e	19.38%
TOTAL³			25,758.77	27,236.29	tCO2e	5.74%

¹ Following reconciliation of data, emissions from wastewater treatment for Q1-2 2023/24 are 8.7% lower than previously reported in the IMR 23/24. This update reflects inclusion of treatment parameters that were previously unaccounted for.

² Q1/2 data is still pending from one major supplier. Staff have substituted 2023/24 Q1-Q2 activity data until the data gap is resolved.

³ Emissions sources excluded from this reporting are as follows:

- i. Refrigerant leakage (data collected at the end of the financial year)
- ii. Electricity transmission and distribution losses (T&D losses emissions reported at the end of the financial year once electricity data has been finalised)
- iii. Staff travel to work (travel survey for 2024/25 has not been converted to an emissions footprint yet)
- iv. Staff working from home (travel survey for 2024/25 has not been converted to an emissions footprint yet)
- v. Water treatment plant chemicals (data collected at the end of the financial year)

PILOT FOR A CONSTRUCTION AND DEMOLITION RESOURCE RECOVERY SYSTEM

Department: Waste and Environmental Solutions

EXECUTIVE SUMMARY

- 1 Enabling construction waste to be reduced, re-used, and recycled is an action area in the Zero Carbon Plan 2030, and is supported by proposed actions in the draft Waste Management and Minimisation Plan 2025.
- 2 This report updates the Council on a proposed pilot for a construction and demolition resource recovery system in Dunedin. The proposal was established by the Environmental Innovation Centre, in partnership with industry, to service Dunedin construction and waste sectors. Approval is sought for a financial contribution towards the feasibility study.

RECOMMENDATIONS

That the Council:

- a) **Supports** in principle the proposed pilot construction and demolition resource recovery system.
- b) **Approves** the allocation of \$33,000 from 2024/2025 waste levy funding to support the feasibility stage of the pilot project.
- c) **Notes** the outcomes of the feasibility study will be reported back to Council to consider whether to support and provide funding for the full pilot project.

BACKGROUND

- 3 An update on the Community Led Resource Recovery and Construction Industry Waste Reduction work was presented to Council at its meeting of 10 December 2024 –

Moved (Cr Jim O'Malley/Cr Mandy Mayhem):

That the Council:

***Notes** the Community Led Resource Recovery and Construction Industry Waste Reduction Update.*

Motion carried (CNL/2024/241)

- 4 The 10 December 2024 report outlined the intention to prepare Business Cases for the two linked projects and to present these to the Infrastructure Services Committee before the end of June 2025.

- 5 In early 2025, an opportunity was identified to work with industry operators, materials manufacturers, and KiwiRail on a pilot construction waste diversion project in Dunedin. This would test methods of diverting construction materials, prioritising local reuse and recycling. As there are not local reprocessing options for treated timber, plasterboard, and construction related plastics, the pilot would test the logistics of diverting these materials to other onshore locations via rail, utilising freight containers that would otherwise be returning north empty.

DISCUSSION

- 6 Construction and Demolition (C&D) waste comprises multiple waste streams, many of which have the potential for being reusable or recyclable resources. C&D waste disposal and / or poor waste management can have a negative impact on the environment, such as rapidly filling up landfills, resource use that is linear rather than circular, and the release of plastics and other harmful or potentially hazardous wastes into the environment. It can also contribute to our greenhouse gas (GHG) emissions, as both increased embodied carbon in building materials when sent to landfill, and from building materials degrading in landfilling conditions, especially wood product waste.
- 7 Across New Zealand there is increasing impetus for council and local industry led solutions. Through engagement with local industry stakeholders, and across the country, there is an acknowledgement of the challenges faced in Dunedin and an appetite by businesses to reduce their C&D waste. Much of this waste comprises wood products, plasterboard, and plastics.
- 8 In Dunedin, there are minimal resource recovery options to separate and recover these waste streams, and limited markets for recycling them. Even if these materials are separated and diverted from landfill (which could be done on a construction site and consolidated at a dedicated resource recovery facility), there is a lack of local and South Island wide reprocessing infrastructure.
- 9 Long-haul trucking of materials to locations which have the necessary infrastructure is logistically challenging, economically unviable, and environmentally harmful - mainly due to the high amount of transport emissions. There are also missed opportunities to support the local economy and growth. Therefore, the practice of separating these construction wastes to divert them from landfill is currently ineffectual in Dunedin (and for much of the South Island).
- 10 The Green Island resource recovery park will eventually incorporate a C&D sorting area, with delivery planned in 2027. However, without market pathways for the various materials, this will not in itself deliver meaningful diversion from landfill. Community based re-use and repurposing is the priority objective, but there will still be materials that cannot be re-used and need to be sent elsewhere for recycling.
- 11 During 2024, the Waste and Environmental Solutions team supported in principle a Waste Minimisation Fund application to develop sustainable options for timber re-use, recycling, and biofuel. This involved transporting hard to recycle C&D waste by rail, using containers that otherwise return north empty. The fund application was submitted by the Environmental Innovation Centre but supported by a range of industry partners. Although intended to be New Zealand wide, it involved a Dunedin-based resource recovery trial.
- 12 Ultimately, the project was declined funding by the Ministry for the Environment as it did not meet their revised investment criteria. The industry partners have however remained supportive and wish to pursue a pilot project focused on Dunedin. They have identified opportunities to move treated timber, plasterboard, and plastics such as PVC pipes, north by rail

for reprocessing. Depending on the material, it would either go to Christchurch or on to Auckland.

- 13 The Environmental Innovation Centre is an independent, science-based consultancy that has a track record of building partnerships with industry, government, and academia to find practical and viable solutions to construction waste. For example, through government investment via the Plastics Innovation Fund, they partnered with Aliaxis (Marley) and WMNZ (Waste Management) and worked to find solutions to plastics waste. One of the outputs of that project was a web-based resource called [Wastehub](#).
- 14 Recovering and reprocessing wood waste, plasterboard, and construction plastics enhances both local and nationwide resource efficiency. Central government investment through the Waste Minimisation Fund also prioritises C&D resource recovery infrastructure and systems.
- 15 A pilot C&D resource recovery project would provide proof of concept to support the planned C&D sorting area at the Green Island resource recovery park and assist with planning for a central resource recovery hub site. If successful, the rail-based system could be extended to Otago and Southland, and to other areas of the country. The findings would help to inform the council's longer-term approach to construction waste reduction, ensuring that the wider C&D project plan is robust and deliverable.
- 16 The overarching desired outcome of the pilot project is to enable Dunedin's construction and waste sectors to reduce C&D waste and related greenhouse gas emissions, and to stimulate circular economy opportunities. This is in line with DCC's strategic direction and priorities set in the Zero Carbon Plan 2023, the 10-year Plan 2021-2031, and the proposed draft Waste Management and Minimisation Plan 2025.
- 17 The following eight investment criteria will be used to ensure that the overarching outcome is achievable at both Stage Gate reviews:
 - i. Is a feasible, deliverable, cost-effective and value-for-money solution, achievable in long-term resource recovery and waste planning for DCC and the communities it serves.
 - ii. Meets the requirements of the waste disposal levy provisions for local authority spending in the Waste Minimisation Act 2008, and DCC policy on investment, procurement, and spending.
 - iii. Meets all applicable local district and regional plans, regulation, and overarching legislation.
 - iv. Will provide the information and data-driven evidence to ensure a significant, sustainable long-term, and measurable reduction in C&D waste going to landfill and stimulating a circular economy.
 - v. Will incorporate Te Ao Māori perspectives where possible and consult with key stakeholders including iwi/hapū as relevant.
 - vi. Will support and enable local industry, businesses, the public sector, and the community that interact with activities in the C&D and waste sectors to reduce C&D waste and enhance behaviour change.
 - vii. Will identify and enable promotion of good practice in C&D waste and emissions reduction and show regional and nationwide leadership.
 - viii. Direct action to help implement the Zero Carbon Plan 2023, the 10-year Plan 2021-2031, and the proposed draft Waste Management and Minimisation Plan 2025.
- 18 The pilot is proposed to commence on 1 July 2025 and projected to take a year to complete, in three stages:

Task	Estimated duration	Estimated completion
Stage 1 – Feasibility/desktop analysis	4 months	31 October 2025
Stage 2 - Pilot trial	6 months	30 April 2026
Stage 3 - Evaluation, reporting, recommendations	2 months	30 June 2026

- 19 The pilot project is expected to deliver valuable information about what level of diversion is practicable for C&D waste from Dunedin construction sites, which in turn will assist future DCC and industry investment decisions. Attachment A sets out more detail about the proposed approach and stages for the full pilot project.
- 20 A rough estimated order of total cost (+/-30%) for the full three-stage pilot project is \$290,000, with the total contribution by Council likely to be approximately one third of this, subject to the partnering arrangements determined in the Stage 1 (feasibility) portion of the project.
- 21 To date, four reputable private businesses and public agencies from the construction, transport, and waste sectors have confirmed their commitment to be pilot project industry partners. At present, there is a commitment to contribute a total of \$115,000 towards the full 3-stage project, either as a financial contribution or in kind. Further contributions are anticipated, with at least \$25,000 additional financial contribution currently being discussed.
- 22 Decisions will be required on the following Stage Gates:
- a) Stage Gate 1: for approval by Council - for in principle agreement to the three-stage pilot study project and approval of \$33,000 from 2024-2025 waste levy funding to complete the first stage (feasibility / desk top analysis) as recommended in this paper.
 - b) Stage Gate 2: Consideration to proceed and fund a project plan for Stages 2 & 3 - for determination by Council, having reviewed the outcomes of Stage 1 (expected in October) against the following criteria:
 - i) Confirmation of the proposed sites for waste transfer and loading.
 - ii) Agreement between the local delivery partners to how this would work on the ground – the proposed process for moving the containers, loading the waste products, and returning them to the rail network.
 - iii) Proposed method of recording the type, volume and weight of materials entering the rail network – how will impact be evaluated?
 - iv) Demonstration of viable end uses for the hard to recycle materials and how they will be tracked to the reprocessing facility(s).
 - v) Confirmation of the main industry partners and other contributors – written agreements in place.
 - vi) Short-list of construction sites that will be active during the full pilot and agreement to be included in the pilot.
 - vii) Proposals for separating out the materials that can be reused and reprocessed locally, prior to determining what requires rail transportation.
- 23 A successful feasibility study will refine the scope and costings for pilot stages 2 and 3 and should help to bring additional industry partners on board. It is proposed that Council considers the outcomes of the feasibility study once complete and, if appropriate, approves the release of a further contribution from waste levy funding. The waste levy funding available in 2025/2026 is sufficient to cover the anticipated DCC contribution toward the full pilot project.

- 24 It is proposed the financial contribution to the Stage 1 feasibility study will be in the form of a non-contested grant, and subject to completion of a memorandum of understanding (MoU). Any further contribution made towards the pilot trial and evaluation stages (2 and 3) will require agreement by Council and a comprehensive MoU, as there will be a wider range of contributing partners. This will be confirmed at the Stage Gate 2 approval process.

OPTIONS

Option One – Recommended option – In principle agreement for a three-stage pilot project for a construction and demolition resource recovery system and approval for \$33,000 to deliver the feasibility study.

Impact assessment

- 25 This option will help to identify the full benefits, risks, and estimated costs associated with an effective and connected C&D waste recovery, transportation, and waste reprocessing system.

Debt

Rates

Zero carbon

- Emissions are likely to decrease.

Advantages

- The pilot will provide robust evidence and information, and help to build collaborative partnerships with industry partners, before committing to any system change, or significant future planning and investment.
- The pilot will lay the foundation for future commitment and investment from all interested parties in Dunedin's waste and resource recovery system, including central government.

Disadvantages

- No disadvantages have been identified.

Option Two – Status Quo

Impact assessment

- 26 This option incorporates already planned and committed expenditure for delivery of the C&D sorting facility at Green Island.

Debt

Rates

Zero carbon

- Emissions are likely to decrease.

Advantages

- The Waste Futures project is already being delivered, with a Resource Recovery Park which will serve as a large consolidation point for C&D resource recovery.

Disadvantages

- Construction of the C&D sorting facility at Green Island will not be completed until 2027 and will not provide a centrally located consolidation point near rail connected transportation, to support transfer of Dunedin’s treated timber, plasterboard, and construction related plastics to other parts of the country to be reprocessed.
- If the pilot project does not proceed, there will be a gap in the information and data-driven evidence to support a significant, sustainable long-term, and measurable reduction in C&D waste going to landfill.

NEXT STEPS

- 27 If Council approves in principle support for the pilot study, and a financial contribution to the feasibility stage, a memorandum of understanding will be prepared. This will incorporate the criteria listed under paragraph 21 (b) points i) to vii) for evaluation of the feasibility stage.
- 28 The outcomes from the feasibility stage will be reported back to Council in October and help inform the council’s project plan for the wider strategic C&D work.

Signatories

Author:	Karen Gadomski - Waste Planning Advisor, Construction and Demolition
Authoriser:	Chris Henderson - Group Manager Waste and Environmental Solutions Scott MacLean - General Manager, Climate and City Growth

Attachments

	Title	Page
↓A	Preferred option - approach and stages	93

SUMMARY OF CONSIDERATIONS

Fit with purpose of Local Government

This decision promotes the economic well-being of communities in the present and for the future and promotes the environmental well-being of communities in the present and for the future.

Fit with strategic framework

	Contributes	Detracts	Not applicable
Social Wellbeing Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Economic Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Environment Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Arts and Culture Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
3 Waters Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Future Development Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Integrated Transport Strategy	✓	<input type="checkbox"/>	<input type="checkbox"/>
Parks and Recreation Strategy	<input type="checkbox"/>	<input type="checkbox"/>	✓
Other strategic projects/policies/plans	✓	<input type="checkbox"/>	<input type="checkbox"/>

Other: fits with Zero Carbon Policy, Zero Carbon Plan, DCC Emissions Management & Reduction Plan, and the draft Waste Management and Minimisation Plan 2025.

Māori Impact Statement

The C&D resource recovery pilot project will seek to incorporate Te Ao Māori perspectives at the feasibility stage and identify how iwi and hapū could participate in the full pilot study.

Sustainability

The C&D resource recovery pilot project aims to increase environmental resilience through reduced emissions and a circular approach to using C&D materials. This will support and enable the reuse of C&D materials by local businesses and communities. It will assist the council and its Zero Carbon Alliance partners to achieve long-term economic and environmental gains.

Zero carbon

A decrease in greenhouse gas emission will be achieved through the diversion of methane emitting materials from landfill, and the transport of treated timber, plasterboard, and construction related plastics via rail rather than road.

LTP/Annual Plan / Financial Strategy /Infrastructure Strategy

There are no implications for current levels of service or performance measures.

Financial considerations

The current estimate for delivery of the three-stage C&D resource recovery pilot project is \$290,000, although this figure will be refined during the feasibility stage. There will be no impact on ratepayers, as any DCC contributions will be taken from waste levy funding.

SUMMARY OF CONSIDERATIONS

Significance

This decision is considered to be of medium significance in terms of the Council’s Significance and Engagement Policy.

Engagement – external

To date, engagement has been with construction industry stakeholders, who have offered financial and in-kind support for the C&D resource recovery pilot project.

Engagement - internal

There has been no internal engagement to date.

Risks: Legal / Health and Safety etc.

A Memorandum of Understanding will need to be prepared, to support the appropriate and effective use of waste levy funding.

Conflict of Interest

No conflict of interest has been identified.

Community Boards

There are no implications for Community Boards.

FINANCIAL REPORT - PERIOD ENDED 28 FEBRUARY 2025

Department: Finance

EXECUTIVE SUMMARY

- 1 This report provides the financial results for the period ended 28 February 2025 and the financial position as at that date.
- 2 As this is an administrative report only, there are no options or Summary of Considerations.

Financial Overview For the period ended 28 February 2025

\$ Million	Actual YTD	Budget YTD	Variance YTD		Last Year YTD
Revenue	262.168	265.496	(3.328)	U	250.892
Expenditure	287.612	300.682	13.070	F	282.872
Net Surplus/(Deficit) excluding Waipori	(25.444)	(35.186)	9.742	F	(31.980)
Waipori Fund Net	7.872	2.951	4.921	F	3.469
Net Surplus/(Deficit) including Waipori	(17.572)	(32.235)	14.663	F	(28.511)
Capital Expenditure	92.815	135.952	43.137		130.802
Debt					
Current Year Loan	48.500	90.000	41.500	F	100.200
Prior Year Loan	590.473	588.973	(1.500)	U	460.273
Accrued Interest	3.734	-	(3.734)	U	-
Total Debt	642.707	678.973	36.266	F	560.473

RECOMMENDATIONS

That the Council:

- a) **Notes** the Financial Performance for the period ended 28 February 2025 and the Financial Position as at that date.

BACKGROUND

- 3 This report provides the financial statements for the period ended 28 February 2025. It includes reports on financial performance, financial position, cashflows and capital expenditure. Summary information is provided in the body of this report with detailed results attached. The operating result is also shown by group, including analysis by revenue and expenditure type.

DISCUSSION

- 4 This report includes a high-level summary of the financial information to 28 February 2025. Please refer to Attachment I for the detailed financial update.

Statement of Financial Performance

- 5 Revenue was \$262.168 million for the period or \$3.328 million less than budget.
- 6 Operating revenue (external and internal combined) was unfavourable \$746k mainly due to lower-than-expected revenue from the Parking Services, Aquatic Services, Resource Consents and Building Services activities.
- 7 Grants revenue was unfavourable \$3.303 million reflecting funding decisions by NZTA under the National Land Transport Programme, and timing of the transport contractor work programme.
- 8 Expenditure was \$287.612 million for the period, or \$13.070 million less than budget.
- 9 Personnel costs was unfavourable \$455k, reflecting overtime payments for 3 waters and union negotiated contract increases, which is being managed with vacancy management. The month of February showed an unfavourable variance of \$127k, partly driven by changes in the annual leave provision.
- 10 Operations and maintenance expenditure was favourable \$3.032 million; however, this favourable variance was offset by an unfavourable \$1.418 million variance in internal costs, largely due largely to landfill disposal costs for kerbside collections now recorded as internal costs. Unfavourable Transport maintenance costs are more than offset by under expenditure in other activities, including Three Waters and Waste and Environmental Services. Transport costs included emergency works totalling \$1.933 million associated with the October rain event.
- 11 Depreciation costs were favourable \$9.414 million, mainly due to the revaluation of Three Waters assets, and to a lesser extent Property and Parks assets.
- 12 Interest costs were favourable \$2.898 million, reflecting a lower interest rate than budgeted and the timing of new loan advances.
- 13 Year to date the Waipori Fund has reported a net operating surplus of \$7.872 million, \$4.921 million more than budget. Operating revenue was favourable \$4.926 million. Australian and New Zealand equities saw decreases in value during February, partly offset however by an increase in value for international equities. Fixed term investments values saw an increase in value for the month, maintaining favourable results for the year to date.

Statement of Financial Position

- 14 Capital expenditure was \$92.815 million or 68.3% of the year-to-date budget. Capital expenditure in most activities was generally within budget for the period.

- 15 The loans balance at 28 February was \$638.973 million which was \$40.000 million less than budget. This a reflection of the capital expenditure programme, which was underspent by \$43.137 million to February. Additional to the February loans balance there was accrued interest of \$3.734 million.
- 16 Attachment B includes a chart showing actual group and DCC debt for the years ending June 2003-2024. It provides forecast information for the years ending June 2024-2027 based on the current Statements of Intent (SOI), and the first two years of the draft 9-year plan.

OPTIONS

- 17 As this is an administrative report only, there are no options provided.

NEXT STEPS

- 18 Financial Result Reports continue be presented to future meetings of either the Finance and Council Controlled Organisation Committee or Council.

Signatories

Author:	Hayden McAuliffe - Financial Services Manager
Authoriser:	Carolyn Allan - Chief Financial Officer

Attachments

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RESOLUTION TO EXCLUDE THE PUBLIC

That the Council excludes the public from the following part of the proceedings of this meeting (pursuant to the provisions of the Local Government Official Information and Meetings Act 1987) namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution	Reason for Confidentiality
C1 BIS Report	<p>S7(2)(b)(ii) The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>S7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p>	S48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by Section 6 or Section 7 of that Act, or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as shown above after each item.