

Much of what the DCC is proposing to cut from the nine year plan would be a mistake to cut. In some cases these are simple cuts, in other cases these are items pushed to the final year of the plan to languish forever.

I know it is an election year, and you're nervous about ODT covers with rates rise percentage points in the headlines and a photo of your face further down the piece. But do not let that fear (or that short-term political calculus) stop you from being a responsible decision-maker willing to invest now so your kids, your grandkids, and future generations can live in a city you are proud of;

A city that has taken responsibility for its emissions and prepared for a better future. A city where people can choose whether they want to walk, bike, drive, or take the bus - and an urban environment where all those options are safe and convenient. A city where the waterfront is an accessible and integrated part of the city bustling with life, rather than an isolated industrial dead zone. A city that makes commitments and promises to its residents for improvements to their daily lives – and actually follows through on those commitments.

If DCC is serious about reducing the rates burden on individuals, this needs to be looked at through a long-term lens. Investment now to make the city a great place to live means more people wanting to live in Dunedin, more investment in the city, and a rates burden that can be spread more evenly amongst all of us. Higher-density urban design and better city centre layouts will also result in far less infrastructure expenditure needed per person in the long term, but these strategies require real investment in the short term.

#### **PLEASE REINSTATE:**

Funding for a new performing arts venue

Funding for new toilets

Funding to build new community houses

Improvements to the Shore Street/Portsmouth Drive intersection

City centres upgrades – transport investment

The high and medium Zero Carbon Investment Packages

Dunedin urban cycleways tunnels trail

- With the completion of the Roxburgh Gorge trail, there will be continuous cycle trails from Queenstown all the way to Waihola, and the Waihola to Dunedin trail will be the only remaining section to be built.
- Dunedin is not playing its part in connecting the Otago region and in doing so is losing massive tourism opportunities, as well as an active transport connection for commuters between central Dunedin and Mosgiel.
- This long-promised funding needs to be reinstated with full funding from Year 1.

The City to Waterfront bridge

- The recent Te Awa Ōtākou Issues & Opportunities report commissioned by the Otago Regional Council highlights the importance of this long-promised bridge for unlocking access to the harbourfront for residents, and the countless opportunities and benefits therein.
- The future of Dunedin is a city with a bustling harbourfront, and this overdue bridge is the first step.
- This needs to be reinstated with full funding from Year 1. The aforementioned report also lists a number of other actions the DCC could take to improve outcomes for all stakeholders and is worth considering in future plans.

## **PLEASE KEEP AND PROCEED WITH PACE:**

South Dunedin Future programme

- Climate adaptation work, in particular the SDF programme with ORC, will require high levels of investment to ensure the best (and most cost effective) outcomes for everyone.
- Work to date has been exemplary and that would not be the case without the level of commitment and investment from councils.

## Funding to implement the DCC Transport Plan

- The Mosgiel Park & Ride and the Princes St bus priority infrastructure are long-promised and long-awaited.
- These efforts, and others, show a commitment to enabling and encouraging mode shift in Dunedin. They are a necessary step in any emissions reduction programme and will have significant benefits for commuters of all stripes.
- Please retain all necessary funding for this transport plan and implement the Park & Ride and Princes St projects at the earliest possible date.

## **CONSIDER REMOVING:**

### Grass verge maintenance

- If you must cut something, I urge you to consider not investing \$2.8 million in 2025/26, nor increasing the budget for grass verge maintenance each year. I support the 'no-mow' trials and the biodiversity they encouraged.
- It seems irresponsible to invest in beautifying patches of nature for residents with houses in the suburbs, while cutting investment in community houses for those in the most need.
- I understand some maintenance may be needed to ensure overgrowth isn't causing safety issues, especially on shared paths, but destroying biodiversity to 'maintain the character' of a berm is certainly not where I would prioritise investment.
- If neighbourhoods collectively feel strongly enough they can easily arrange to do this themselves. The same cannot be said for the other areas of investment DCC is looking to cut.