

Public and Active Transport Committee

5 June 2025

Meeting will be held in the Council Chamber at Level 2, Philip Laing House
144 Rattray Street, Dunedin
[ORC Official YouTube Livestream](#)



Members:

Cr Alexa Forbes (Co-Chair)
Cr Andrew Noone (Co-Chair)
Cr Gary Kelliher
Cr Michael Laws
Cr Lloyd McCall
Cr Kevin Malcolm
Cr Tim Mepham
Cr Gretchen Robertson
Cr Alan Somerville
Cr Elliot Weir
Cr Kate Wilson

Senior Officer: Richard Saunders, Chief Executive
Meeting Support: Cara Jordan, Governance Support Officer

05 June 2025 09:00 AM

Agenda Topic	Page
1. WELCOME	
2. APOLOGIES No apologies were received at the time of agenda publication.	
3. PUBLIC FORUM No requests to speak at Public Forum were received at the time of Agenda publication.	
4. 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.	
5. DECLARATION OF INTERESTS 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. Councillor interests are published on the ORC website.	
6. PRESENTATIONS No presentations are scheduled.	

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	To update the Committee on the performance of Public Transport (bus and ferry) and Total Mobility services for Q1 to Q3 of the 2024-2025 Financial Year, being July 2024 - March 2025. This report also summarises Customer Feedback.	
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	To update the Public and Active Transport Committee on the draft Otago Regional Public Transport Plan (RPTP) 2025-2035.	
9.4	Central City Advisory Group Report	47
	To present the report commissioned by Otago Regional Council, entitled Strengthening Safety in Dunedin's Central City – Insights from a review of safety plans in New Zealand, Australia and the United Kingdom.	
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10.	CLOSURE	



**Public and Active Transport Committee
MINUTES**

Minutes of an ordinary meeting of the Public Transport Committee held in the Council Chamber, Level 2 Philip Laing House, 144 Rattray Street, Dunedin on Wednesday 5 March 2025, commencing at 9:00 AM.

<https://www.youtube.com/watch?v=6MjLsBxZbek>

PRESENT

Cr Alexa Forbes	<i>(Chair)</i>
Cr Andrew Noone	
Cr Gary Kelliher	
Cr Michael Laws	<i>(Online)</i>
Cr Kevin Malcolm	
Cr Tim Mepham	
Cr Gretchen Robertson	
Cr Alan Somerville	
Cr Elliot Weir	
Cr Kate Wilson	

1. WELCOME

Chair Forbes welcomed Councillors, members of the public and staff to the meeting at 9am with a karakia. Staff present included Richard Saunders (Chief Executive), Anita Dawe (GM Regional Planning and Transport), Nick Donnelly (GM Finance), Amanda Vercoe (GM Strategy and Customer, Deputy CE), Kylie Darragh (Governance Support), Cara Jordan (Governance Support), and Lorraine Cheyne (Manager Transport).

2. APOLOGIES**Resolution: Cr Wilson Moved, Cr Somerville Seconded:**

That the apologies for Cr Laws (lateness due to technical difficulties), Cr Malcolm (lateness) and Cr McCall be accepted.

MOTION CARRIED**3. PUBLIC FORUM**

Giselle Laven was present to speak on bus timetables, zoning and the behaviour of bus drivers for Super Gold card holders. Following an opportunity for questions, Chair Forbes thanked Giselle for attending.

4. CONFIRMATION OF AGENDA

The agenda was confirmed as published.

5. DECLARATIONS OF INTERESTS

No changes to Councillor Declarations of Interests were noted.

6. PRESENTATIONS

The presentation from NZTA was not held.

7. CONFIRMATION OF MINUTES**Resolution: Cr Forbes Moved, Cr Weir Seconded**

That the minutes of the public portion of the Public and Active Transport Committee held on 6 November 2024 be confirmed as a true and accurate record.

MOTION CARRIED**8. ACTIONS FROM RESOLUTIONS OF THE COMMITTEE**

There are currently no open actions for this committee.

Cr Laws joined the meeting online at 9.24am.

9. MATTERS FOR CONSIDERATION**9.1. Transport Operating Environment**

[YouTube 12.40] This report updated the Committee on legislative and policy changes impacting on Otago Regional Council's (ORC) Regional Land Transport and Public Transport Planning and Operations. The report also provided an update on current workstreams of interest to elected members and the wider public. It was noted that the Hon Chris Bishop is now the Minister of Transport. Lorraine Cheyne, Manager Transport, and Anita Dawe, GM Regional Planning and Transport, were available to answer questions. An additional recommendation was added.

Resolution PAT25-101: Cr Forbes Moved, Cr Wilson Seconded

That the Committee:

- 1. Notes this report.**

MOTION CARRIED**Cr Roberston Moved, Cr Weir seconded**

That at 9.35am the meeting be adjourned for 5 minutes.

Cr Malcolm joined the meeting at 9.40am.

Resolution PAT25-102: Cr Wilson Moved, Cr Noone Seconded

That the Committee:

- 2. Recommends** that Council write to the Minister of Transport seeking changes to legislation to give Public Transport priority on the roading network to improve the effectiveness and efficiency of substantial Government investment.

MOTION CARRIED

Cr Mepham and Cr Somerville voted against.

9.2. Public Transport 6-month Network Performance Report, 2024/25

[YouTube 47.07] This report updated the Committee on the performance of Public Transport (bus and ferry) and Total Mobility services for Q1 and Q2 of the 2024/25 Financial Year, being July-December 2024. The report also summarised Customer Feedback and Total Mobility scheme performance. Julian Phillips, Implementation Lead Transport, Anita Dawe, GM Regional Planning and Transport, and Laura Faulkner, Transport Officer, were available to respond to questions.

Resolution PAT25-103: Cr Wilson Moved, Cr Noone Seconded

That the Committee:

- 1. Notes** this summary of public transport activity in Otago for Q1 2024/25.

MOTION CARRIED

Cr Wilson left the meeting at 10:19 am.

Cr Wilson returned to the meeting at 10:20 am.

9.3. Updates on the Regional Public Transport Plan (RPTP) 2025-2035

[YouTube 1.06.40] This paper presented the draft Regional Public Transport Plan (2025-2035) to the Committee to approve for public consultation and sought direction on the composition for the RPTP Hearings Panel both of which will be brought to the 19 March 2025 Council meeting. Anita Dawe, GM Regional Planning and Transport, Robyn Hyde, Transport Planning Lead, and Lorraine Cheyne, Manager Transport, were available for questions. An amendment was made to recommendation 4.

Resolution PAT25-104: Cr Wilson Moved, Cr Weir Seconded

That the Committee:

- 1. Receives** this report.
- 2. Receives** the draft Regional Public Transport Plan (2025-2035).
- 3. Recommends** to the Council that the draft RPTP goes out for public consultation.
- 4. Recommends** to the Council that the composition of the Hearings Panel is solely Regional Councillors and includes three Councillors.
- 5. Delegates** the Chief Executive to approve minor editorial changes to the draft RPTP ahead of consultation.

MOTION CARRIED

9.4. Super Gold concession on Route 1

[YouTube 1.27.18] This report requested direction from the Committee on the provision of SuperGold Bee Card concessions on Route 1 (City - Palmerston) bus. Lorraine Cheyne, Manager Transport, and Anita Dawe, GM Regional Planning and Transport, were available for questions.

Cr Robertson Moved, Cr Wilson seconded

That at 10.35am the meeting be adjourned for 5 minutes.

Resolution PAT25-105: Cr Noone Moved, Cr Weir Seconded

That the Committee:

- 1) Notes** this report.
- 2) Recommends** to Council that the SuperGold Bee Card concession continue to apply on the afternoon service (not evening) from City–Palmerston and City–Warrington with a final decision to be made as part of decisions on the new Otago Regional Council RPTP.
- 3) Directs** staff to communicate this decision to the Waikouaiti Community Board and to the general public.

MOTION CARRIED**10. CLOSURE**

There was no further business and Chair Forbes declared the meeting closed at 10.48am.

Chairperson

Date

Meeting Date	Document	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
5-03-2025	Public and Active Transport Committee - 5 March 2025	9.1	POL2502 Transport Operating Environment	Completed	Resolution PAT25-102 The Public and Active Transport Committee recommends that Council write to the Minister of Transport seeking changes to legislation to give Public Transport priority on the roading network to improve the effectiveness and efficiency of substantial Government investment.	Executive Assistant - Regional Planning and Transport	01/05/2025 Governance Support Officer Letter sent to minister on 1/05/2025 from Chairperson's office.	Completed
5-03-2025	Public and Active Transport Committee - 5 March 2025	9.3	POL2503 Updates on the Regional Public Transport Plan (2025-2035)	Completed	PAT25-104: Delegates the Chief Executive to approve minor editorial changes to the draft RPTP ahead of consultation.	Chief Executive, Executive Assistant - Corporate Services	28/05/2025 Governance Support Officer CE approved minor changes were made to the draft RPTP document before it went out to public consultation	Completed
5-03-2025	Public and Active Transport Committee - 5 March 2025	9.4	GOV2527 Super Gold concession on Route 1	Assigned	PAT25-105: Directs staff to communicate this decision to the Waikouaiti Community Board, and to the general public.	Executive Assistant - Regional Planning and Transport, General Manager Planning and Transport, Manager Transport	28/05/2025 Governance Support Officer Plan is communicate decision by letter once the RPTP decisions are in the public arena	5-06-2025

9.1. Operating Environment

Prepared for: Public and Active Transport Committee
Report No. GOV2568
Activity: Governance Report
Author: Lorraine Cheyne, Transport Manager
Endorsed by: Anita Dawe, General Manager Regional Planning and Transport
Date: 5 June 2025

PURPOSE

- [1] To update the Committee on legislative and policy changes impacting on Otago Regional Council's (ORC) Regional Land Transport and Public Transport planning and management.
- [2] The report also provides an update on current workstreams of interest to elected members and the wider public.

EXECUTIVE SUMMARY

- [3] Recent national level changes in the transport operating environment include:
 - a. The Land Transport Management (Time of Use Charging) Amendment Bill
 - b. Exemption for daylight use of Bike Racks on buses.
- [4] On-going workstreams of interest to elected members, the wider public and/or communities of interest include:
 - a. Initiation of Dunedin Units 1 and 2 re-contracting
 - b. Meeting of the Otago and Southland Regional Transport Committees
 - c. Ministry of Education review of school bus services and Local Government New Zealand Remit
 - d. Meeting of the South Island Regional Transport Committee Chairs
 - e. Letter to Minister of Transport concerning bus egress right-of way.

RECOMMENDATION

That the Committee:

- 1) **Notes** this report.

DISCUSSION**The Land Transport Management (Time of Use Charging) Amendment Bill**

- [5] Parliament's Land Transport Management (Time of Use Charging) Amendment Bill (the Bill) passed its first reading in March this year. The Bill is now before the Transport Select Committee.

- [6] Time-of-use charging is a form of congestion charging. Charging road users during peak times can help ease congestion by encouraging people to use public roads in the most productive way possible, i.e. that best suits the time they want to travel and the cost of taking that trip. Time-of-use charging has been rolled out successfully in cities around the world resulting in better use of the road network.
- [7] The Bill enables the New Zealand Transport Agency (NZTA) and local authorities to develop charging schemes for our most congested roads. It stipulates that NZTA leads the design of schemes, in partnership with local councils, to ensure motorists benefit from the design of the schemes across their region's roading network.
- [8] Minister of Transport, Hon Chris Bishop, announced legislation as not about raising revenue, but maximising the efficiency of the roading network. Under the Bill, any revenue that is collected will first be used to pay for the scheme's costs and then reinvested to improve transport in the region.
- [9] The Bill is intended as a means for cities/regions in New Zealand to develop local solutions that address congestion, thereby improve accessibility to work, education, health services and social activities. It enables local solutions to improve roading efficiency and economic productivity, within a nationally consistent framework.
- [10] Submissions on the Bill were called for between 1 and 27 April 2025. Road pricing is an important tool in the 'tool-box' for addressing congestion. Road pricing and time-of-use charging, in particular, is an important concern for Otago. It offers significant potential to cement the benefits of our Public Transport investment in Queenstown as proposed in the Queenstown Public Transport Business Case, including extending the longevity of a bus-based network. Subject to the final form, scope and function and of the 'charging scheme' and the composition of 'scheme board' proposed in the legislation, time-of-use charging could additionally be a means of funding Public Transport investment.
- [11] Due to the very short time-frame for making submissions along with the desirability of coordinating with the local Territorial Authority, in our case Queenstown Lakes District Council (QLDC) on a submission, we did not submit (with QLDC). However, ORC interests were covered as part of the Transport Special Interest Group (TSIG), on behalf of Te Uru Kahika.
- [12] While generally supportive of the Bill, TSIG's submission highlighted the need for transparency around the allocation of charging scheme revenue. It was submitted that once any scheme costs have been covered by revenue, the balance of revenue should be invested in line with regional statutory documents such as the Regional Land Transport and Regional Public Transport Plans.
- [13] The submission noted that, as drafted, the scheme board provisions create a highly centralised governance and decision-making regime, and that this may be at odds with the intent to find and deliver local solutions. Additionally, TSIG submitted that public transport vehicles (in service) should be exempt from being charged in a scheme. It was

considered that applying time-of-use charges to public transport vehicles would be counterproductive.

- [14] A copy of the Transport Special Interest Group (TSIG) submission on the Land Transport Management (Time-of-Use Charging) Amendment Bill is attached.

Exemption for Daylight use of Bike Racks on buses

- [15] Late last year NZTA issued a safety alert concerning the efficacy of vehicle lighting when bike racks are in use on buses. While the safety alert pertained to poor nighttime visibility of bus lighting, the wording of the safety alert confirmed that buses with bike racks fitted were potentially non-compliant with the Land Transport Rule: Vehicle Lighting 2004.
- [16] As reported at the time ORC, along with all public transport authorities (PTAs) using bike racks, made bike racks unavailable in early November 2024.
- [17] On 10 April 2025, the Director of Transport approved a Class Exemption to the Land Transport Rule: Vehicle Lighting 2004. The Class Exemption enables the reinstatement of the use of bike racks on buses during daylight hours. The exemption is in effect until 6 February 2026.
- [18] In the period between November last year and April 2025, ORC worked closely with both operators to assess their fleets; identify and procure lights as required; and to initiate the installation and/or adjustment for compliant lights. This enabled both our operators to apply for, and be granted exemptions, based on the alterations.
- [19] Consequently, ORC was able to reinstate the use of bike racks for both our double and triple racks on all buses, at all times (24/7), on the Dunedin network on Saturday 19 April 2025, and in Queenstown on Thursday 1 May 2025.

Initiation of Dunedin Units 1 and 2 re-contracting

- [20] The current Unit 1 and 2 contracts started on 18 September 2017 and run to 30 September 2026. The tender of these contracts represents the continuation of a new round of bus contracts for the Otago region that began with Unit 5.
- [21] Unit 1 comprises Routes 1 – Palmerston and Warrington; 14 – Port Chalmers; 37/38 Concord – University; 18 – Portobello and Harington Point and 63 Balaclava – Logan Park. Unit 2 comprises Routes 8 St Clair – Normanby; 33 Corstorphine – Wakari, and 50 St Clair Park.
- [22] Significant network changes have been implemented in the last decade, including a significant redesign of many bus routes that was largely completed by 2017, the introduction of a publicly funded network in Queenstown, the introduction of the Orbus brand in Queenstown and Dunedin, the building of the Dunedin Bus Hub, and the implementation of the Bee Card. More recently all Dunedin services were ‘reviewed’ in the context of the Fares and Frequencies Business Case undertaken in 2023.

- [23] Units 1 and 2 will be procured through two separate tendering processes. While the new contracts only start in 2026, the tender is to be awarded in 2025 to give sufficient time for the new supplier to procure electric fleet, equipment, power and staff.

Meeting of the Otago and Southland Regional Transport Committees

- [24] The Otago and Southland Regional Transport Committees met on Monday 5 May 2025. The Committees held a workshop in the morning session to review the strategic direction of the current Regional Land Transport Plan, as a first step in the development of the Regional Land Transport Plan 2027 –2037.
- [25] Key items on the meeting agenda for the afternoon included an update on Otago and Southland’s National Land Transport Programme 2024/27 (NLTP) expenditure to date; a decision of the Committees to support, in part, a Petition from the NZ Equestrian Advocacy Group; and NZTA’s update.
- [26] The minutes of the 5 May 2025 meeting of the Otago Regional Transport Committee will be received by Council in due course.

Ministry of Education reviews of school bus services

- [27] As reported in March the Ministry of Education’s (MoE) statutory obligation is to only fund School Transport Assistance for students who meet certain eligibility criteria. It was noted that the availability of (new) public transport services can affect student eligibility.
- [28] ORC staff meet regularly with MoE around our respective work programmes and changes to the provision of services. We endeavour to co-ordinate the Ministry’s withdrawal of services with tweaks to our existing network services or, where possible, increasing capacity in our network with new services. Due to the funding and operational constraints of both organisations it can be more challenging that it might otherwise seem it would be to achieve a smooth transition.
- [29] Other than funding issues, the disparate purposes for which MoE provides transport and which drive PTAs delivery of services often sits at the root of the challenges. There are key differences for the provision of MoE school bus services that impact on a PTA’s ability to provide same or similar transport services, including:
- Higher regulatory requirements (Requirements for Urban Buses and Employment Relations Act Requirements such as for rest facilities and breaks) mean PTAs often cannot provide school bus services at the same price point.
 - A distant starting point of a school bus service works well for drivers (often semi-retired/part-time) who may live in the community and therefore the service starts and finishes where they live.
 - MoE school bus services only operate to the nearest state or special character school. Public transport services enable students to access more schools, i.e. to meet parental desire to send children to schools of choice. However, when large numbers of students choose to travel beyond the nearest school, such as in Mosgiel, this is unlikely to be facilitated as a single seat public transport ride.
 - MoE has responsibilities for children and schools must provide a safe environment at school for loading and unloading buses, including having a bus stop in a safe

location. Schools must also supervise loading/unloading and manage behaviour, including having a staff member available while school buses are in service.

- School bus students are required to sign a Code of Conduct (or their caregiver) that stipulates the conduct to be adhered to while on the bus. Schools or the transport provider can withdraw a student's place on the school bus if behaviour is inappropriate.
- Under Land Transport and Road rules school buses are signed. Road rules limit the speed of school buses to 80kph on the open road; and all other drivers have to drive at 20kph if passing (either way) a school bus which has lights on its sign, or (irrespective), the bus has stopped to pick up or drop off school children. Staff also note that Otago's RTC has previously written to the Minister of Education supporting a requirement for seat belts on school buses.

- [30] At the Local Government NZ Regional Sector Meeting on 2 May 2025, the following remit was proposed by Nelson City Council (which is a Unitary Authority) to go to the National conference in July:

That Local Government New Zealand advocate for the reform of the Ministry of Education funded school bus services to provide an improved service for families and to better integrate the services with council provided public transport services, including the option of Public Transport Authorities (e.g. regional and unitary councils) managing such services (with appropriate government funding), noting that:

- a) Councils better know their local communities; and*
- b) The potential to reduce congestion from better bus services for schools; and*
- c) The efficiency gains realised from integrating these two publicly funded bus services; and*
- d) The outdated and inflexible rules of the current centralised school bus system.*

- [31] If the remit is progressed then staff would look to understand how such a proposal could be implemented. It would likely require, at least in the short term, additional staff resources to cover the necessary regional sector engagement and liaison with NZTA around the funding implications, as well as to undertake key activities such as:

- Community engagement;
- Supporting parents and school with any "duty of care" issues;
- Network planning, and consequential contracting/variations; and
- (Re)aligning budgets.

Meeting of the South Island Regional Transport Committee Chairs' Group

- [32] The South Island Regional Transport Committee Chairs' Group met in Christchurch on Monday 7 April 2025.
- [33] Key items on the agenda included the final draft of the "South Island Transport Story" along with updates on the South Island Transport Vulnerabilities and South Island Freight Story workstreams.
- [34] In conjunction with the NZTA update, Board Chair, Hon Simon Bridges, attended the meeting and spoke with the Group.

- [35] Minister of Transport, Hon Chris Bishop, had intended to attend the meeting virtually. However, due to an unexpected scheduling conflict he was unable to make the appointment.
- [36] KiwiRail provided its regular update, this one focused on future direction and planning for growth and resilience.
- [37] A copy of the draft minutes of the meeting of the South Island Regional Transport Committee Chairs held on 7 April 2025 is attached to this report.

Letter to Minister of Transport concerning Public Transport Priority

- [38] At the PATC meeting on 5 March 2025, following discussion of matters arising in Item 9.1 (transport operating environment) of that agenda, the Committee recommended that Council write to the Minister of Transport seeking changes to legislation to give Public Transport priority on the roading network to improve the effectiveness and efficiency of substantial Government investment.
- [39] This resolution was actioned in April, with staff providing the local context of Dunedin and Queenstown where we lack bus priority infrastructure and drew on previous NZTA research on the economic and other benefits of giving priority to buses leaving bus stops in the letter which was signed by Chair Gretchen Robertson.
- [40] A copy of the letter sent by Cr Gretchen Robertson on 30 April 2025 is attached to this report; as is the response from Hon Chris Bishop received on 20 May 2025.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [41] Council's aspiration for its transport functions is that Otago has an integrated system that contributes to the accessibility and connectivity of our community, reduces congestion and supports community well-being. The matters set out in this report are relevant to and/or will impact decision-making on Council's transport activities.

Financial Considerations

- [42] Not applicable, this report is for information purposes only. Where the matters set out in this report are likely to have financial implications these will be brought to the Committee/Council as relevant for full consideration of those implications.

Significance and Engagement

- [43] Not applicable, this report is for information purposes only.

Legislative and Risk Considerations

- [44] This report brings matters to the Committee's attention that have the potential to have a legislative impact on, or present risks to Council's transport planning and operations activities. Where matters are likely to raise legislative or risk implications for specific transport workstreams, these will be brought to the Committee/Council as relevant for full consideration.

Climate Change Considerations

[45] Not applicable, this report is for information purposes only.

Communications Considerations

[46] Not applicable, this report is for information purposes only.

ATTACHMENTS

1. TSIG Submission - Land Transport Management Amendment Bill [9.1.1 - 5 pages]
2. Draft Minutes SI RTC Chairs Meeting 07 April 2025 [9.1.2 - 9 pages]
3. Letter to Transport Minister Regarding Bus Egress Priority [9.1.3 - 2 pages]
4. Letter from Hon Bishop 20 May 2025 [9.1.4 - 1 page]

**Te Uru
Kahika**Regional and
Unitary Councils
Aotearoa**By email**

Committee Secretariat
Transport and Infrastructure Committee
Parliament Buildings
Wellington
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Tēnā koutou

**Land Transport Management (Time of Use Charging) Amendment Bill 2025
– Transport Special Interest Group (TSIG) Submission**

Attached is Transport Special Interest Group's (TSIG) submission on the Land Transport Management (Time of Use Charging) Amendment Bill 2025.

Thank you for the opportunity to make this submission. TSIG broadly supports the Bill.

We would welcome the opportunity to speak to this submission.

If you have questions about the content of this submission, please contact Dr Emmet McElhatton, Manager Policy, Metlink by email at emmet.mcelhatton@gw.govt.nz

Yours sincerely

Chris McLay
Chief Executive Waikato Regional Council
TSIG RCEO Sponsor
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Land Transport Management (Time of Use Charging) Amendment Bill 2025 – Transport Special Interest Group (TSIG) Submission to Transport and Infrastructure Select Committee

Opening Statement

Thank you for the opportunity to make this submission on the Land Transport Management (Time of Use Charging) Amendment Bill 2025 (the Bill).

The Transport Special Interest Group (TSIG) is a collective body for regional council and unitary authority officers' transport interests. Our members are responsible for regional transport planning, identifying regional transport investment priorities, and planning and provision of public transport services. TSIG is a key stakeholder for central government agencies in relation to issues affecting New Zealand's transport system.

TSIG broadly supports and welcomes the Bill and its establishment of a legal framework to introduce Time of Use Charging schemes.

TSIG has taken a strategic approach to our response which is reflected in the brevity of our comments below. In making this submission, TSIG acknowledges the desire of the Government to improve traffic flow and optimise the use of the road network in our major urban centres.

We will raise a few areas where we believe improvements can be made to the Bill to achieve the Government's goal of improving New Zealand's transport system by addressing congestion and enhancing network productivity. We request that the Transport and Infrastructure Select Committee (the Committee) considers amending the Bill to give effect to the policy change we will outline in the sections below.

TSIG welcomes the opportunity to speak to this submission to the Committee.

1. Scheme Costs, revenue and Investment agreements

TSIG considers that an essential factor for the public support of any time of use charging scheme will be transparency around the allocation of scheme revenue and ability to understand any tangible benefits, for example additional public transport services, a scheme provides for local residents.

TSIG submits that the Bill does not explicitly provide for some essential scheme costs - including local authority costs and the costs of additional public transport services - and that these should be prioritised for funding from scheme revenue.

TSIG submits that once the costs of the scheme outlined above have been covered by scheme revenue (section 65S(1) of the Bill), the balance of the revenue should be invested in line with regional statutory documents like the relevant regions Regional Land Transport Plan (RLTP) and Regional Public Transport Plan (RPTP).





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This would mean that projects important to the whole region, just not those important to the scheme are considered for funding.

We recommend that the Bill should be amended to ensure:

- that balance of scheme revenue should be assigned to projects that have been identified as being of high priority to the region through the relevant regional statutory documents (RLTP and RPTP) rather than relying on a new ad hoc agreement to guide investment decisions.

TSIG submits that this is reflected in the investment agreements (section 65X (1) and (2) of the Bill) and these agreements should be consistent with the relevant regions' RLTP and RPTP.

2. Scheme Boards

The scheme boards provisions (section 65(U), (V) and (W) of the Bill) creates a highly centralised governance and decision-making regime. While a local authority (which includes regional councils) has the ability to initiate a scheme, it does not have the ability to decide on the final form of the scheme or change or terminate a scheme once initiated.

The draft Bill powers lie solely with the Minister of Transport, who also has the power to initiate a scheme (or direct NZTA to do so) if the relevant local authorities fail to do so (section 65C(2)).

In addition, NZTA representative(s) hold a 50 percent share of voting rights on the scheme board, as well as being designated as chair of the board, and having the casting vote (new section 65V(2), (4), (5)).

Together, these provisions limit the ability of local authorities, and ultimately their communities, to have a say in how a scheme might be shaped in their cities, and may prove counterproductive in terms of gaining social license for the scheme and in ensuring that a scheme is adequately informed by local expertise and community context.

To allow for more local voice in how schemes are developed and implemented, TSIG recommends that the Bill should be amended to ensure:

- Impacted local authorities must endorse final scheme proposals, including those initiated by a Minister, as well as changes and terminations of a scheme before these are submitted to the Minister for final approval
- Local authorities can request to the Minister that a scheme be changed or terminated.
- Impacted local authorities endorse the proposed scheme for public consultation, before the scheme board undertakes consultation.
- Joint decision making for the scheme board – for example consensus decision making or an independent chair (rather than an NZTA representative).



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As Public Transport Authorities are responsible for planning and managing the public transport network, where there is no unitary authority taking lead, it is essential that regional councils are represented on the scheme board alongside territorial authorities.

This is because the implementation of any scheme will have immediate and direct effect on public transport operations, as evidenced by experience overseas, such as the London congestion charging scheme, where despite an extensive existing public transport network, 300 additional buses were required on day 1 of the scheme to cope with a surge in demand.

3. Exempt Vehicles

TSIG agrees that emergency vehicles should be exempt from any time of use charging scheme (section 65P of the Bill).

However, TSIG notes that public transport services are currently not exempted from the scheme. We note that having public transport services paying the charge will result in increased costs, at a time when the Government is already seeking private share increases from Public Transport Authorities.

Any increase in operational costs will inevitably lead to a further increase in fares – which is counterproductive if part of the goal is to get more people using public transport to reduce congestion.

4. Additional comments on the Bill

As stated in our opening comments, TSIG broadly supports and welcomes the Bill. We note our support for:

- Support the need to have legislation that enables Time of Use Charging.
- Support the purpose of the legislation.
- Support the enabling nature of the legislation.
- Support the level of detail required in the Order in Council, as this allows for flexibility of scheme design to adapt to local circumstances.
- Support the need for impact assessments which include the views of Māori and the impacts of a scheme on their interests.
- Support having differential charges for different vehicle types.
- Support exemptions for emergency vehicles.

Closing remarks

TSIG believes that the amendments we have proposed to the Bill introduces will help ensure that the Bill will achieve the Government's desire to improve traffic flow and optimise the use of the road network in our major urban centres while ensuring local





stakeholders are able to have an equal voice in how schemes are implemented in their communities.



Meeting Minutes - South Island Regional Transport Committee Chairs Group

Venue: Pukaki 2 Room, Novotel Christchurch Airport, 30 Durey Road, Christchurch

Date: Monday 07 April 2025, 9:30am – 3:00pm

Members In Attendance:	<i>Canterbury Regional Council</i> Cr Grant Edge	<i>Otago Regional Council</i> Cr Kate Wilson (Chair) Cr Alexa Forbes
	<i>KiwiRail</i> Adele Wilson Lisa de Coek Gary Ikin	<i>Southland Regional Council</i> Cr Jeremy McPhail Cr Phil Morrison
	<i>Marlborough District Council</i> Cr Scott Adams	<i>Tasman District Council</i> Deputy Mayor Stuart Bryant
	<i>NZTA Waka Kotahi</i> Ian Duncan Emma Speight	<i>West Coast Regional Council</i> Cr Peter Ewen Cr Peter Haddock
Member Apologies:	<i>Canterbury Regional Council</i> Cr Craig Pauling	<i>Nelson City Council</i> Mayor Nick Smith
Officers In Attendance:	<i>Canterbury Regional Council</i> Jesse Burgess Sam Bellamy	<i>Otago Regional Council</i> Daniel Basubas Anita Dawe
	<i>Marlborough District Council</i> Laura Skilton	<i>Southland Regional Council</i> Russell Hawkes
	<i>Nelson City Council</i> Lyndon Hammond	<i>Tasman District Council</i> Bill Rice
	<i>NZTA Waka Kotahi</i> Toshi Hodliffe	<i>West Coast Regional Council</i> Max Dickens
Officer Apologies:	Tiara Thorby, <i>Canterbury Regional Council</i> Chad Barker, <i>NZTA Waka Kotahi</i> Lorraine Cheyne, <i>Otago Regional Council</i>	
Guest Attendees:	Simon Bridges, <i>NZTA Waka Kotahi Board Chair (Item 6)</i>	
Guest Apologies:	Hon Chris Bishop, <i>Minister of Transport, Minister of Housing, Minister for Infrastructure, Minister for RMA Reform, Associate Minister for Sports</i>	

and Recreation, Associate Minister of Finance, Leader of the House and MP for Hutt South

Secretariat: Carmin Beck, *Canterbury Regional Council*

1. Karakia, welcome and apologies

The Chair welcomed members and opened the meeting with a karakia at 9:29am.

The representatives from KiwiRail were welcomed to the Group, as was Ian Duncan who is the Acting Director Regional Relationships with James Caygill seconded into another role.

Apologies were received from Mayor Smith and Chair Pauling.

It was noted that Emma Speight, Gary Ikin and Lisa de Coek would need to leave the meeting shortly after lunch. Anita Dawe was welcomed as an attendee in place of Lorraine Cheyne.

2. Minutes from previous meeting – 11 November 2024

There were no corrections or amendments to the minutes of the previous meeting.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the minutes from the 11 November 2024 meeting and notes any amendments if necessary.**

Cr Kate Wilson / Cr Peter Haddock
CARRIED

3. Regional updates

Otago

- Consulting on the Regional Public Transport Plan (RPTP), which aims to provide public transport (PT) that is easy to understand and meets the needs for diverse communities, focusing on passenger experience, trust, sustainability, connected network, and value for money.
- Fares will likely increase to grow proportion of private share funding. Other options being considered include increasing advertising revenue and decreasing services. Most solutions will likely result in increased pressure on communities and will impact the ability to deliver improvements.
- Queenstown received new PT funding, enabling increased and extended services.
- A new “on demand” PT service is being offered in Mosgiel.
- Issues regarding safe access to bus stops on state highways (SH).
- Calls for interregional transport links timed with commuters and planes.
- There is no funding to consider PT in Wanaka.

- Tension between the role of the Ministry of Education (MoE) and regional PT regarding the movement of students, especially with highway crossings and students left behind.
- PT patronage and reliability increasing in both Dunedin and Queenstown.
- Total mobility programme a success but underfunded.
- Continuing issue around bikes on buses, causing frustration for riders.
- Major roadworks on SH6 leading to significant congestion. Queenstown Lakes District Council, Otago Regional Council and NZTA are working together on solutions.
- Several fast track development consents underway:
- Large housing developments will compound existing limitations and issues.
- Freight hub in Mosgiel.
- Working on a Regional Deal with a focus on transport.

West Coast

- Quickly moved the Disability Ticketing Service to national system, which has gone well.
- KiwiRail is progressing on the Reefton Tunnel, which has been a long-term repair.
- The Epitaph Slip has ongoing major issues and is not a quick fix.
- KiwiRail cleared debris on a bridge away from the highway and did an excellent job. Big thank you for strong communication and quick action.
- Concerns around resilience for all areas, especially if alpine fault goes:
 - Need tools on the ground to react quickly on the coast, especially to keep the connection between Greymouth and Hokitika open to ensure airport access. Strong desire to have Bailey bridges stored locally.
 - Many bridges are at end of life and needing replacement. With increased heavy transport on roads, bridges are deteriorating faster.
- Tourism traffic was noticeably increased this summer, along with bad driving habits throughout the region (slow driving, passing lanes, etc.). There is a need for increased education aimed at tourists about local road rules, potentially delivered through rental companies.

Marlborough

- Storm repairs in the Marlborough Sounds are going well.
- A bridge that was washed out in July 2021 has been reopened.
- Picton experienced the first fare increase since the buses were established to increase private share funding.
- Continue to be interested in the Government's plan to replace the Cook Strait ferries.
- Undertaking a study on Weld Pass.

Canterbury

- RPTP has upcoming hearings and deliberations, which will be undertaken by both the RTC and Greater Christchurch Partnership (GCP) Committee. The most controversial element was allowing dogs on buses, which seems likely to happen in some form.
- Staff have commenced work on the Regional Land Transport Plan (RLTP) 2027-37, which will be a full review.

- The GCP Committee received the draft Greater Christchurch Transport Plan in March 2025. It is on track to be endorsed in May 2025. The transport plan will set strategic direction and give effect to the spatial plan.
- Progressing PT Futures with available funding, especially Mass Rapid Transit (MRT). Christchurch City Council has been tasked with designations to secure route in early planning stages, which will be followed with more detail.
- Upcoming deliberations on Environment Canterbury's Annual Plan.
- Likely to increase fares to increase the proportion of private share funding.
- The \$2 single-zone system successfully increased patronage. There have been suggestions for increased services to Darfield and Rolleston.
- National Ticketing Solution (NTS) trial on Route 29 has been successful, with 25% of trips paid via contactless method.

Nelson / Tasman

- Hope Bypass – RoNS project (largest in Nelson Tasman for some time), investment case programmed for Q2 of this year.
- Bike racks returned to buses on 21 February 2025.
- Looking at options to achieve private share targets on PT – likely to be a challenge.
- Review of services underway, with short term minor tweaks and potential major changes from 2027.
- Māpua school buses a perennial issue between Council and MoE. Pupils are not permitted to board bus, must cross SH60 or use culvert/underpass. MoE puts responsibility of safe travel to bus stop on parents.
- Lower bridge planned on Queen Street to relieve flooding from Borck Creek; existing bridge will be removed. Council considering all options.
- Construction underway for major upgrade to Wensley Road, including pedestrian and cycling access. Road has been closed from mid-February through mid-April 2025, leading to increased delays on SH6.
- Mayor Smith is lobbying for the Ministry of Transport (MoT) to look at school buses (*see more in Item 12. Any other business*).

Southland

- No major improvement projects, emphasis on maintenance and renewals.
- Good weather over the summer for resealing.
- Full effects of funding issues will come to light in June 2025 when full breakdown of completed work is known.
- There has been support for retaining the 80kph speed limit on SH94, east of Homer Tunnel.
- Invercargill City Council is consulting on the Southland RPTP, with significant funding pressure on PT signalled.
- The Southland Mayoral Forum hosted Minister Bishop in March 2025. Mayor Scott of Southland District Council led a roading discussion where he reiterated the issues with bridges and the rural perspective.
- There is need for Product to Ports to be reviewed under its context in dairy industry as funding isn't going back into roading under current system.

- Seeking a long-term solution for a bridge overhaul in Gore. Have completed modelling around flood resilience and long-term options, especially with intense industrial use.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the verbal regional updates given from each member of the Chairs Group.**

Cr Kate Wilson / Cr Jeremy McPhail
CARRIED

4. South Island Transport Story

Jesse Burgess presented the South Island Transport Story for final feedback. The document focuses on three key strategic priorities: network resilience, boosting the economy with efficient freight networks, and enabling people to flourish by providing better travel options. It was noted that much of the work programme for the Chairs Group has been supporting this piece of work.

The aim of this document is to provide a tool that is useful for elected members when engaging with Government, key stakeholders, and communities. This is an opportune piece of work to influence the next Government Policy Statement on Land Transport (GPS) which can in turn support the upcoming RLTP cycle. It was noted that this document will be a useful tool in council submissions.

The Chairs provided feedback on the document which was captured by staff.

The next step will be to incorporate the final feedback and edits, and once this work is complete, final approval will be received via email. There was emphasis to finalise this document quickly. Once finalised, there is the potential for a media release. It could also be shared on the Chairs Group webpage, hosted on the Environment Canterbury website.

Staff were acknowledged, especially Tiara Thorby, for the sustained work on this item.

This item was left on the table and the Chairs returned to share final thoughts and consider the recommendations during Item 12: Any other business.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives and endorses the final draft version of the South Island Transport Story, enabling staff to progress with the document design, for final circulation via email, along with a Comms & Engagement strategy for the final document.**

Cr Scott Adams / Cr Phil Morrison
CARRIED

5. KiwiRail update

Adele Wilson shared a presentation providing an overview of the current state of KiwiRail and the future direction, emphasising the story of growth. KiwiRail stewards the infrastructure of the

rail network, which is owned by the Crown, and provides access to customers. KiwiRail is transitioning into a self-funding business model and operating with limited resources. There are four main sections of the business: import/export, heartland rail, passenger, and property.

It was noted that the business needs to transition to a demand-led model and is focusing on improving reliability and price to achieve that outcome. A strong rail network is critical to ensure product gets to ports and countering any volatility with coastal shipping. Rail has the potential to be the growth engine of the South Island.

There has been huge investment to bring the network up to standard, to be resilient and to support growth. More planning to be done. The importance of multimodal freight hubs was highlighted.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the regional updates presented by KiwiRail staff.**

Cr Kate Wilson / Cr Scott Adams
CARRIED

6. NZ Transport Agency, Waka Kotahi discussion

Emma Speight and Ian Duncan provided a brief overview of the NZTA work programme for the South Island, reiterating that the organisation's main driver is to give effect to the GPS which is currently particularly focused on economic growth and productivity. Key updates included:

- Takaka Hill – major repairs have been successful so far and have withstood heavy weather events.
- Maintenance programmes – almost 900km of roading completed this year.
- Public Transit – essential for Christchurch and Queenstown.
- NTS – Route 29 in Christchurch has been a successful trial so far with volumes higher than anticipated. National rollout will likely be in 2026.
- Cook Strait ferries announcement – great for South Island resilience, need to ensure funding/financing is available.
- National Land Transport Programme 2024/27 – emphasised the need to communicate projects in RLTPs.

The Chair welcomed Simon Bridges, Board Chair of NZTA. The Board Chair spoke to the Group, emphasising the mandate of NZTA to give effect to the GPS, and highlighted the work being done on RoNS and RoRS projects to address the infrastructure deficit. NZTA is investigating alternative funding methods and working to improve the value and efficiency of business case processes. He highlighted the strong investment of maintenance and renewals in the South Island this year and noted the approach of “short and sharp” closures and diversions.

The Chairs shared prominent concerns and projects for their regions with the Board Chair.

That the South Island Regional Transport Committee Chairs Group:

1. **Receives the verbal updates from NZ Transport Agency, Waka Kotahi.**

Cr Scott Adams / Cr Peter Ewen
CARRIED

7. Discussion with Hon Chris Bishop

Hon Chris Bishop was unable to attend due to an unexpected scheduling conflict. Options for future communication and engagement with the Minister were considered, including rescheduling for the July 2025 Chairs Group meeting or a delegation of Chairs travelling to Wellington to meet the Minister in person. The Secretariat will work with the Chair on how to proceed.

8. General discussion

A general discussion was held, with the following main concepts:

- Bailey bridges: Cr Haddock raised a concern that no Bailey bridges are stored on the West Coast. Ian Duncan outlined the reasoning behind storing the bridges in McLeans Island and Palmerston North, and the plan to transport them to the West Coast via sea, if needed. The concerns of the West Coast representatives were noted.
- Rail network: The Rail Network Investment Programme (RNIP) will likely have reduced funding, and the deficit will need to be managed by increasing efficiency and pivoting to growth. No funding currently available to pre-emptively address network locations vulnerable to sea level rise. South Island concerns are coastal (high tide, storm events) in Oamaru and bridge washouts (e.g. Rangitata).

9. Cost sharing arrangement review

Sam Bellamy provided an update on the cost sharing arrangement review for the Chairs Group. Having reviewed the current arrangement, staff proposed to update the funding split between councils and reduce the overall budget from \$200,000 to \$150,000. It was noted that surplus budget rolls over and councils will be charged accordingly. Councils can apply to NZTA for co-funding support. There was an acknowledgement of the in-kind contribution of staff time.

That the South Island Regional Transport Committee Chairs Group:

1. **Notes that a review of the Chairs Group's cost sharing arrangement, established in 2017, has been undertaken to ensure it remains fit-for-purpose going forward.**
2. **Notes that the scope of the review was limited to the total annual budget and how funding should be split across member councils.**
3. **Agrees that the total annual budget for the Chairs Group should be reduced from \$200,000 to \$150,000.**
4. **Agrees that the share of funding contributed by Tasman District Council, Marlborough District Council, Nelson City Council and West Coast Regional Council should reduce from 10% to 7.5% respectively, that Environment**

Canterbury's share of funding should increase from 30% to 40% and that Otago Regional Council and Environment Southland's shares to remain the same.

Cr Grant Edge / Cr Jeremy McPhail
CARRIED

10. Understanding the South Island's transport network vulnerabilities

Sam Bellamy presented the final draft South Island Transport Network Vulnerabilities report. One of the goals of this work was to create a single source depicting the criticality and priority of routes, risks and hazards in each region of the South Island. Data used in this report was collated from a broad range of sources, including from KiwiRail, NZTA, CDEM, councils, and more. The document will be able to provide evidence in support of the development of RLTPs.

The Chairs provided feedback on the document which was captured by staff.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the South Island Transport Network Vulnerabilities: Summary of Information report.**
- 2. Notes that the development of a shared view of the South Island's priority routes and projects from a natural hazard risk reduction perspective was identified by the Chairs Group as a priority for this triennium.**
- 3. Notes that this report will contribute to evidence bases supporting development of Regional Land Transport Plans across the South Island.**

Cr Peter Ewen / Deputy Mayor Stuart Bryant
CARRIED

11. South Island Freight Study

Russell Hawkes provided an update on the scope of Phase 2 of the South Island Freight Study, which builds on the Phase 1 findings presented to the Chairs Group in November 2024. It was noted that Greater Wellington Regional Council (GWRC) is initiating a lower North Island Freight Study focusing on shifting freight into Wellington, ferries, and the South Island. As the South Island study has highlighted the importance of ferries, it makes sense to work with GWRC on an integrated approach.

That the South Island Regional Transport Committee Chairs Group:

- 1. Receives the South Island Freight Study – Phase 2 scope.**
- 2. Notes that the Phase 2 scope largely reflects the findings from Phase 1, which were presented to the Chairs Group on 11 November 2024.**
- 3. Notes that Phase 2 represents a multi-year programme of work, with the short-term actions to be delivered during the 2025 and 2026 calendar years.**

4. Notes that the estimated costs associated with Phase 2 can be covered within the planned budgets for the Chairs Group in 2024/25, 2025/26 and 2026/27.
5. Notes that the initial focus is on Workstream 1 (ERUC data analysis) and Workstream 2 (Engagement with KiwiRail and ports), as outlined in the Phase 2 scope, with outputs from these workstreams to be provided to the Chairs Group before the end of the triennium.
6. Notes that Stantec NZ will be engaged to support the delivery of this work.

Cr Peter Ewen / Cr Grant Edge
CARRIED

12. Any other business

Deputy Mayor Bryant brought to the Chairs Group's attention an initiative of Mayor Smith to campaign to Local Government NZ to investigate how school buses services are delivered, ultimately believing it is a local responsibility. The Chair asked for Mayor Smith to distribute the letter to regional councils and territorial authorities to pass through their RTCs for consideration.

Cr Ewen also raised the issue of vegetation growth covering road signs on the West Coast. Ian Duncan will report back on the maintenance of vegetation with regards to road signage at the next meeting of the Chairs Group.

13. Close and farewell

The meeting was closed with a Celtic saying by Cr Morrison at 2:35pm.



From the Office of the Chairperson

30 April 2025

Hon Chris Bishop
Minister of Transport
Parliament Buildings
Wellington 6011

via Email: Chris.Bishop@parliament.govt.nz

Dear Minister

Change to Land Transport (Road User) Rule 2004 (Part 4) to prioritise bus egress from bus stops

Otago's public transport services are consistently attracting record numbers of users, and more people are choosing public transport as their preferred mode of travel. With lack of bus priority infrastructure and increasing congestion, especially in Queenstown, it is increasingly difficult for buses to re-enter traffic flows from a bus stop. Buses in New Zealand currently rely solely on other road users' courtesy to merge back into general traffic flow when egressing from a bus stop. This compromises service reliability and increases operating costs.

Otago Regional Council wishes to seek a change in legislation (Land Transport (Road User) Rule 2004 (Part 4) to prioritise buses into the traffic flow, to improve the efficiency and effectiveness of substantial government (local and central) investment into public transport.

We draw your attention to New Zealand Transport Agency research report 609.¹ This research project identified and quantified the economic and other benefits that would likely arise from a legislative change allowing buses leaving bus stops to have priority over general traffic. This report provides an evidence-based assessment of the efficiency of a legislation change, concluding that 'give way to bus' legislation provides a viable investment opportunity with resultant nationwide BCRs ranging from 4.0 using LED signage to 4.5 using bus decals to aid compliance. Sensitivity analysis of a variety of input assumptions provided confidence with the BCRs being within a range of 2.9 through 8.7.

The research also concluded any disbenefits to other road users of a law change would be either marginal or negligible.

Public transport has a key role in moving people, connecting communities, and supporting well-functioning urban environments. Reliability is one of the most important attributes for urban buses services. Prioritising bus egress movements would improve the reliability of bus service run times,

¹ Hyde, R. and D Smith (2017) Quantifying the economic and other benefits of enabling priority bus egress from bus stops. New Zealand Transport Agency research report 609. 79pp.

improving operational costs, and competitiveness with private car journeys. It may also defer the need for investment in other bus priority measures in some locations.

Value for money, and economic growth and productivity, are two of the government's key strategic priorities outlined in the Government Policy Statement on land transport 2024-2034. A review of existing regulatory settings and policy decisions to increase the priority of buses on New Zealand's road network is well aligned with these priorities. As co-investors in our region's public transport services Otago Regional Council seek your support to urgently progress a legislation review with a focus to improve the operation and perception of public transport services and optimise investment.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Gretchen Robertson', is positioned above the printed name.

Gretchen Robertson
Chairperson

Hon Chris Bishop

Minister of Housing
Minister for Infrastructure
Minister Responsible for RMA Reform
Minister of Transport
Leader of the House
Associate Minister of Finance
Associate Minister for Sport and Recreation



TCB25-1089

Gretchen Robertson
Chairperson, Otago Regional Council
c/o: Kim.Wainscott@orc.govt.nz

Dear Gretchen,

Thank you for your email of 30 April 2025 with the suggested change to Land Transport rules to prioritise bus egress from bus stops.

I am pleased to hear Otago's public transport services are attracting record numbers of users. It is also interesting to hear evidence-based ideas for improving the efficiency and effectiveness of our public transport system.

I appreciate the benefits that could arise from allowing buses leaving bus stops to have priority over general traffic, especially during peak travel, but these need to be weighed up against general road safety concerns. While I acknowledge that you have highlighted the disbenefits as being marginal or negligible, previous investigations into whether rules of this type should be introduced in New Zealand highlighted possible safety issues, including that contradicting the general give way rules could cause confusion for drivers and vulnerable road users.

In October 2024, the Government's Road Safety Objectives document was released. One of the Government's priorities for road safety is to improve safety on footpaths, shared paths, and bus and cycle lanes. This will include consideration of proposed changes related to a bus egress give way rule. I expect to receive advice from my officials on this matter in the coming months. Any changes will be informed through public consultation.

Thank you again for writing.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Chris Bishop'.

Hon Chris Bishop
Minister of Transport

9.2. Public Transport 9-month Network Performance Report, 2024/25

Prepared for: Public and Active Transport Comm
Report No. GOV2565
Activity: Transport: Public Passenger Transport
Julian Phillips, Implementation Lead Transport
Author: Gemma Wilson, Senior Operations Analyst
Christine Rout, Implementation Advisor
Endorsed by: Anita Dawe, General Manager Regional Planning and Transport
Date: 5 June 2025

PURPOSE

- [1] To update the Committee on the performance of Public Transport (bus and ferry) and Total Mobility services for Q1 to Q3 of the 2024/25 Financial Year, being July 2024 - March 2025.
- [2] This report also summarises Customer Feedback.

EXECUTIVE SUMMARY

- [3] Dunedin bus patronage for Q1-Q3 2024/25 is 2,611,577 trips – representing an increase of 4% from Q1-Q3 2023/24.
- [4] Queenstown bus patronage for Q1-Q3 2024/25 is 1,489,729 trips – representing an increase of 3% from Q1-Q3 2023/24.
- [5] Queenstown ferry patronage for Q1-Q3 2024/25 is 55,829 trips – representing a decrease of 6% from Q1-Q3 2023/24.
- [6] Total Mobility patronage for Q1-Q3 2024/25 is 105,996 trips – representing an increase of 17% from Q1-Q3 2023/24.
- [7] Across the whole network for the quarter, 99.6% of scheduled services were operated (341,569 trips).

RECOMMENDATION

That the Committee:

- 1) **Notes** this summary of public transport activity in Otago for Q1-Q3 2024/25.

DISCUSSION - DUNEDIN

[8] Figure 1 details the patronage, revenue and concession split for Q1-Q3 2024/25.

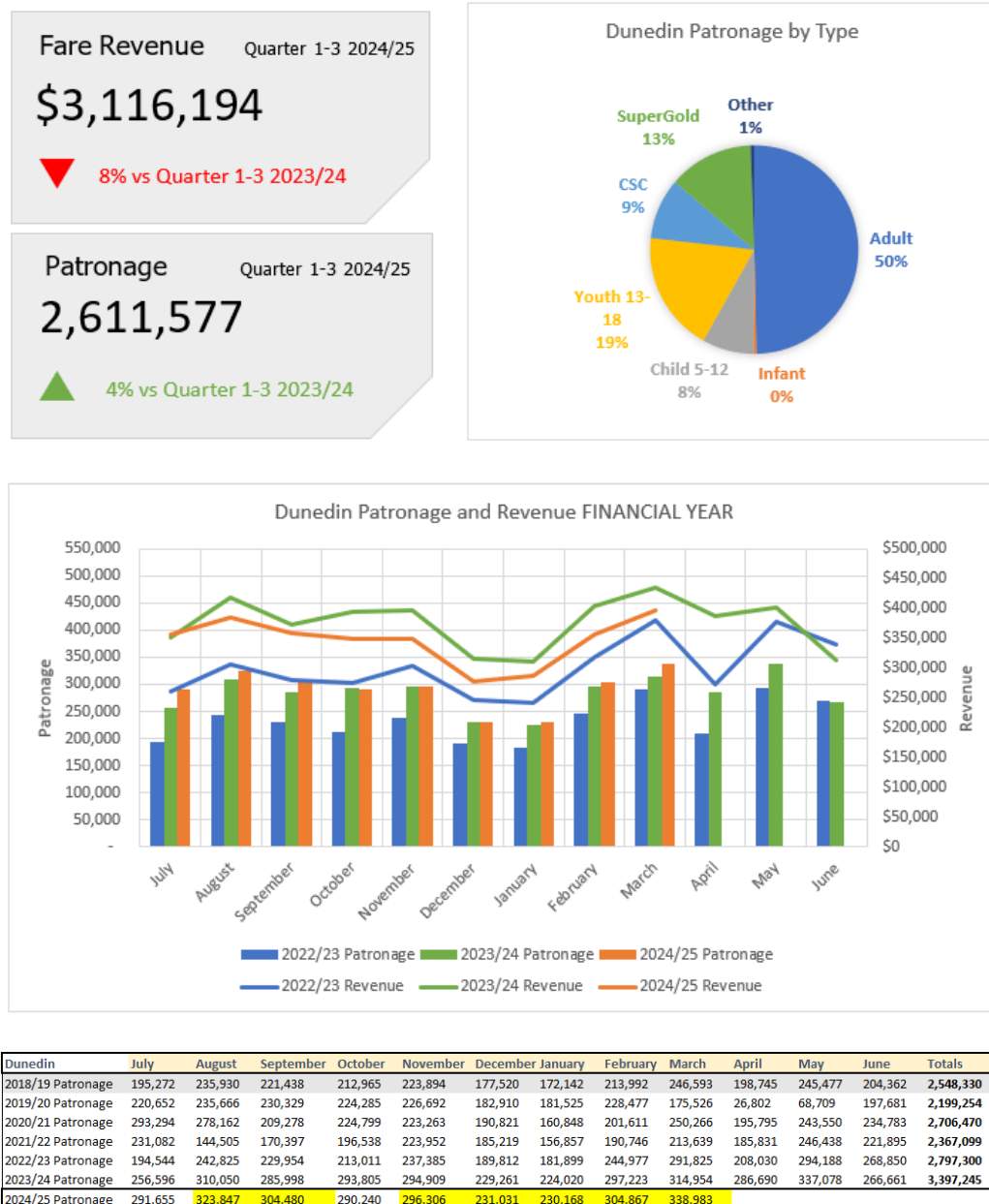


Figure 1: Dunedin 2024/25 Patronage and Revenue

[9] Seven of the nine months of the quarter have been monthly patronage records, with March the highest ever month for Dunedin at 338,983 passenger trips.

- [10] Figure 2 details patronage, colour coded by quarter, illustrating quarter-by-quarter patronage gains to date.
- [11] It is anticipated that final year-end patronage will exceed that of 2023/24.

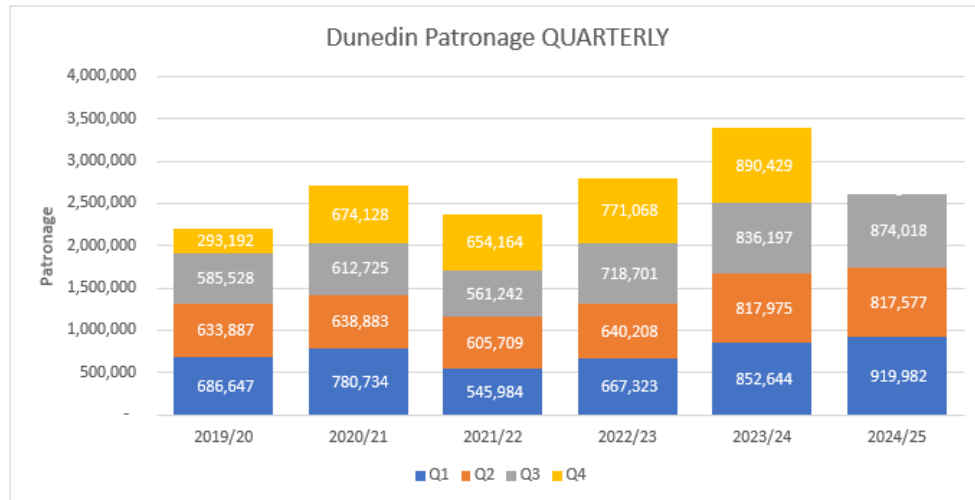


Figure 2: Quarterly patronage comparison

- [12] Figure 3 tracks individual PTOM Unit information for the year (Note: PTOM stands for Government's Passenger Transport Operating Model). The model requires Council to provide and contract public transport services in Units. Each Unit is a group of routes and timetables. Council contracts each Unit exclusively to a transport operator.

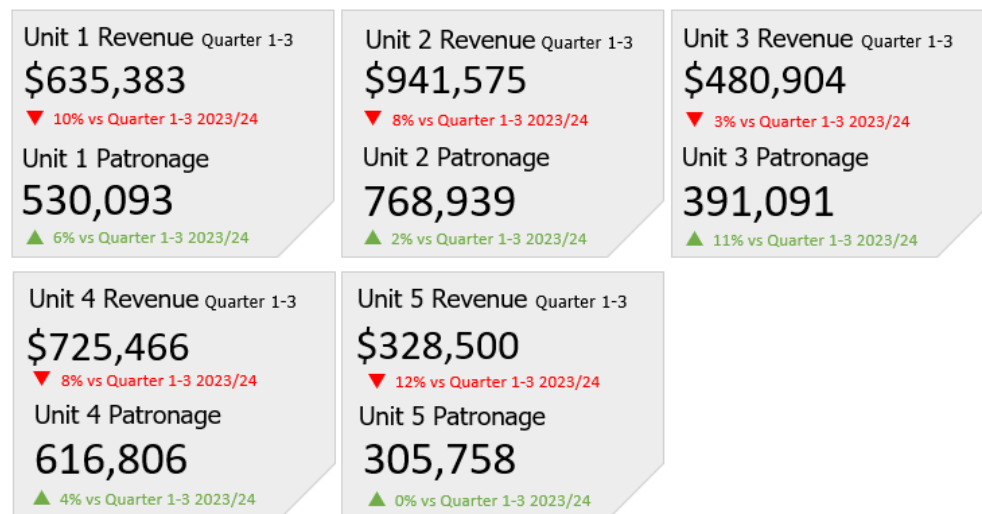


Figure 3: Dunedin PTOM Unit performance

DISCUSSION - QUEENSTOWN

[13] Figure 4 details the patronage, revenue and concession split for Q1-Q3 2024/25.

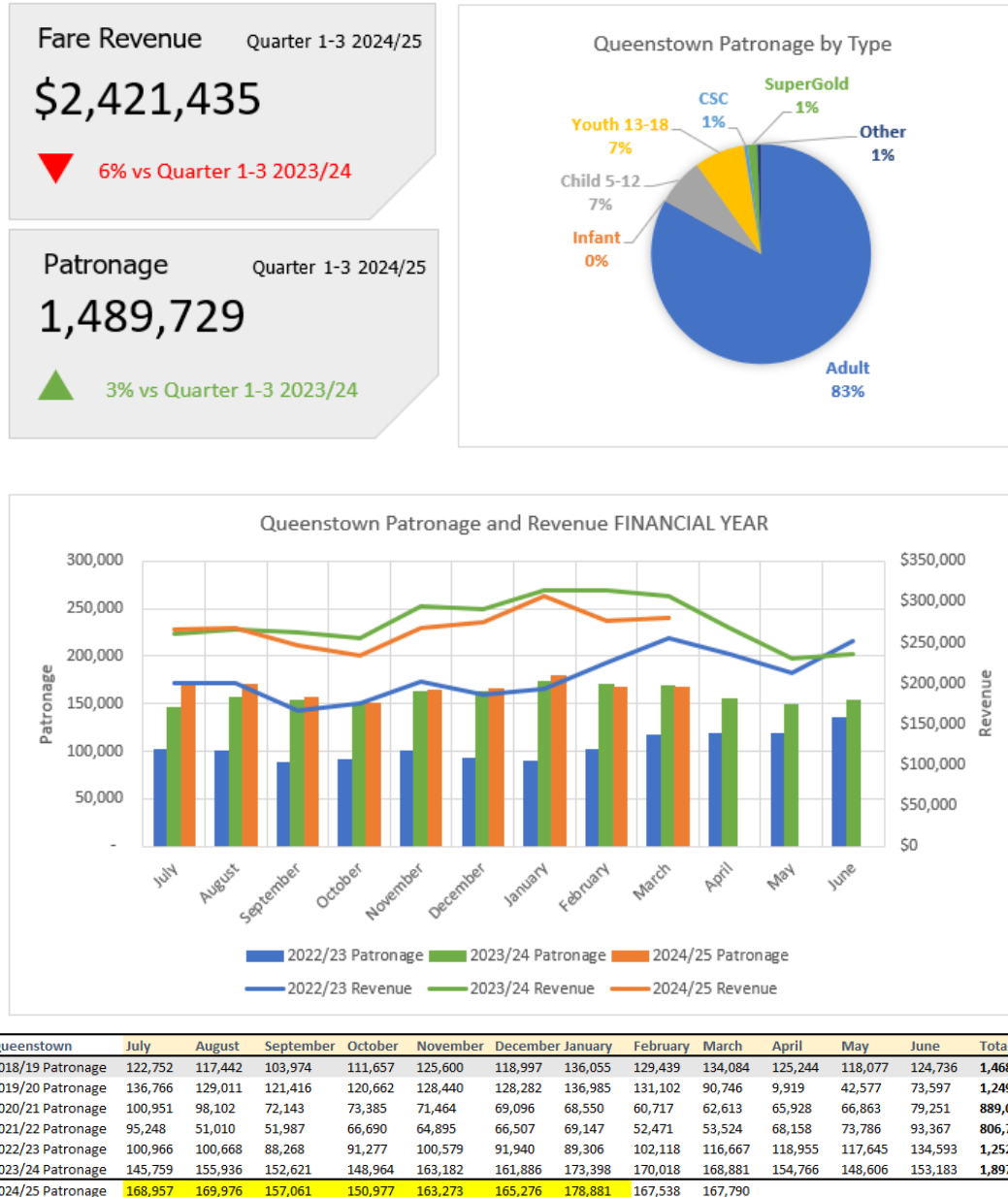


Figure 4: Queenstown 2024/25 Patronage and Revenue

[14] Patronage for the each of the first seven months of the period represents a record high for the Queenstown network, with February and March 2025 both at 99% of the previous patronage record.

- [15] While patronage continues to perform strongly, year-on-year *growth* is at a lower level than 2023/24 due to the very high rate of growth in that Financial Year.
- [16] Figure 5 details patronage, colour coded by quarter, illustrating quarter-by-quarter patronage gains to date.
- [17] It is anticipated that final year-end patronage for 2024/25 will exceed that of 2023/24.

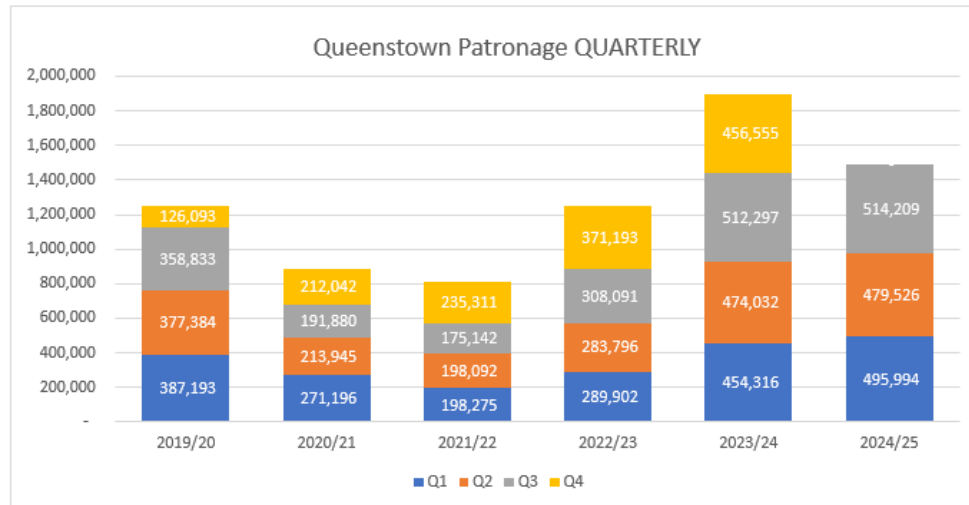


Figure 5: Quarterly patronage comparison

- [18] Figure 6 tracks individual PTOM Unit information for the year (Note: PTOM stands for Government's Passenger Transport Operating Model). The model requires Council to provide and contract public transport services in Units. Each Unit is a group of routes and timetables. Council contracts each Unit exclusively to a transport operator.

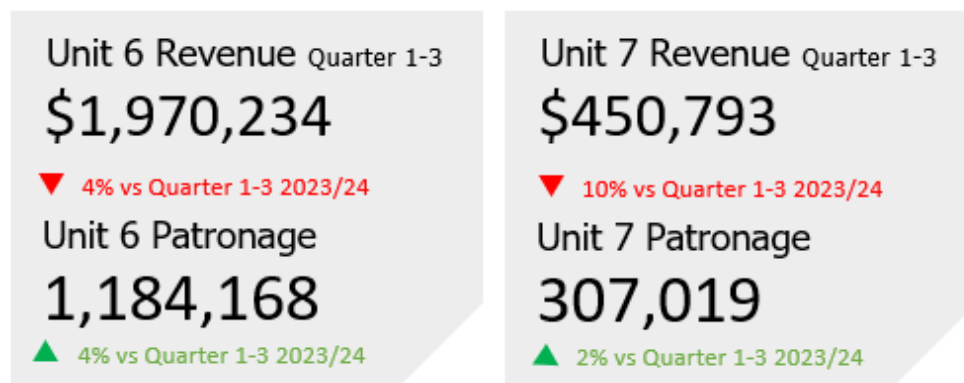
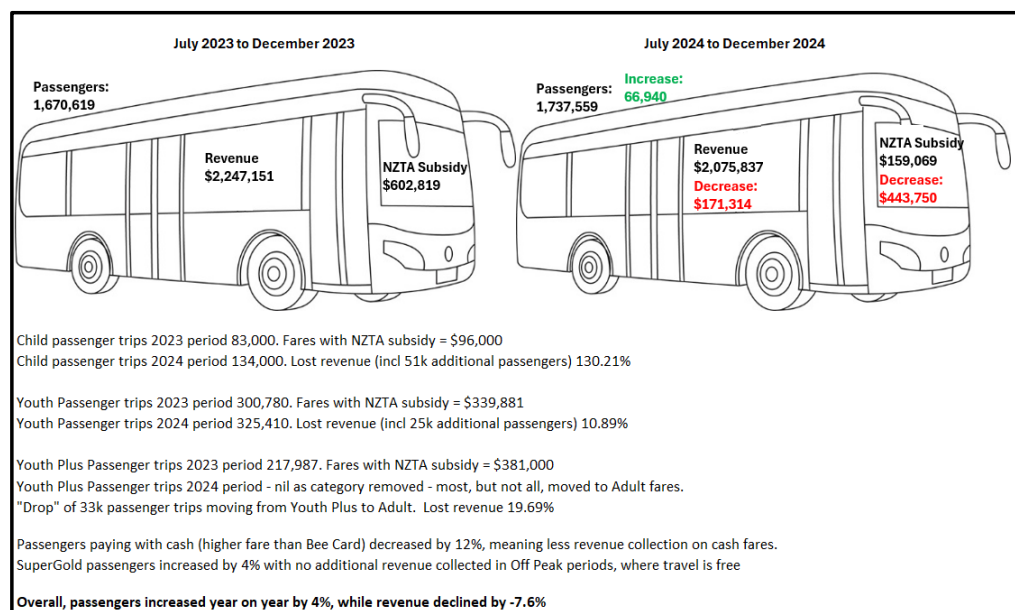


Figure 6: Queenstown PTOM Unit performance

FOCUS – PATRONAGE vs. REVENUE

- [19] Previous reports have noted that year-on-year revenue has decreased, despite a corresponding increase in patronage.
- [20] The reason behind this inversely proportional relationship between revenue and fares is reductions in NZTA subsidies and the composition of passengers changing over time.
- [21] Passenger trips have increased in both the Child (5-12yrs) and SuperGold categories, both of which are free and result in no additional revenue. Child trips that are now free of charge previously generated revenue by way of subsidy from NZTA. That subsidy ended in April 2024.
- [22] In addition, youth (13-18yrs) and Youth Plus (19-25yrs) concessions no longer exist, where they previously received NZTA-subsidised half price fare, meaning that Council received revenue from NZTA to offset the revenue foregone. These subsidies also ended in April 2024.
- [23] In addition, the use of cash fares has decreased. Cash fare revenues are higher per trip than Bee Card fares.
- [24] Using Dunedin as an example, comparing 2023 to 2024:

**Figure 7: Revenue changes, July-December 2023 vs 2024**

- [25] By way of further illustration, focussing on the Child (5-12 year) category as an example, Figure 8 contrasts the marked decline in revenue with the increase in patronage at the point that NZTA funding ends:

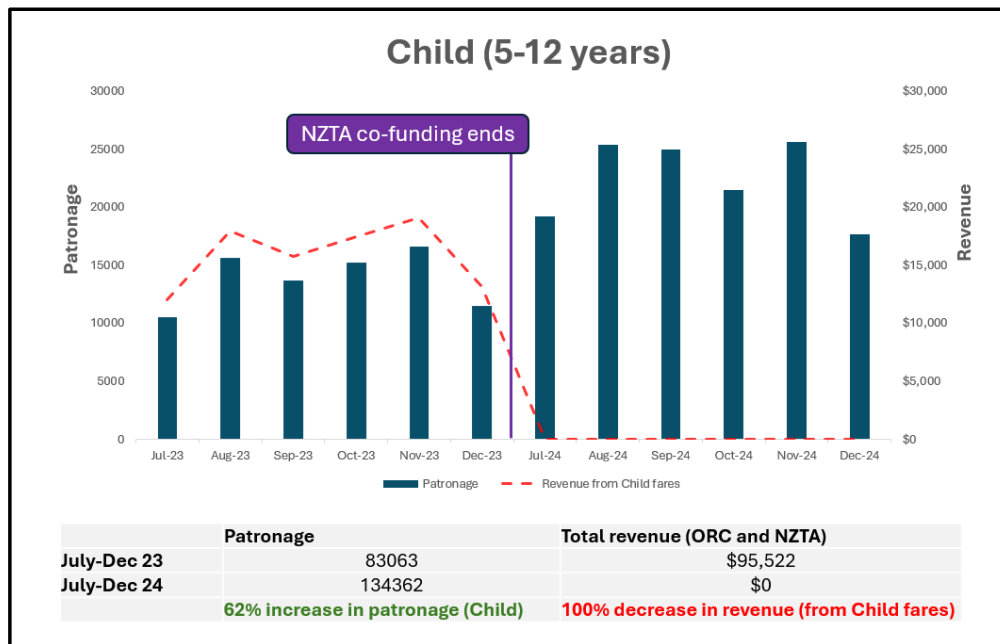


Figure 8: Child fare patronage vs revenue

- [26] NZTA subsidies (ORC revenue) for the previous Government's Community Connect extension concessions for Child, Youth (13-18) and Youth Plus (19-25) Fares were removed from May 2024. This means that for Q4 2024/5 and ongoing thereafter, revenue comparisons can be presented for like-for-like fare types.
- [27] This patronage vs revenue assessment also applies in the same way to the Queenstown network, noting that the effect on revenue is less pronounced due to adult passenger fares being a greater proportion of trips than Dunedin.

DISCUSSION – QUEENSTOWN FERRY

[28] Figure 9 details Queenstown Ferry patronage and revenue for Q1-Q2 2024/25.

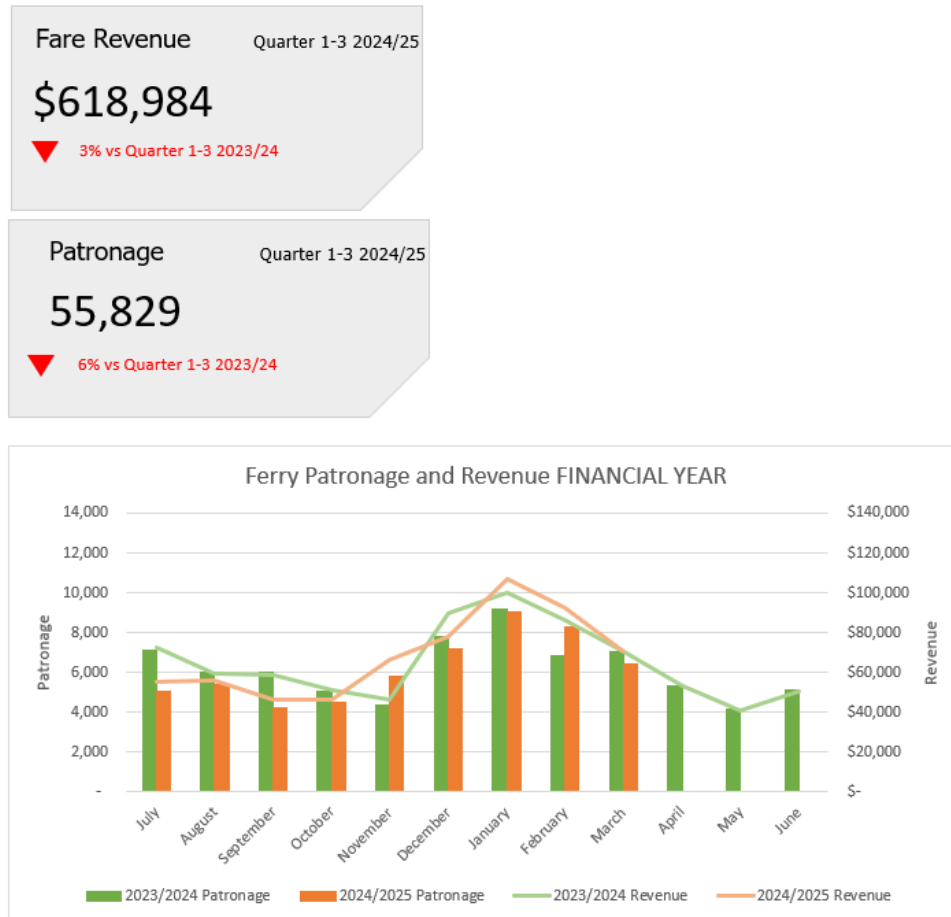


Figure 9: Queenstown Ferry Patronage and Revenue

- [29] Total Queenstown Ferry patronage for Q1-Q3 2024/25 is 55,829 which is a 6% decrease from the same period in 2023/24.
- [30] Whilst this is continuing the downward pattern of patronage, a result of the impact of the withdrawal of half price fares, the rate of decline is flattening. November and February patronage exceeded the previous year, with December, January and March very close.
- [31] Bee Card fares on the Ferry have been fixed at \$10 since July 2023, following most of the previous Financial Year at the 50% reduced price of \$5. Cash fares are \$14, having previously been \$7. Therefore, the impact of the return to full fares has been more keenly felt in dollar terms on the ferry service than the bus service.

DISCUSSION – TOTAL MOBILITY

- [32] Total Mobility patronage for Q1-Q3 2024/25 is 105,996 trips – an increase of 17% from Q1-Q3 2023/24.
- [33] This continues an increasing trend seen through 2023/24, although there is a minor decrease from Q2 to Q3 in trip length, hoist usage and expenditure.
- [34] 16,202 (15%) of these passenger trips required a hoist; *‘Hoist’ refers to trips that require a wheelchair accessible vehicle to travel, for which transport providers receive a separate reimbursement.
- [35] Figure 10, below, shows quarterly data since the current dataset began in 2017.

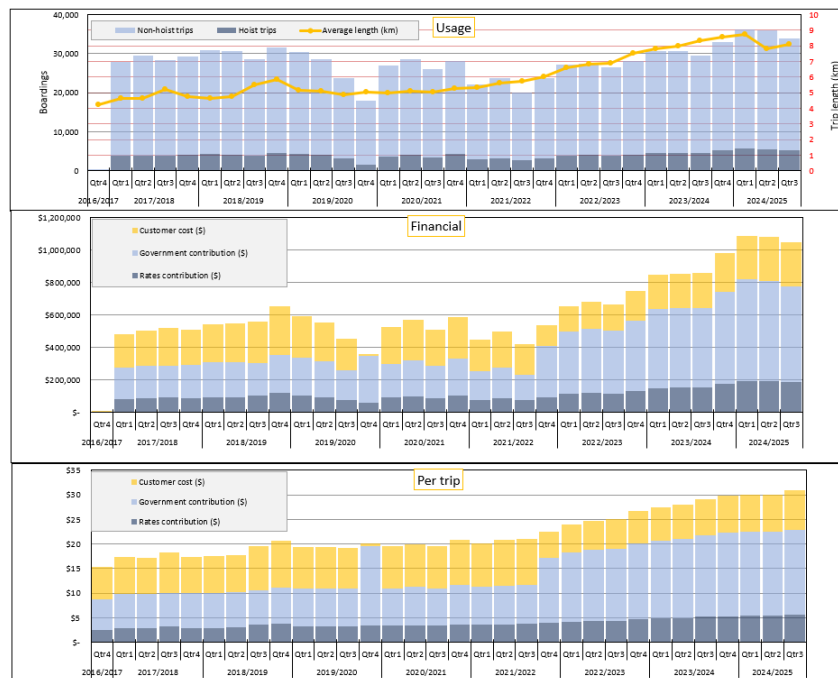


Figure 10: Total Mobility patronage and costs

- [36] The first chart shows the usage: boardings (hoist and non-hoist), and the average trip length. The second chart shows the total cost of Total Mobility trips, and how the cost is shared between the user, the ratepayer, and the taxpayer. The third chart shows the same figures on a per-trip basis.

DISCUSSION – CUSTOMER FEEDBACK

- [37] For Q1-Q3 2024/25 we have recorded 2,655 points of feedback relating to the Orbus Network, representing 0.7% of the number of trips operated during this period. This is an increase of 0.2% from the previous year.

- [38] Figure 11 provides an overview of customer feedback received by the Transport Team for the period. This chart represents the combined feedback for the Orbus network split by month and feedback type (suggestion, praise, incident).

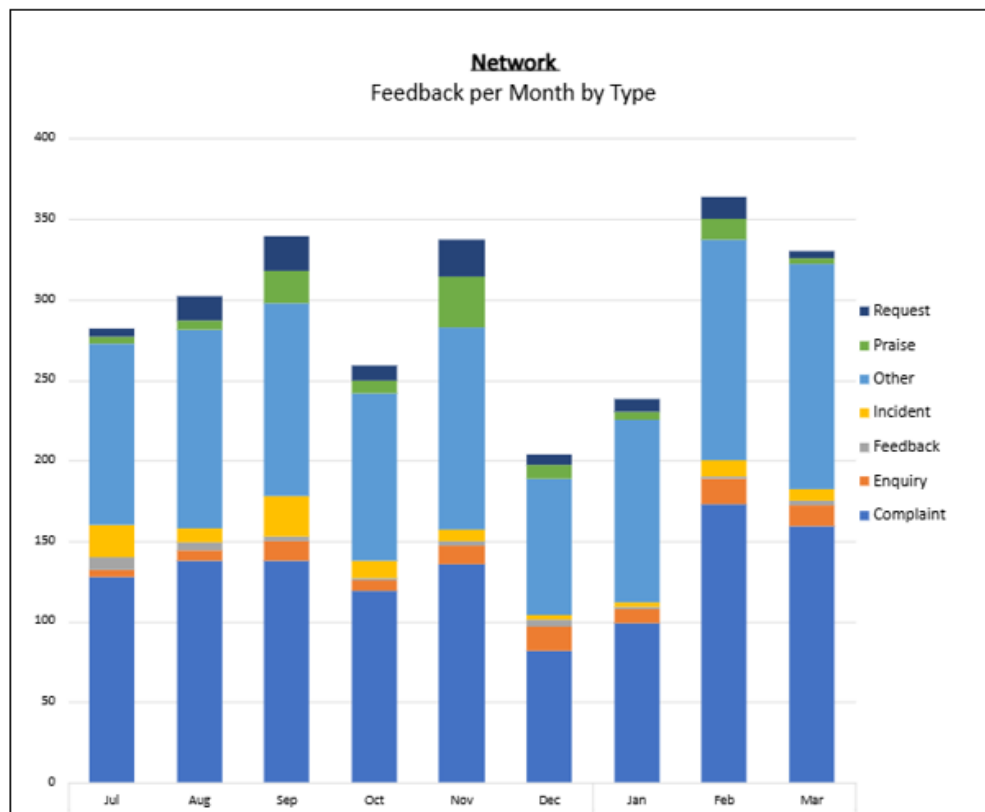


Figure 11: Customer feedback by contact type, Q1-Q3 2024/25

[39] Figure 12 highlights this feedback split by topic for the same period.

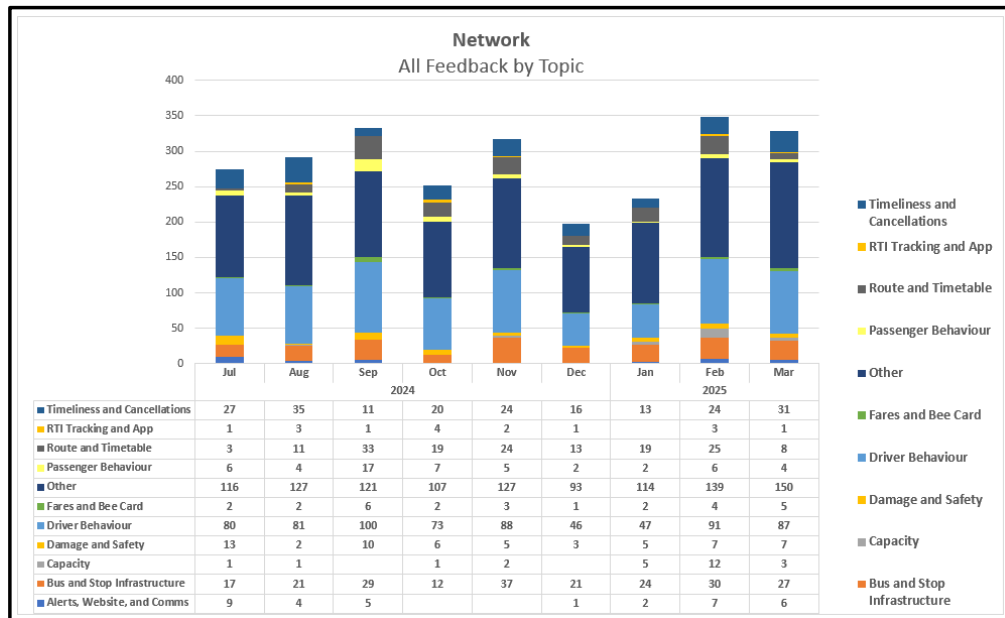


Figure 12: Combined network customer feedback by topic - July to September 2024

[40] Across the network overall “Other” has been the dominant feedback category, noting that this category includes lost property, which comprises 97% of the feedback.

[41] Aside from lost property, driver behaviour remains the dominant category of feedback. This covers subjects such as perceived driving errors, customer service – including praise, and general conduct.

CONSIDERATIONS

Strategic Framework and Policy Considerations

[42] The provision of public transport services in Otago is consistent with Council’s aspirations for an integrated transport system that contributes to the accessibility and connectivity of our community, reduces congestion and supports community wellbeing aspirations.

Financial Considerations

[43] There are no direct financial implications however, we use our monitoring of network performance to inform decision making for transport activities.

Significance and Engagement

[44] Not applicable.

Legislative and Risk Considerations

[45] Not applicable.

Climate Change Considerations

[46] Public Transport supports climate change aspirations within Otago.

Communications Considerations

[47] Not applicable.

NEXT STEPS

[48] A review of 12-month performance for the full 2024/25 financial year will be provided at the next Public and Active Transport Committee.

ATTACHMENTS

Nil

9.3. Update on the Draft Otago Regional Public Transport Plan 2025-2035

Prepared for:	Public and Active Transport Committee
Report No.	POL2504
Activity:	Transport
Author:	Robyn Hyde, Transport Planning Lead
Endorsed by:	Anita Dawe, General Manager Regional Planning and Transport
Date:	5 June 2025

PURPOSE

- [1] To update the Public and Active Transport Committee (PATC) on the draft Otago Regional Public Transport Plan (RPTP) 2025-2035.

EXECUTIVE SUMMARY

- [2] Public consultation on the draft RPTP was undertaken from 24 March to 2 May 2025. A total of 549 submissions were received, and 32 submitters presented to the Hearings Panel.
- [3] The Hearings Panel (comprising Councillors Weir, Wilson and Noone) heard public submissions from 13-16 May 2025 and deliberations took place on 19 May 2025.
- [4] The recommendations of the Hearings Panel will be presented to Council for approval at its meeting in June 2025.

RECOMMENDATION

That the Committee:

- 1) **Notes** this report.

BACKGROUND

- [5] Council approved the draft RPTP 2025-2035 for public consultation at its meeting on 19 March 2025.
- [6] At that meeting Council appointed Councillors Weir, Wilson and Noone to a Hearings Panel to hear submissions and make recommendations on the draft RPTP. Councillor Noone was confirmed to be the Chair of the Hearings Panel.

- [7] Public consultation took place from 24 March to 2 May 2025 and involved the following:

Method of consultation	Description
Contacting key stakeholders	ORC staff contacted and encouraged key stakeholders to make submissions.
Public drop-in sessions	ORC staff held public drop-in sessions in Dunedin (3), Queenstown (2), Alexandra (1), Ōamaru (2), Wānaka (1) and Cromwell (1). These sessions occurred from 25 March to 17 April 2025 and enabled members of the public to speak with staff about the draft RPTP and public transport more generally.
Advertising campaign	ORC communications team launched a comprehensive advertising campaign to encourage submissions on social media, ORC website, radio, newspapers, posters (on and off the bus), newsletters and the Transit app.
Library	ORC staff mailed copies of the draft RPTP and a summary document to 27 libraries throughout the region.

- [8] Staff attempted to reach as many people as possible across the district using different mediums and styles of engagement approaches, materials and locations. Care was taken to try and reach a diverse cross section of our population, including transport disadvantaged groups, such as disabled groups, and communities who currently lack public transport.
- [9] Staff were encouraged by the degree of interest and conversations generated about public transport within the community during consultation.

SUBMISSIONS, HEARINGS AND DELIBERATIONS

- [10] The draft RPTP received 549 submissions, which was a significantly higher number of submissions compared with those received in 2021. 32 submitters elected to speak to their submissions – with 25 speaking at hearings held in Dunedin on Tuesday and Wednesday 13 and 14 May 2025, and seven speaking in Queenstown on Friday 16 May 2025.
- [11] The majority of submissions were made by individuals. Roughly 40 submissions were made on behalf of government agencies and ministries, territorial authorities, community advocacy groups, tourism groups and educational institutions.
- [12] Submitters gave thoughtful responses on important issues like potential fare increases and charging more for longer trips. Their responses indicate submitters understood the complexities and trade-offs of these issues in the current operating environment.
- [13] Common themes from the submissions included network design and levels of service, regional connectivity, school services, electric buses and vehicle size.

- [14] A common theme in the submissions from partner agencies (e.g. territorial authorities and including New Zealand Transport Agency) was their appreciation for early engagement in the draft RTP's co-design phase.
- [15] Staff provided the Hearings Panel with an Officers' Hearings report summarising the submissions, outlining staff responses to submissions and making recommended changes to the draft RTP.
- [16] Deliberations took place on Monday 19 May 2025.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [17] The RTP is developed under the Otago Southland Regional Land Transport Plans 2021-2031.
- [18] The draft RTP is consistent with the 'Transport' Strategic Direction set by Council for an integrated transport system that contributes to the accessibility and connectivity of our community, reduces congestion and supports community wellbeing aspirations.

NEXT STEPS

- [19] The recommendations of the Hearings Panel will be presented to Council for approval at its meeting in June 2025, including a recommendation to adopt the draft RTP 2025-35 as the final RTP.

ATTACHMENTS

Nil

9.4. Central City Advisory Group Report

Prepared for: Public and Active Transport Committee
Report No. GOV2559
Activity: Governance Report
Author: Anita Dawe, General Manager, Regional Planning and Transport
Endorsed by: Richard Saunders, Chief Executive
Date: 5 June 2025

PURPOSE

- [1] To present the report commissioned by Otago Regional Council (ORC), entitled *Strengthening Safety in Dunedin's Central City – Insights from a review of safety plans in New Zealand, Australia and the United Kingdom*.

EXECUTIVE SUMMARY

- [2] The Central City Advisory Group (CCAG) is a multi-agency staff group set up as part of the response to the bus hub tragedy in 2024.
- [3] The group has developed a list of actions, one of which was to review local and international city safety plans and consult with safety managers to identify areas of best practice that could be applied to the Dunedin programme of work.
- [4] ORC commissioned the report in early 2025, with a narrow scope focused on actions in existing safety plans and strategies, in order to provide actionable insights that the Central City Advisory Group can use in developing and refining the approach to safety in the central city.

RECOMMENDATION

That the Committee:

- 1) **Notes** this report.

BACKGROUND

- [5] Following the 2024 bus hub tragedy, a multi-agency staff group was established to collaboratively address issues impacting safety in the central city, and with an initial focus on the Great King St bus hub area.
- [6] The terms of reference for the Advisory Group include:
- Identifying the specific safety issues and causes within the inner city
 - Establishing and overseeing workstreams that focus on specific areas of responsibility
 - Identifying options to address safety issues
 - Identifying agency involvement for implementing solutions
 - Advice on funding to implement solutions
 - An assessment of need and level of ongoing security at the bus hub

- Engagement with key stakeholders (e.g. bus drivers, schools and young people, Otago University Students Association)
 - Communication and public information providing updates on the work of the advisory group, including to the public
- [7] The group has representatives from the Dunedin City Council, New Zealand Police, Ministry of Education, Business South, Ministry of Social Development, Regional Public Services Commissioner, Otago Secondary Principals Association, Grey Power, a representative from the Dunedin Joint Students Council, Pacific Trust Otago, mana whenua, and more recently, membership has expanded to include the Dunedin Multi Cultural Council, and Disabled Persons Assembly.
- [8] The group has been meeting regularly since its inception, and has developed an action list, initially targeting the bus hub area.
- [9] As a member of CCAG, ORC has found it a good forum for collaborating with agencies and groups across Dunedin on issues impacting safety in the Central City, and in particular at the bus hub. The group members have provided useful feedback when ORC was looking at the provision of security services. ORC has also received other ideas to help inform our approach to supporting safe behaviour on and around our bus network. ORC continues to take forward actions related to supporting safe behaviour, these include:
- a. Working with shops and businesses based around the bus hub to support the environment, like improving lighting in the area. We also worked with an adjoining landowner to deliver visually permeable fencing and relocating one of the shelters thereby giving space for people to wait under shelter, without bunching and potentially obstructing access to shops.
 - b. Providing a security workforce to support a safe and inclusive environment.
 - c. Early engagement on ORC's Regional Public Transport Plan to understand the range of PT operational factors that can impact both actual and perceived safety.
 - d. A joint communications campaign from Dunedin Youth Council, Joint Dunedin Student's Council, Otago Regional Council and the Highlanders to promote bus safety with youth, was delivered alongside the start of the 2025 school year. This was co-designed by youth for youth and the wider community, with the aim of encouraging bus good behaviour and knowledge of how to report any issues.
- [10] Data collated as part of the attached report, setting out victimisations by both location, and time of day¹, highlights focus areas, and outlines some of the challenges that the group is working to solve.

¹ 2025, *Strengthening Safety in Dunedin's Central City, Insights from a review of safety plans in New Zealand, Australia and the United Kingdom*

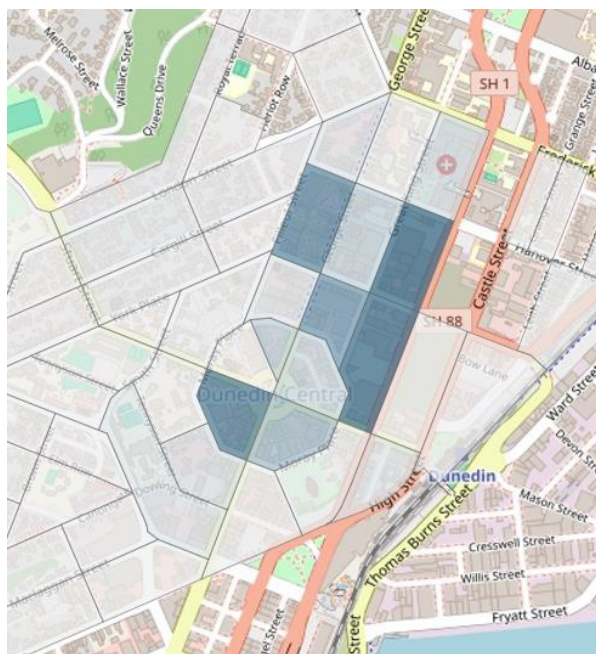


Image 1 – Meshblock map showing victimisations in central Dunedin. Darker shading indicates a higher number of reported offences.

Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
0	11	2	2	6	1	1	12	35
1	23	3			2	2	7	37
2	13	1	1		1	2	8	26
3	11		1	3	1		5	21
4					1		1	2
5	1			1		1	2	5
6	1				1	1		3
7	1	1						2
8		1	1		1		2	5
9	1	1	1		2	5	4	14
10	3	3	4	2	4	2	3	21
11	2	4	6	5	6	4	4	31
12	3	10	1	6	8	11	9	48
13	6	5	3	8	7	4	9	42
14	5	14	8	14	12	12	9	74
15	7	12	18	6	6	13	8	70
16	10	11	9	13	17	11	9	80
17	12	12	9	17	6	5	9	70
18	7	2	6	7	5	4	6	37
19	3	10	6	4	8	2	5	38
20	5	5	4	4	7	5	8	38
21	1	1	5	6	5	3	7	28
22	1		3	2	2	5	1	14
23	2	1	1			7	12	23
Total	129	99	89	104	103	100	140	764

Image 2 – Victimisations in central Dunedin by time and day. Darker shading indicates a higher number of reported offences.

DISCUSSION

- [11] The report highlights five key areas of focus, which are *Preventing Crime through Inclusion and Visibility*, *Flexible, Rapid-Response Safety Teams*, *Collaborative Action Focused Safety Networks*, *Crime Prevention through Environmental Design (CPTED)*, and *Strengthening Governance and Accountability*.

Preventing Crime through Inclusion and Visibility

- [12] Preventing Crime through Inclusion and Visibility noted that community safety plans have moved to a culture of prevention, with a key aspect of that being the positive benefit of inclusion, education, capacity building, community development, and police visibility.
- [13] Cities noted that cultural inclusion, social connections, and increasing the prominence and visibility of safety measures were effective in preventing and reducing crime and anti-social behaviour.
- [14] Examples of actions include culturally inclusive language, signage and symbols in venues and parks to create welcoming spaces for all, supporting local events to ensure sense of connection, and increased patrols to increase visibility and perceptions of safety have all been implemented.

Flexible, Rapid-response Safety team

- [15] The report notes that having a clear and co-ordinated model for responding to safety issues has been an effective strategy in several city safety plans. A range of roles – across prevention and enforcement, supported by a reliable and monitored CCTV network are key components.
- [16] A case study of Rotorua Lakes Deployment Model sets out three tiers – safe city guardians, contracted mobile safety officers, and police – to manage issues and intervene as required. The model is understood to have significantly reduced crime and increased perceptions of safety.

Building a collaborative and action-oriented safety network

- [17] The report notes the partnership model approach in the plans reviewed as part of the report. Most often, the partnerships are led by the city council, with the police and the city's public transport provider as the lead partners. Critical to success was regular engagement and communication between a wider range of support agencies.
- [18] Many of the successes have arisen out of short term, action focused plans that drive results. In essence, eating the elephant in bite sized chunks.

Applying crime prevention design in public spaces

- [19] Crime prevention through environmental design (CPTED), is a universally known urban design and planning concept that looks to improve safety through planning and design actions.
- [20] Most of the plans reviewed as part of this research had elements of CPTED considerations, including Tauranga, Christchurch, Sydney, Adelaide, and Auckland.

- [21] The report includes two case studies of CPTED principles – Auckland and Te Aro Park in Wellington – and highlights some of the actions that resulted from undertaking the CPTED assessment.

Strengthening governance, monitoring and accountability

- [22] The report notes the criticality of clear leadership and strong governance, especially when working within a partnership model with a range of stakeholders. Having clear reporting lines – both internally, and public facing, is also critical to demonstrate deliverables and ensure accountability.
- [23] The report noted that without appropriate structure, reporting and accountability, co-ordinated and timely progress can be challenging.

OPTIONS

- [24] This report is for noting and options have not been provided however staff note that the *Strengthening Safety in Dunedin's Central City* report has been shared with the CCAG, and will be used to assist with actions going forward.

CONSIDERATIONS

Strategic Framework and Policy Considerations

- [25] The report speaks indirectly to the Strategic Directions of Partnership, Community, Transport and Resilience.

Financial Considerations

- [26] The report was funded out of existing budgets.
- [27] Costs associated with the CCAG are staff time.

Significance and Engagement

- [28] While the report may not trigger the Significance and Engagement threshold, actions as a result of the report, have the potential to impact a significant number of people who use the central city area.

Legislative and Risk Considerations

- [29] There are a number of legislative and risk considerations being considered as part of the wider work of the CCAG. Ensuring wellbeing and safety is one of the critical aspects of the work of the group.

Climate Change Considerations

- [30] Not directly relevant to this report.

Communications Considerations

- [31] No specific communications actions are envisaged as part of this report, however making it publicly available is considered to have positive benefits, especially in light of the partnership model for the CCAG.

NEXT STEPS

- [32] The CCAG will continue to work on implementing actions, in partnership.

ATTACHMENTS

1. Report on Strengthening Safety in Dunedin's Central City March 2025 [**9.4.1** - 29 pages]

Strengthening Safety in Dunedin's Central City

Insights from a review of safety plans in
New Zealand, Australia & the United Kingdom



March 2025

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About the Report

In early 2025, the Otago Regional Council, as a lead partner of the Dunedin Central City Safety Advisory Group, commissioned this report to review local and international city safety plans and consult with city safety managers to identify areas of best practice that could be applied to the Dunedin programme of work. This report provides a summary of these insights.

Introduction and Context

The multi-agency Central City Safety Advisory Group (the Advisory Group) was established in mid-2024 to collaboratively address issues impacting safety in the central city area, with an initial focus on youth activity at the Great King Street bus hub. Issues at the bus hub have been ongoing, but the tragedy in May 2024 catalysed the need for more decisive collective action.

The terms of reference for the Advisory Group include:

- Identifying the specific safety issues and causes within the inner city
- Establishing and overseeing workstreams that focus on specific areas of responsibility
- Identifying options to address safety issues
- Identifying agency involvement for implementing solutions
- Advice on funding to implement solutions
- An assessment of need and level of ongoing security at the bus hub
- Engagement with key stakeholders (e.g. bus drivers, schools and young people, Otago University Students Association)
- Communication and public information providing updates on the work of the advisory group, including to the public

Research into what is working in other cities is a key action identified by the Advisory Group in their work plan. This report identifies a range of strategies and initiatives in towns and cities around New Zealand and internationally and draws insights that can be applied to the local Dunedin context to support future planning and resource allocation.

This report includes insights drawn from the following sources:

- Publicly available city safety plans and strategies from New Zealand, Australia and the United Kingdom were reviewed to identify common actions and relevant approaches and initiatives.
- Consultation with city safety managers to understand what has worked well in practice and learn from the challenges they have faced and where they've achieved successful outcomes.
- An overview of Crime Prevention Through Environmental Design (CPTED) and what has been done in the New Zealand context is also an area of focus for the Advisory Group and is included in this report.

Local residents consider Dunedin a safe city, with 92% of Dunedin respondents to the 2024 Quality of Life Survey feeling safe in the city centre during the day. However, this drops to 50% of residents feeling safe in the city centre after dark¹. Challenges caused by offending in the city

¹ Rangahau te Korou o te Ora / Quality of Life Survey 2024, Dunedin Topline Report, Feb 2025
https://www.dunedin.govt.nz/_data/assets/pdf_file/0011/1119629/final-qol-2024-dunedin-report.pdf

centre, including assaults, theft, and antisocial behaviour, continue to be a challenge. Youth offending receives a lot of media attention and is often the focus of concern at the Dunedin bus hub.

- A survey conducted by the Dunedin Student Council and the Principals Association found that 45% of pupils surveyed do not feel safe in the central city, with more females feeling unsafe than males².
- Police victimisation data for 2024 shows that the area around the Dunedin bus hub and parts of the Octagon have a higher concentration of reported crime. The highest number of offences occur early Sunday morning and after school hours, between 2pm and 5pm³. This data supports the Advisory Group's initial focus on improving community safety around the bus hub.

Image one: Meshblock map showing victimisations in central Dunedin. Darker shading indicates a higher number of reported offences.

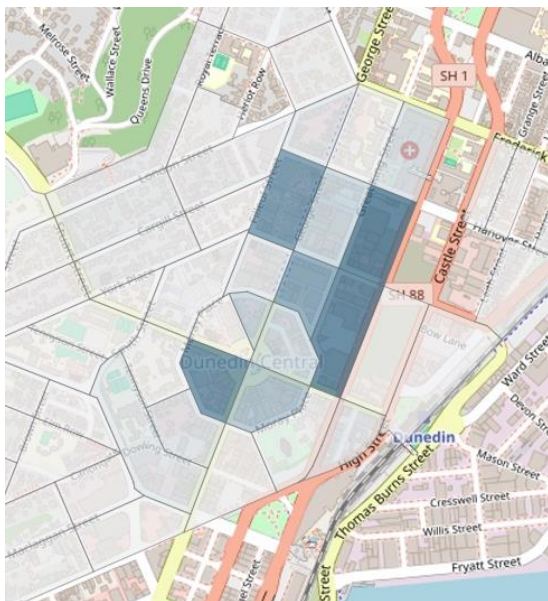


Image two: Victimisations in central Dunedin. By time and day of the week. Darker shading indicates a higher number of reported offences.

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12	3	10	1	6	8	11	9	48
13	6	5	3	8	7	4	9	42
14	5	14	8	14	12	12	9	74
15	7	12	18	6	6	13	8	70
16	10	11	9	13	17	11	9	80
17	12	12	9	17	6	5	9	70
18	7	2	6	7	5	4	6	37
19	3	10	6	4	8	2	5	38
20	5	5	4	4	7	5	8	38
21	1	1	5	6	5	3	7	28
22	1		3	2	2	5	1	14
23	2	1	1			7	12	23
Total	129	99	89	104	103	100	140	764

The scope of this report is intentionally limited to the analysis of actions described in existing city safety plans and strategies. It aims to identify common themes and successful interventions across different reports.

This report excludes broader research on safety and the contributing factors of crime. Instead, it focuses on practical, documented actions proposed or implemented by other cities to enhance safety. This targeted approach aims to provide actionable insights that the Advisory Group can use in developing and refining their planned approach and focus.

² 'Big problem': Harassment of teen girls rife in central Dunedin, Otago Daily Times, Oct 2024

<https://www.odt.co.nz/news/dunedin/big-problem-harassment-teen-girls-rife-central-dunedin>

³ Policedata.nz, Victimisations (accessed March 2025) <https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz>

Executive Summary

This report, commissioned by the Otago Regional Council on behalf of the Dunedin Central City Safety Advisory Group, examines best practices from city safety plans across New Zealand, Australia, and the United Kingdom. Its purpose is to identify effective strategies and practical insights that can be applied to enhance safety in Dunedin's central city, particularly around the Dunedin Bus Hub, a known hotspot for youth-related safety concerns.

The report highlights five key areas of focus that are proving successful among the cities reviewed.

The areas of focus are:

- 1. Preventing Crime Through Inclusion & Visibility:** Promoting cultural and social inclusion, enhancing visibility of safety measures, and engaging with communities, specifically mana whenua, to foster a sense of safety.
- 2. Flexible, Rapid-Response Safety Teams:** Establishing coordinated, trained safety teams to de-escalate issues before they intensify. These responsive teams can move to known and emerging areas of concern, are proactive in building relationships, and are supported by a well-monitored CCTV network.
- 3. Collaborative, Action-Focused Safety Networks:** Building strong partnerships across agencies and the community to share information, eliminate duplication, and implement clear, results-oriented plans that deliver measurable progress. Regular, proactive engagement and information sharing are essential to ensure well-coordinated and effective responses.
- 4. Crime Prevention Through Environmental Design (CPTED):** Implementing CPTED principles to improve public space design and enhance perceptions of safety. Actions include improved lighting and clearer sightlines to remove dark spots, regular and responsive maintenance and cleaning, and community-led inclusive art and design.
- 5. Strengthening Governance & Accountability:** Ensuring clear leadership, strong governance, and effective data monitoring and reporting to ensure progress and accountability.

Key Areas of Focus

This report identifies five overarching areas of focus that provide insights into what is being done and what is working to address safety concerns in other cities. A focus on these areas could lead to improved safety at the Dunedin city bus hub and in the wider central city.

The five key areas of focus that emerged from the review of safety plans and consultation with city safety managers are:

1. Preventing crime through inclusion and visibility of safety measures
2. Creating a flexible, rapid response safety team
3. Building a collaborative and action-orientated safety network
4. Applying crime-prevention design in public spaces
5. Strengthening governance, monitoring and accountability

These key focus areas can guide the Advisory Group's future efforts to improve safety in Dunedin.

1. Preventing crime through inclusion and visibility of safety measures

Most city safety plans and the feedback provided through the consultations with safety managers focused on prevention strategies and initiatives. The Local Community Safety Partnership Pilot Final Evaluation Report noted that, in general, community safety plans had shifted towards a culture of prevention. This included the positive impact of inclusion, education, capacity building, community development, and police visibility⁴.

Ongoing community engagement is essential so the community can see they are being supported and know what's being done to support their safety. However, delays in the delivery of action can have the opposite effect and reduce trust.

Cultural inclusion, social connections, and increasing the prominence and visibility of safety measures are effective measures that cities are implementing to prevent and reduce crime and antisocial behaviour.

Cultural Inclusion

Public spaces often do not represent or welcome the diverse cultures of people living in the city. The review of city safety plans showed a range of actions to address this. Priorities included building stronger partnerships with Māori and mana whenua, ensuring culturally inclusive language and imagery on signage and posters, and supporting Māori Wardens.

Some examples include the Tauranga city safety plan, which includes an action to strengthen relationships with safety ambassador groups, notably Māori Wardens. The city of Adelaide plans to boost cultural connections. This includes applying a cultural lens to work with artists on both private and Council-owned buildings and spaces to infuse art with cultural narratives and using culturally inclusive language, signage and symbols in venues and parks to create

⁴ Local Community Safety Partnership Pilot: Final Evaluation Report, The Centre for Effective Services, Dublin (2024) <https://www.effectiveservices.org/journal/lcsp-pilot-final-evaluation-report>

welcoming spaces for all. By understanding and applying the principles of Te Tiriti and building greater awareness of mana whenua connections to the land, we can increase positive interactions in communities and promote shared values of inclusion and respect.

Below is an example of how a vibrant, Te Ao Māori design can make to a bus hub area feel more welcoming and culturally inclusive.

Image three: Example of Dunedin and Paraparaumu bus hubs



Social Connection

Social isolation and a lack of opportunities for young people to engage in activities that inspire and are meaningful to them is frequently cited as contributing factors to youth offending. The Tauranga Safer Communities Action and Investment Plan notes that while the focus is often on youth as perpetrators of crime, young people frequently report feeling unsafe or that there are limited options of things for them to do within the city to connect, participate and feel engaged. Others reported an increase in the number of young people carrying concealed weapons, predominantly knives. This is often in response to them feeling unsafe and commonly felt while waiting for a bus.

Actions across all city plans need to focus on designing spaces and actions that support young people to feel safe, connected and engaged. Sydney and Adelaide both include specific actions to build more connected communities, focusing on the role of Community Centres and Library programs to increase safety through active citizenship and connections.

The Safer Christchurch strategy includes actions such as supporting local events and activities that improve neighbourhood cohesion and connection and trialling new recreational facilities such as outdoor public table tennis, volleyball, and exercise/gym equipment. They also plan to engage young people intentionally to improve the relevance of public spaces. The city of Tauranga plans to proactively collaborate with youth on issues to enable a community-led response to youth issues. Simple additions such as basketball courts have been shown to increase positive interactions among young people, especially if this involves the presence of youth mentors and leaders.

Increased Visibility of Safety Measures

Making safety measures visible is a key action included in most safety plans. Prominent signage, increased patrols and communication campaigns are all used to increase the visibility of safety efforts and the perceptions of safety. For this approach to be effective, it was noted that consistent messaging and branding, including on signage, uniforms, and messages sent to the community, are necessary so that people see a strong association with city safety.

Effective partnerships with regular operational meetings and sharing of work programmes were identified as important to achieving consistency and increasing the visibility of the collective

actions to reduce crime and harm. A strategy implemented by the city of Durham in the United Kingdom is to report and communicate successes frequently to build confident communities. This can also be seen in the positive media coverage of the work in Rotorua that results from clear press releases on progress with supporting data as evidence of the results. Some of the positive headlines in local and national media include [“\\$1m investment pays off with sharp drop in crime in Rotorua”](#), and [“How Rotorua is putting a stop to never-ending youth crime”](#), and [“Crime in Rotorua CBD trends downwards, according to six month comparison.”](#)

The city of Tauranga plans to deliver an ongoing programme of City Safety Expos to showcase what is available for the community and support targeted campaigns toward emerging safety-related issues such as racism, homophobia, biphobia and transphobia. They will work with young people on several pilot projects to understand how to better enhance perceptions of safety in city spaces.

2. Creating a flexible, rapid-response safety team

A clear and coordinated model for responding to safety issues has been an effective strategy in several city safety plans. In any city, there is typically a range of security and safety staff providing prevention and enforcement roles. This can include commercial security guards, council-funded safety patrols and security guards, Māori Wardens, and Police, among others. A coordinated and well-defined safety response process that is supported by a reliable and monitored CCTV network is required to ensure these services are well utilised and have the maximum positive impact on safety.

City Kaitiaki, Guardians and Māori Wardens

Friendly, engaging and well-trained safety teams are employed by many Councils. For example, Safe City Guardians in Rotorua, City Watch in Auckland, and Kaitiaki Safety Ambassadors in Tauranga. These teams typically undertake a range of roles, including de-escalations, reporting or calming emerging issues, visiting businesses for follow-up after an incident, checking business compliance on street-facing buildings, and ensuring the city looks tidy and clean.

These safety teams patrol the city throughout the day and are a highly visible indicator of safety and security to the general public and can become a point of contact for visitors. They are often based at hotspots at key times, including at bus hubs after school and can travel on busses if needed. The teams' multi-focused approach sees them fulfilling several roles that are not typically funded by Councils. This has many positive benefits in addition to supporting safety. Many cities are expanding these teams while others have had to downsize due to budget cutbacks.



Image four: Rotorua Safe City Guardians in new uniforms

Māori Wardens are volunteers who play an important role in safety due to their deep connections with the local community and long-established relationships with Māori NGO's and government agencies.

Some cities are beginning to train parking wardens to be more proactive in reporting issues such as rubbish, damaged infrastructure, or people starting to congregate. Creative approaches are required to achieve the high levels of coverage required within a constrained budget environment.

In Dunedin, Police have established a beat team to increase foot patrols in the city centre. Appendix one provides more information on Police Community Constables as listed on the Dunedin City Council website.

CCTV as a Preventative Tool

CCTV was viewed as a critical tool in almost every safety plan reviewed to prevent crime and respond to issues as they emerge. CCTV cameras and associated signage are a visible reminder of the city's safety measures to deter offending and improve the public's perceptions of safety.

Investment of time and money has been required to bring CCTV networks up to a suitable standard. This involved:

- streamlining internal processes and systems as networks have often 'grown organically', resulting in fragmented coverage and costly duplication,
- replacing volunteer staff with trained paid employees for consistency and reliability, and
- establishing better and more direct comms between Councils and Police to enable a faster response.

Some cities are looking to link commercial CCTV networks to achieve broader coverage. This is not without challenges. In addition, AI is being investigated for effectiveness in recognising incidents and automatically training cameras on a particular location. The use of AI in cities is still emerging and will require transparent and secure processes and policies before it can be fully deployed. Information on Dunedin City Council's approach to CCTV can be found online and is provided in Appendix one.

Case Study: Rotorua Lakes Deployment Model

The Rotorua Lakes Safety team have developed a deployment model that makes the most of their available resources and ensures every role has the biggest impact possible. They have developed an integrated and responsive system that has significantly reduced crime and increased perceptions of safety in their city centre. This system is supported by a coordinated and well-monitored CCTV network previously monitored by volunteers but now staffed by Council employees.

Their Deployment Model has three tiers:

1. **Safe City Guardians** are informed of an issue and intervene as the first level of response. They are on foot but may look at e-bikes in the future. Their role is to be out and about, proactively engaging with people and businesses. They have a range of training, including de-escalation, and are usually the first on the scene. Guardians are scheduled to be at their city bus hub before and after school, and during the day they move around where needed to engage with and monitor business compliance and other issues. If a new hotspot emerges, they will spend time there until it's calmed down. They have delegated authority to trespass people and work out of a prominently located safety hub, which is also open to the public.
2. **Contracted mobile safety officers** are then deployed if a situation escalates. They have vehicles, so they can travel further than the Guardians. They are well-trained and have more protective gear, such as safety vests, as they typically respond to higher-risk situations. They are proactive across the city.
3. **Police** are then deployed as the final level of escalation. If a situation is serious, Police will be deployed immediately.

This approach has made safety measures highly visible in the city and has enabled minor issues to be dealt with before they escalate. A focus on relationship building and intel sharing has meant the Guardians have become an integral part of the city safety approach.

3. Building a collaborative and action-orientated safety network

All plans reviewed take a partnership model approach. For example, the Adelaide Safer City Action Plan says that “community safety is a complex issue and no one agency is able to tackle this issue alone. Governments, communities and businesses at all levels need to be collaborative and actively engaged to create safe communities.” The Bath Joint Community Safety Plan states “we can only do all of this effectively by working in partnership.” The 2024 Local Community Safety Partnership Pilot: Final Evaluation Report in Ireland found some of the benefits of partnerships included assisting in the sharing of information, ideas, experiences and workload⁵.

Partnership Models

Partnerships are most often led by the City Council, with the Police and the city's public transport provider as the main lead partners. Regular engagement and communication between a wide range of other agencies was seen as critical to every safety team interviewed. This engagement and partnership took many forms. For example, the Rotorua safety team has

“No one agency has the resources or mandate to solve complex community safety issues alone.”

Safer Christchurch Strategy 2016-2021

implemented a weekly Intel meeting that all people working on the frontline of city safety attend. This includes the Council, Police, Mall security, Māori Wardens, Library staff, MSD, and court security. This has been very effective for sharing information and collaborating to tackle issues. In Auckland, partnership with the City Mission was critical due to challenges with rough sleepers and homelessness in the centre. For others there was a focus on partnerships internal to the Council and between the City and Regional/District Councils to breakdown silos and work effectively together.

In addition to working with agencies, ongoing community and mana whenua partnerships must be intentionally built in. Wellington City Council are taking an “active, frequent, and often” approach to engaging with its key community groups. This two-way communication enables greater visibility of the work, a more coordinated response with less duplication, and initiatives and actions co-designed to meet the community's needs.

Short-Term, Action-focused Plans Drive Results

Several safety teams have taken a short-term approach to their plans, with the timelines between six and twelve months. They feature long-term goals with short-term actions. This contrasts with other plans that take a longer view and use their plans as a place to collate a wide range of work already underway across their partnership network.

⁵ Local Community Safety Partnership Pilot: Final Evaluation Report, April 2024 The Centre for Effective Services, Dublin <https://www.gov.ie/pdf/?file=https://assets.gov.ie/307039/2237b3d6-ab56-4829-84b9-c484dc772be7.pdf#page=null>

Having a more focused short-term set of actions is effective when working with a partnership model as partners have greater clarity about what's required and what they're working towards. It becomes easier to see and measure and report on progress. This approach was supported by youth and senior community representatives on the Advisory Group to ensure younger people coming through the school system don't experience the same fear of the bus hub as older teens.

4. Applying crime prevention design in public spaces

Crime prevention through environmental design (CPTED) is a key element of most plans reviewed in New Zealand and Australia. The In Focus: CPTED section on page 15 of this report provides an overview of CPTED principles, while this section highlights practical examples of how CPTED is being used to reduce crime and improve perceptions of safety in the city safety plans that have been reviewed.

Examples of CPTED Actions and Initiatives

- Tauranga has committed to undertaking CPTED assessments of all their city places and are upskilling up to ten Council staff a year in applying CPTED principles. They are reviewing if CPTED principles can be incorporated into their Urban Design panel.
- Christchurch City Council maintains training and community awareness programmes in CPTED principles.
- Sydney has plans to ensure all city streets and spaces are well-lit and attractive.
- Adelaide is supporting residents and businesses in the use of CPTED principles and will improve lighting to reduce blackspots. They will provide education and training for the community development sector to support best practice urban design and safety through new development.
- Auckland City Council do a light CPTED assessment of an area whenever a hotspot emerges. CPTED is at the heart of their plan. They say, it is a "strategy that focuses on creating safe secure neighbourhoods and cities through thoughtful planning, design, and structures." They organised them into three 'realms' with the aim of reducing crime, improving social wellbeing and creating more active communities as shown in the image below.

Image five: Three realms of CPTED and environmental design in the Auckland City Safety Plan Plan

Protection through urban and spatial design	Protection through the management of the quarter / neighbourhood	Protection through social connectedness
Includes city planning with built-in safety feature principles. Helping to create urban spaces that are easy to navigate, with clear lines of sight; controlled access points and parking; ample lighting, and a well-connected infrastructure. This also highlights the visibility of Te Ao Māori and mana whenua within urban design.	Includes cooperation between: mana whenua and mataawaka entities; housing providers (public and private); businesses and business associations; social and wellbeing agencies; youth / rangatahi organisations; police; council; educational institutions and economic development agencies.	Includes community and neighbourhood development; improving understanding and application of Te Tiriti principals; building greater awareness of mana whenua connection to this land; opportunities for positive interaction between our diverse ethnic communities; building and promotion of shared values and mutual trust between residents and visitors; active community and interest group networks.

An environment that is well cared for promotes a stronger sense of ownership and therefore most cities are taking an active approach to keeping the central city area clean, tidy and free of rubbish and graffiti, ensuring businesses replace damaged windows or signage quickly, keeping areas well-lit and replacing broken lights, and ensuring public infrastructure is well maintained.

Case Study: Fort Street, Auckland City

In response to an area attracting a high level of antisocial behaviour, the city safety team undertook a quick CPTED assessment to look for features to which they could apply simple tweaks to improve the environmental aspects effecting safety, often at a relatively low cost. They routinely do a light CPTED review of any new problematic areas or hotspots.

They were able to address the following issues:

- Change street furniture from picnic tables that encouraged parties and problematic gatherings to single seating. This meant the amenities were still available but in a better form.
- Improved lighting to reduce dark spots and hiding areas.
- Focused on more regular cleaning, especially around toilets.
- Removing graffiti and fixing vandalised property.
- Activities and activations, including increasing café tables and chairs on footpaths to increase the number of people out and about in an area.
- The most significant difference was that a liquor store on the street had its license revoked and closed.
- A further larger redevelopment was able to reduce vehicle access and increase pedestrian zones.

These changes and others resulted in 80% of people feeling safer in the area and a 47% increase in consumer spending⁶.

Case Study: Te Aro Park, Wellington City

The Council completed a significant project to improve Te Aro Park in the central city, which had become a hotspot for antisocial behaviour. They completed a CPTED assessment of the



Image six: Dixon Street parking redevelopment concept at Te Aro Park, Wellington City

Park and noted that their relationship with mana whenua was key to creating good urban design. Their key goal was to honour the land as a site of significance for Māori. This meant removing a toilet block that had been installed previously by the Council. This toilet block also created several dark or hiding spots that CCTV couldn't see.

On-street parking running along the length of the park created a visual barrier and blocked lines of sight. This was removed and replaced with a wooden walkway and planter boxes. Lighting lux levels were turned up and artwork added to create a light and vibrant space. Finally, activities and events were planned to bring more people into the area and help build social and community

connections. An [RNZ article](#) explains the process in more detail and includes a video showing the improvements.

⁶ Case Study: Fort Street, Auckland, Global Street Design Guide
<https://globaldesigningcities.org/publication/global-street-design-guide/streets/shared-streets/commercial-shared-streets/case-study-fort-street-auckland-new-zealand/>

5. Strengthening governance, monitoring and accountability

During the interviews with safety managers from across New Zealand, it was clear that clear leadership and strong governance are needed for work to improve safety to be successful. This is especially true as all cities work with a partnership model, with many different stakeholders taking responsibility for a wide range of actions.

To support accountability and provide evidence of progress, a range of data sources are used to show where they need to focus attention. This data was used in regular reporting to Council and also to demonstrate progress to the public.

Strong Governance and Accountability

Several common governance and leadership factors emerged among all teams interviewed. Firstly, the requirement to report to a specific Council committee. This committee provided the governance needed for the work programme, including reviewing and approving forward plans and reviewing data and statistics to monitor progress.

The responsible committees typically had a community or regulatory focus, such as the Regulatory and Community Safety Committee of Auckland Council, Community District Development Committee of the Rotorua Lakes Council, and the Communities, Culture and Partnership Committee of Lower Hutt Council.

Secondly, a senior leader/owner within the Council was given responsibility for driving the work programme, coordinating partnerships and had ultimate accountability for delivering the work. This was seen as essential to making satisfactory progress.

Some teams found that without a senior leader owning the work, there wasn't the necessary authority to make decisions and escalate issues if enough progress wasn't made. It was common for plans to linger in the realm of 'lots of talking and not much doing' if this leadership wasn't present.

Finally, all Council teams had appointed between one and three people dedicated to working on city safety, such as city safety managers, team leaders or advisors who:

- work proactively with partners to move the actions forward,
- link work to existing Council plans and bylaws,
- clear any roadblocks within Council, and
- were responsible for reporting progress to the relevant Council committee.

Without these three levels of governance, leadership, and an action-focused role, making sufficient, timely, and coordinated progress can be challenging.

Data to Monitor and Communicate

Data can provide tangible targets to work towards, assist leaders in monitoring progress, and be a powerful tool for demonstrating and communicating action to members of the public. Cities use a range of data to measure progress, with some opting to select a small number of high-level lead indicators to great effect. Too many data points created confusion and made messaging less clear.

Building trust between the Councils and the Police led to greater data sharing between the organisations, which several teams noted as being critical to getting useful data and insights.

The most commonly used data includes:

1. Victimization statistics from Police data⁷ available online and searchable by meshblocks⁸.
2. Reports from CCTV monitoring, including assisted arrests and counts of the number of people in the city.
3. Resident's perceptions of safety from annual surveys.

Safety teams use a wide range of other data and statistics to gain deeper and more nuanced information about their community and the specific challenges they are addressing.

Other data sources include:

- Number of violent offences
- Dishonesty offences
- Drug and anti-social offences
- Property damage offences
- Trespass offences
- Youth offences
- Alcohol as a factor in crime
- Perceptions of safety and crime (Quality of life survey)
- Reports from NGO's working in the areas
- Youth surveys
- National population level data for comparison

It would be useful for the Advisory Group to develop a baseline data set with national comparators to monitor and communicate progress.

⁷ [policedata.nz](https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz) to provide access to Police crime data through a number of interactive reports. Data is updated in these reports on the last working day of every month. Comparison data is available for the previous four years. <https://www.police.govt.nz/about-us/publications-statistics/data-and-statistics/policedatanz>

⁸ Meshblocks are the smallest geographic unit for which statistical data is reported by Statistics NZ. A meshblock is a defined geographic area, varying in size from part of a city block to large areas of rural land. <https://www.stats.govt.nz/assets/Uploads/Retirement-of-archive-website-project-files/Methods/Statistical-standard-for-meshblock/stats-stnd-meshblock.pdf>

In Focus: Bus Hubs

Transport hubs have become hotspots for antisocial behaviour in most areas. They create a natural meeting point with amenities such as seating and shelter and are often close to food outlets. They have become high-risk areas for many young people who need to wait for connecting buses. Some cities have made significant improvements in safety through a range of targeted and coordinated approaches.

Three approaches appear to have been the most successful in reducing antisocial behaviour:

1. **Visible patrols** by well-trained wardens or safety officers at peak times, usually before and after school. These officers are proactive and build positive relationships with everyone at the bus stop. Their presence has a calming effect on the area. They are often redeployed to a new area if a hotspot emerges. They can deescalate situations and have direct communication with police for extra support if needed.
2. **Environmental design** is reviewed to identify issues that could be contributing to problems. This has typically included increased lighting, clear lines of sight, removing any barriers to visibility or dark spots, visible CCTV operating with good signage, easy access in and out of the hub, cleaning up rubbish and repairing damage immediately. Changing bus timetables and the location of bus stops to spread out congestion has been effective in some areas.
3. **Active CCTV monitoring** ensures a quick Police response to any emerging issues and provides assurance that future issues will be dealt with.

The Rotorua Lakes Council is working collaboratively with community partners to ensure safety by increasing visibility and preventing antisocial behaviour. They have allocated an additional \$86,000 per year for the next ten years to ensure safety at bus stops and on routes and are planning to secure community funding to boost the capacity and capability of Māori Wardens.

In Auckland hotspot management has become part of their business as usual. They have a process where they take quick action if an issue arises by placing a safety team in the area until it settles down again. They don't limit their wardens to a geographical area. If an issue arises at a suburban bus stop, their safety team spends time there until things calm down. They hope to get funding to expand this team and geographical spread.

In addition to many broad community actions, Wellington City are taking a cohort approach with a programme called Cohort30 that provides coordination of support to a group of around 30 known previous offenders. They meet regularly with government agencies to ensure sufficient support for these people and that interventions are coordinated rather than ad hoc and fragmented. While this intervention is focused on people experiencing homelessness, it is likely this approach could successfully support young people. There is evidence of a strong correlation between family violence and youth offending⁹, which means various government agencies already engage with a known cohort of young people. A simple intervention in Lower Hutt is showing good results. Teams are busing young people hanging around bus hubs after school to a basketball game in the outer suburbs.



Image Credit: Youth Town

⁹ The Relationship Between Family Violence and Youth Offending, Local Government Association, London, 2018 https://www.local.gov.uk/sites/default/files/documents/15%2034%20-%20The%20relationship%20between%20family%20violence%20and%20youth%20offending-V4_1.pdf

In Focus: CPTED - Crime Prevention Through Environmental Design

CPTED is a set of principles and guidelines that help planners and developers design spaces and infrastructure that reduce opportunities for crime and avoid creating new crime hotspots. Ideally, these principles are built into the early design phase. However, spaces are most commonly assessed and modified once issues have emerged.

In addition to reducing crime, CPTED principles can significantly reduce the fear of crime, improving personal and community well-being and quality of life. CPTED provides a process to examine problematic areas and quickly identify what should be changed to create a safer environment for all.

The Guidelines focus on the use of natural strategies that are integrated into design. New Zealand adopted the National Guidelines for CPTED in 2005.

Two key documents are:

- [Part 1: Seven Qualities of Safer Places National Guidelines for Crime Prevention](#)
- [Part 2: Implementation Guide](#)

The four key principles outlined in the Guidelines are:

1. **Surveillance** - people are present and can see what is going on.
2. **Access Management** - methods are used to attract people and vehicles to some places and restrict them from others.
3. **Territorial Reinforcement** - clear boundaries encourage community 'ownership' of the space.
4. **Quality Environments** - good quality, well-maintained spaces that attract people and support surveillance.

In addition to the four key principles, there are seven qualities that all design projects should aim to achieve. The seven qualities are:

1. **Access: Safe movement and connections.** Places with well-defined routes, spaces and entrances that provide for convenient and safe movement without compromising security.
2. **Surveillance and sightlines: See and be seen.** Places where all publicly accessible spaces are overlooked, and clear sightlines and good lighting provide maximum visibility.
3. **Layout: Clear and logical orientation.** Places are laid out to discourage crime, enhance the perception of safety, and help with orientation and wayfinding.
4. **Activity mix: Eyes on the street.** Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times by promoting a compatible mix of uses and increased use of public spaces.
5. **Sense of ownership: Showing a space is cared for.** Places that promote a sense of ownership, respect, territorial responsibility and community.
6. **Quality environments: Well designed, managed and maintained environments.** Places that provide a quality environment and are designed with management and maintenance in mind to discourage crime and promote community safety in the present and the future.
7. **Physical protection: Using active security measures.** Places that include necessary, well designed security features and elements.

Subsequent policies, guidelines and reports have built on these guidelines, including the [Aotearoa Urban Street Design Guide \(2022\)](#) and the [Safer Cities By Design \(2023\)](#) report, a collaboration between the Helen Clark Foundation and WSP. Local Councils continually embed CPTED principles into planning and designing public spaces and infrastructure, often adapting the guidelines to their local context.

Features like clear lines of sight, open access points, and lots of lighting are commonly applied, along with regular and responsive maintenance and creating busy active spaces to provide passive surveillance and improved perceptions of safety.

Strong connections with mana whenua are important so that environmental design respects, represents, and welcomes Māori in public spaces. Te Ao Māori should be incorporated into public space design through high visibility of inclusive language, signage, and symbols. In addition, environmental design should be welcoming and respectful of other ethnic communities and minority groups, such as Pacifica, refugees, and LGBTQ+ people.

Waka Kotahi commissioned a CPTED assessment of Te Ara Tupua, a new pedestrian and cycle access path in Wellington. It stated that the path should be designed to “reflect the character, histories and stories of the place, especially reflecting tāngata whenua. It is important people recognise their own culture to foster a sense of belonging and wellbeing¹⁰.”

CPTED Examples in Dunedin City Centre

There are several publicly available examples of CPTED principles being applied in Dunedin. This includes the initial assessment of the Great King Street Central City Bus Hub by the Otago Regional Council in the Notice of Requirement for a Designation completed in 2017. It states that CPTED principles were considered in the design and risks mitigated as much as possible¹¹.

A CPTED assessment for the new Inpatients Building and surrounding area was completed in 2023 as part of the resource consent process for the new hospital. This assessment includes a summary of stakeholder feedback and a review of available crime data. The crime statistics confirm CPTED risks are currently an issue in this setting, particularly to the west of the site in the blocks in the vicinity of the bus hub where Countdown and New World are located. The report notes that these two meshblocks have some of the city's highest crime rates. Most of the incidences are theft/robbery due to the presence of supermarkets.

The report also noted that the car park at Countdown has poor surveillance from the street due to a change in level and the extent of vegetation. Lastly, a review of the crime statistics showed that as you get closer to the central city Octagon area, where licensed premises are clustered, the greater the frequency of theft, assault and drunk and disorderly behaviour¹². The bus hub area is outside the hospital building's control, so no CPTED remedial actions were recommended in this report.

¹⁰ CPTED Assessment Prepared for Te Ara Tupua Alliance, July 2023, Boffa Miskell for Waka Kotahi. <https://www.nzta.govt.nz/assets/About-us/docs/oia2-2023/OIA-12765-attachment-3.pdf>

¹¹ Otago Regional Council Central City Bus Hub Great King Street, Dunedin Notice of Requirement for a Designation, 2017 https://www.dunedin.govt.nz/_data/assets/pdf_file/0003/601860/DIS-2017-1-Application-Part-1a.pdf

¹² CPTED Assessment - Inpatients Building for Resource Consent, August 2023, Boffa Miskell. <https://www.epa.govt.nz/assets/Uploads/Documents/Fast-track-consenting/New-Dunedin-Hospital-Stage-3/Attachment-05-CPTED-Report.pdf>

Dunedin's Social Wellbeing Strategy 2013 – 2023 includes actions informed by CPTED principles, such as increasing social connection through vibrant and cohesive communities, improving safety in pedestrian and transport environments, and celebrating cultural diversity¹³.

As outlined on its website, the City Council takes an active approach to keeping the city free of graffiti. More detailed information can be found in Appendix One.

Other publicly available reports with great local examples CPTED being applied in practice across Aotearoa include:

- [Let's Get Wellington Moving- The Golden Mile CPTED Strategy \(2021\)](#)
- [Making Te Aro Park Safer](#)
- [Safer Canterbury – Creating Safer Communities.](#)

¹³ Dunedin's Social Wellbeing Strategy 2013 – 2023, Dunedin City Council
https://www.dunedin.govt.nz/_data/assets/pdf_file/0007/274255/Social-Wellbeing-Strategy.pdf

Review of City Safety Plans

The following table provides a summary of the principles, priorities, actions, objectives, and initiatives of the city safety plans reviewed for this report. The plans were chosen due to their public availability, similar population size to Dunedin, and/or similar makeup of the city. For example, Durham is a small UK town with a prominent university.

New Zealand		
City: Auckland	Governance: Regulatory and Community Safety Committee of Auckland Council	
<u>Principles</u> 1. Urban Design 2. Co-operation between agencies 3. Social connections	<u>Priorities</u> Together for Tāmaki Makaurau: Build collaboration and data sharing between NZ Police, security, patrols and wardens groups. Mental health, alcohol and drug harm prevention, and housing: Investment and service improvement in these critical areas. Resourcing of NZ Police: Advocate for adequate levels of resourcing. Community support and outreach: Ensure social support is provided. Expansion of CityWatch: Increase CityWatch team from 6 to 18. Expand patrol area, frequency, and more to support vulnerable people. Audit of and investment in central city lighting: Assess key areas of concern and identify opportunities for lighting improvements. Enhanced CCTV monitoring: Increase live monitoring of CCTV. Night-time economy programme: Implement relevant recommendations from Tātaki research into the night-time economy.	<u>Outcome areas:</u> 1. Community partnerships 2. Māori / mana whenua partnerships 3. Community engagement, development and outreach 4. Collaboration with NZ Police Compliance and regulatory enforcement 5. Environmental design, urban planning and infrastructure 6. Communication and awareness 7. Funding and resource allocation 8. Data collection, analysis and reporting 9. Monitoring and evaluation
City: Rotorua Lakes	Governance: Community District Development Committee of the Rotorua Lakes Council	
<u>Objectives</u> 1. Provide governance oversight of short-term delivery and longer-term consultation planning. 2. Provide visible indicators of change. 3. Implement a refreshed model for Safe City Guardians (SCG). 4. Make environmental changes that increase perceptions of safety. 5. Provide an integrated and responsive system of responding to safety concerns. 6. Promote community safety and support initiatives. 7. Support the establishment of AoG initiatives to reduce offending.		

City: Christchurch	Governance: Safer Christchurch Strategic Group and the Safer Christchurch Alliance	
<u>Principles</u> 1. Collective action 2. Collaboration and coordination 3. Proactive rather than reactive	<u>Vision</u> Christchurch is the safest city in New Zealand. <u>Goal</u> Enhance safety from crime through preventative and supportive actions.	<u>Objective</u> Provide active support to locally led initiatives that make significant contributions to reducing the incidence and effect of crime. <u>Actions</u> 1. Maintain a programme of training and community awareness in CPTED principles including safety audits for all appropriate staff at Christchurch City Council and Christchurch Police. 2. Support crime prevention and alcohol-related harm initiatives which seek to reduce violence and increase safety in the central city. 3. Support initiatives that reduce the incidence of Family Violence (FV), Child Abuse and Elder Abuse. 4. Support neighbourhood-based initiatives that aim to reduce crime and to increase opportunities for neighbourhoods to connect. 5. Support initiatives around the restoration and wellbeing of victims. 6. To support reintegration back into the community.
City: Tauranga	Governance: Tauranga City Council and Western Bay of Plenty District Council	
<u>Goal</u> Make Tauranga a safe city to live, work, learn and play. With actions to: <ul style="list-style-type: none"> • make the central city and retail spaces safer. • improve neighbourhood and community safety. • improve the physical and mental wellbeing of rangatahi (young people) 	<u>Focus Areas, Aspirations and Actions</u> He āhuru mōwai ki ngā wāhi me ngā kauhanga (Safe Spaces and Places) Our spaces and places are safe and welcoming for everyone to spend time in, alone, together with friends, at an event, day and night. <ol style="list-style-type: none"> 1. Support local events and activities that improve neighbourhood cohesion and connection. 2. Trial new recreational facilities e.g. outdoor public table tennis, volleyball, exercise/gym equipment. Install and monitor usage and user satisfaction. 3. Upskill council staff in CPTED principles through increased training (5-10 staff per year). Investigate including CPTED reviews into the work of the Urban Design Panel. 4. Undertake intentional engagement with young people to improve relevance of public spaces. He pokapū haumarū (Safe Central City) Our central city and major retail centres are safe environments, and all residents feel secure and welcome when visiting and engaging in these spaces. <ol style="list-style-type: none"> 1. Increased investment in CCTV and lighting in the central city. 2. Support a trial of kaitiaki safety ambassadors in the central city and retail spaces. 3. Support ongoing safety initiatives for organisations in the central city. 	

<ul style="list-style-type: none"> • make public spaces and places safer. • support the community with initiatives related to personal safety and family harm. 	<ol style="list-style-type: none"> 4. Strengthen relationships with safety ambassador groups, notably Māori Wardens. 5. Work alongside NZ Police and the hospitality sector to support training and workshops for licensed premises and bar staff to reduce alcohol-related harm. 6. Develop a programme of ongoing activities and amenities focused on engaging city users, including youth, families, residents, students and workers. 7. Establish a working group of council and key stakeholders to ensure a coordinated and proactive approach to encourage use of the city centre during construction and regeneration of civic spaces. 8. Establish regular mainstreet meetings to discuss and address safety concerns in the central city. 9. Advocate to central government for increased investment and support for local safety initiatives. <p>He hunga pātata, he hāpori wehikore (Neighbourhood and community safety)</p> <p>We have a connected city, with safety agencies working together to improve and maintain levels of safety within our neighbourhoods and communities.</p> <ol style="list-style-type: none"> 1. Reset the Tauranga City Safety Group, to build greater coordination and collaboration with the many agencies who have a role in improving safety in Tauranga. 2. Deliver an ongoing programme of City Safety Expos, coordinating a range of community safety providers to showcase what is available for the community. 3. Create opportunities for youth organisations to collaborate on issues to have a community-led response to youth issues. 4. Development of new community spaces and facilities have a strong focus on community safety. 5. Develop contracts with relevant agencies to deliver a neighbourhood surveillance network that supports local communities. 6. Increase communication and information about safety projects in Tauranga. <p>He matawhaiaro marutau, he whanau haumarū (Personal safety and family harm)</p> <p>Tauranga is a city where people feel safe in their home and can access help and support when they need it.</p> <ol style="list-style-type: none"> 1. Support personal safety campaigns to produce information (i.e. posters) in a range of languages. 2. Increase support to community agencies who are promoting and educating on personal safety and family harm (i.e. white ribbon day events etc). 3. Support targeted campaigns toward emerging safety-related issues within the community such as racism, homophobia, biphobia and transphobia. 4. Increased collaboration and advocacy of organisations who are proactively targeting family harm reduction, youth mental health, suicide prevention, as well as parental support, alcohol and drug harm reduction.
City: Lower Hutt	Governance: Communities, Culture and Partnership Committee of Lower Hutt Council
Plan not available, interview only	

Australia		
City: Sydney		
<u>Principle</u> s 1. Safety is central to our approach 2. We work together for collective impact 3. We co-design solutions with community members 4. We take a proactive and informed approach	<u>Priorities</u> Safe streets <ul style="list-style-type: none">• Increase actual and perceived public safety in city streets and spaces and ensure they are well-lit and attractive• Promote a creative and vibrant nightlife to reduce alcohol related anti-social behaviour• Improve road, public transport and pedestrian safety Crime prevention and response <ul style="list-style-type: none">• Reduce the opportunities for crime to occur• Contribute to reducing domestic and family violence and sexual assault Ready and resilient <ul style="list-style-type: none">• Build resilient and connected communities to increase safety• Reduce harm from drugs and alcohol A safe global destination <ul style="list-style-type: none">• Ensure visitors feel safe and welcome in Sydney• Promote Sydney’s safety globally• Help international students to live, study and work safely in Sydney	
City: Adelaide		
<u>Outcomes</u> 1. Safe streets, spaces and places 2. Strong and welcoming communities 3. A world-renowned safe destination	<u>Actions and Activities</u> Design and plan places, spaces and streets that are well-lit, safe and attractive to reduce opportunities for crime (Planning and Design focus): <ul style="list-style-type: none">• Conduct safety audits as required and deliver on associated safety audit workplans• Apply cultural lens to work with artists to encourage activation of private and Council-owned buildings, spaces and new developments with cultural activity.• Ensure engagement of artists to facilitate creative lighting in public space master planning and project delivery.• Review and deliver high-quality cleansing and waste services to the community• Incorporate the Safety in Design process in all design projects delivered• Use culturally inclusive language, signage and symbols in City venues and parks to create welcoming spaces for all• Work with young people to identify and conduct pilot projects to enhance perceptions of safety (focus on spaces).	

	<p>Deliver world-class infrastructure to increase actual public safety (delivery focus)</p> <ul style="list-style-type: none"> • Partner with SAPOL to ensure a strategic approach to city-wide CCTV coverage and monitoring • Support residents and business operators on the use of CPTED principles • Deliver safety lighting projects across the city and apply for and deliver on blackspot funding projects <p>Provide leadership, advocacy and data to ensure best practice approaches to public safety in city streets and spaces (policy focus)</p> <ul style="list-style-type: none"> • Advocate for more: late-night public transport, safe waiting areas, and extension of public transport free zones • Update planning documents (Planning and Design Code and Design Standards) in accordance with best practice • Provide education and training for the community development sector to support best practice urban design and safety through new development. • Use data to inform decision-making to increase safety for city users (may include trip planning or access to City) <p>Build opportunities to celebrate diversity and be well connected</p> <ul style="list-style-type: none"> • Collaborate with the community to implement community-led safety actions, including addressing the specific needs of vulnerable people, young people and women • Work with CALD communities to deliver meaningful outcomes and connections between diverse communities • Community Centre and Library programs promote active citizenship and resilience to increase safety <p>Residents, businesses, Government and NGOs actively support the safety and wellbeing of their community</p> <ul style="list-style-type: none"> • Strengthen inter-agency communication, including out-of-hours point of contact, quarterly Councillor/Police informal conversations, and continued community engagement projects • Engage with Music Industry Council and live music venues to advocate for programs supporting safety in live music venues, particularly for young women • Parking and Information Officers monitor the City, reporting safety issues and anti-social or criminal issues <p>Promote a creative and vibrant nightlife to reduce anti-social behaviour</p> <ul style="list-style-type: none"> • Celebrate and build on our status as a UNESCO Creative City by delivering more music, public art and creative experiences in buildings, places & spaces • Work in collaboration with Encounter Youth Program to support safety and connection for young people using the city • Use a harm minimisation approach to create a positive social and physical environment around events • Develop harm minimisation strategies to create a safer environment at dance music venues and events • Promote the range of evening cultural activities where alcohol is secondary to the activity itself • Consider safety for Golf course users, motorists and cyclists when conducting the Golf Business Masterplan <p>Ensure visitors to our City feel safe and welcome to experience what the City has to offer</p> <ul style="list-style-type: none"> • Work with tourist providers to ensure inbound visitors to the City have access to safety information
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	<ul style="list-style-type: none"> • Work with Council businesses to provide a safe and welcoming experience for all customers <p>International students live, study, work and play safely in Adelaide</p> <ul style="list-style-type: none"> • Support the Wellbeing of Adelaide Youth (WAY) focussed on improving the wellbeing of young people aged 18-24 years • Work with International students to ensure easy access to safety assistance should they need it • Multicultural marketing campaigns targeted at international students, business groups, and visitors
United Kingdom	
City: Bath	
<p><u>Overarching Priorities</u></p> <ol style="list-style-type: none"> 1. Preventing and fighting crime 2. Engaging, supporting and working with communities, victims and partner organisations 3. Leading the police to be efficient and effective 4. Increasing the legitimacy of, and public confidence in, the police and criminal justice system 	<p><u>Local Priorities</u> (only relevant actions selected)</p> <p>Protecting the most vulnerable from harm</p> <ul style="list-style-type: none"> - Implement the Government's Safer Streets funded programme, delivering targets and to budget. - Support the Police through the joint 'Night Time Economy Operations' activities. - Strengthen the role and effectiveness of the Hate Crime and Community Cohesion Partnership - Seek assurance about multi-agency practice and effectiveness in areas of community safety <p>Strengthen and improve local communities to improve outcomes for local people</p> <ul style="list-style-type: none"> - Reduce the impact that anti-social behaviour has in our communities - Ensure the Police and other partner agencies work closely with Area Forums on key community safety issues - Continue the commitment to support neighbourhood policing - Strengthen the resilience of local communities by seeking assurance about work with the Student Community Partnership and with education providers on projects to promote safety, e.g., awareness of drink spiking. - Work alongside partners to promote safety on our streets, particularly in response to national campaigns regarding women's safety in public areas. - Work alongside community groups to facilitate closer partnerships working to problem-solve local issues. - Work on hate crime through the Hate Crime Partnership and encourage families and friends to report concerns.
City: Durham	
<p><u>Vision</u></p> <p>Every adult and child will feel and be safe</p>	<p><u>Strategic Priorities</u> (only relevant actions selected)</p> <p>Promote being safe and feeling safe in your community</p> <ul style="list-style-type: none"> • Improve public confidence in the Police and Council for tackling crime • Communicate successes in order to build confident communities • Clear use of a partner problem-solving approach to improve the delivery of agile interventions utilising the Local Multi-agency Problem Solving (LMAPS) process

	<ul style="list-style-type: none">• Collaboration with Area Action Partnerships and the Voluntary and Community Sector in tackling long term anti-social behaviour in high impact areas• Implement the Safe to Stay initiative where rough sleepers can access accommodation immediately and a housing pathway is developed for them <p>Reduce reoffending</p> <ul style="list-style-type: none">• Ensuring offenders posing highest risk are within scope of Integrated Offender Management (IOM) arrangements• Working in partnership to improve referrals and services that address the pathways to enable effective intervention Understand where gaps in service provision are, across the whole system, and working in partnership to fill them <p>Alcohol and substance misuse reduction</p> <ul style="list-style-type: none">• Promote responsible management of licensed premises through effective implementation of the Licensing Act 2003 and best practice interventions• Improve the quality and consistency of information and education about alcohol and drugs in a variety of settings including schools, colleges, University, wider community and the workplace
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Methodology

Information in this report was gathered through online interviews and emailed responses between January and March 2025. In total, seven people were interviewed for this report. An environmental scan was undertaken to identify relevant reports, presentations, and articles relating to improving safety in inner-city areas.

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Wellington City Council
- Matthew McKenzie, City Safety Manager, Lower Hutt City Council
- Amy Jensen, Kaiwhakahaere – City Safety, Lower Hutt City Council

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[Wellington City Safety Plan](#)

[Rotorua Community Safety – Phase 2 Plan, October 2024](#)

[Rotorua Community Safety Plan and Initiatives, September 2023](#)

[Safer Christchurch Strategy 2016 – 2021](#)

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[Tauranga Safer Communities Action and Investment Plan 2023 – 2033](#)

Australia City Safety Plans

[Sydney, A City for All: Community Safety Action Plan 2019 – 2023](#)

[Adelaide Safer City Action Plan](#)

United Kingdom and Ireland City Safety Plans

[Bath Joint Community Safety Plan 2022 – 2025](#)

[Safe Durham Partnership Plan 2021 – 2025](#)

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Appendix 1: Dunedin City Council - City Safety Public Information

The following information is copied from the Dunedin City Council on their role and response to city safety.

The Dunedin City Council (DCC) has a role in ensuring our residents and visitors can live, work and play safely in our city.

Community constables

Community policing in Dunedin is all about pro-active problem-solving with partner groups. Dunedin has two community constables who work with government, non-government and community groups to:

- reduce crime and road trauma
- increase community safety
- offer a sense of reassurance to our residents and visitors.

They are focused on making our community a safer place to live by working with the community, dealing with the little issues before they become big issues. As well as the community constables, there is a campus cop who provides a vital link between the Police, the University and the community. More information about the Campus Cop can be found on the University of Otago website.

Graffiti vandalism

The DCC is committed to taking an active role, along with our wider community, in addressing graffiti vandalism in the city. Two ways to effectively do this are; removing graffiti as quickly as possible and creating more appealing art within the city. Fresh graffiti is easier to remove. When graffiti is left, it can attract more vandalism – and more recognition for those who graffiti.

Creating art such as murals in areas that have experienced repeated graffiti, can deter graffiti vandalism. Murals make the city a more interesting place to live. Keep Dunedin Beautiful supports creation of murals across the city and the DCC assists with this work. The DCC removes graffiti on public property but is unable to deal with all graffiti. This type of vandalism is a community issue – and one we need to tackle together.

Reporting graffiti vandalism

Graffiti vandalism on Council assets will be removed within three working days, with offensive graffiti removed within eight hours. If you see graffiti on public land or property, please report this on 03 477 4000.

Private property in key locations including walking routes and properties bordering parks are often targeted for graffiti vandalism. Fences, garages and street facing buildings in these areas can be prime targets.

Property owners are responsible for the removal of graffiti and tagging on private property, however the DCC can provide advice on the best course of action and guidance on ways to deter graffiti in the future. It's also important to notify us so we can

understand where graffiti may be occurring regularly, and work with communities to find ways to address this.

Council's primary role is to:

- Promptly remove graffiti on Council property
- Facilitate community responses to address graffiti such as murals
- Provide advice to property owners
- Manage reporting and share this information with the Police

Security camera use

The DCC is committed to providing a safe city for both staff and the public.

Closed circuit security cameras may be installed on Council premises and at other locations providing Council services, in order to:

1. ensure Council staff and public safety
2. improve security and deter criminal activity
3. monitor trespassing, or illegal or malicious activity on Council property
4. provide evidence for Council or Police investigations and potential prosecution.

Octagon city safety cameras

The DCC, in collaboration with the Police has a number of city safety cameras operating in the Octagon 24 hours a day, 7 days a week. Images are recorded constantly, and busy times such as Friday and Saturday nights are monitored by trained volunteers working under Police supervision.

The objectives of the City Safety (Octagon) Camera Programme are to:

1. reduce crime and disorder levels by deterring potential offenders
2. reduce the public's fear of crime
3. help ensure a timely, effective police response
4. assist in the detection and prosecution of offenders
5. help secure a safer environment for those people who live in, work and visit Dunedin's city centre.



Collective
Strategy

Prepared for the Otago Regional Council by
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