

# Long Term Plan 2021 – 2051

## Submissions Thematic Analysis Summary of Managers Comments

The content contained in this document is designed as high level responses and information in relation to matters raised in submissions to Council as part of the LTP process. It is not formal policy advice. All efforts have been made to ensure accuracy and completeness of information, within available time and resource constraints. If you would like further information or assistance please contact us at [CCCPlan@ccc.govt.nz](mailto:CCCPlan@ccc.govt.nz)

**NOTE: This table of context is hyperlinked. Clicking on a topic you are interested in will take you directly to that part of the document.**

1. Rates .....	11
1.1. Residential Rates .....	11
General Comments .....	11
Officer Response .....	11
Affordability .....	11
Continued increases / inflation .....	11
Capacity to deliver .....	11
Services provided .....	12
Transparency and accountability .....	12
Rating system .....	12
Rebates and assistance .....	13
Other .....	13
1.2. Business Rates .....	13
General Comments .....	13
Officer Response .....	13
1.3. Remote Rural Rates .....	14
General Comments .....	14
Officer Response .....	14
1.4. Annual General Charge.....	14
General Comments .....	14
Officer Response .....	14
1.5. Rates Remissions for Charities.....	14
General Comments .....	14
Officer Response .....	15
1.6. Heritage Targeted Rate .....	16
General Comments .....	16
Officer Response .....	16
1.7. Arts Centre Targeted Rate .....	17
General Comments .....	17
Officer Response .....	17
1.8. Land Drainage Targeted Rate .....	18
General Comments .....	18
Officer Response .....	18
1.9. CCBA Targeted Rate.....	19
General Comments .....	19

Officer Response .....	20
1.10. Central City Vacant Sites Targeted Rate .....	21
General Comments .....	21
Officer Response .....	21
1.11. Other .....	21
General Comments .....	21
Officer Response .....	22
2.1. Dividends .....	23
2.1.1. General Comments .....	23
2.1.2. Officer Response .....	23
2.2. Development Contributions.....	23
2.2.1. General Comments .....	23
2.2.2. Officer Response .....	23
2.3. Central Government Grants and Funding .....	23
2.3.1. General Comments .....	23
2.3.2. Officer Response .....	23
3. Fees & Charges .....	26
3.1. Eco Central.....	26
General Comments .....	26
Officer Response .....	26
3.2. Rec & Sport .....	26
General Comments .....	26
Officer Response .....	26
3.3. Community Halls and Spaces .....	27
General Comments .....	27
Officer Response .....	27
3.4. Resource Consents .....	28
General Comments .....	28
Officer Response .....	28
3.5. Building Consents.....	28
General Comments .....	28
Officer Response .....	28
3.6. Regulatory Compliance & Licensing .....	29
General Comments .....	29
Officer Response .....	29
3.7. Libraries .....	29
General Comments .....	30

Officer Response .....	30
3.8. Art Gallery .....	30
General Comments .....	30
Officer Response .....	31
3.9. Parking .....	31
General Comments .....	31
Officer Response .....	31
4. Borrowing.....	32
4.1. Borrowing & Debt Management.....	32
General Comments .....	32
Officer Response .....	32
5.2. Lyttelton & Akaroa Service Centres .....	36
General Comments .....	36
Officer Response .....	37
5.3. Other Service Centres.....	39
General Comments .....	39
Officer Response .....	39
5.5. Museums .....	43
General Comments .....	43
Officer Response .....	43
6.1. Operational savings.....	62
General Comments .....	62
Officer Response .....	62
6.2. Staff numbers and salaries.....	62
6.3. Elected members and Governance.....	64
6.4. Parks.....	64
6.5. Transport .....	68
6.6. Three waters .....	72
6.7. Resource Recovery .....	73
Officer Response .....	73
6.8. Recreation, Sports and Events.....	73
6.9. External consulting budgets .....	74
6.10. Other Operational Spending.....	74
7. 1. Grants and Funding.....	75
7.1. Community Grants .....	75
General Comments .....	75
Officer Response .....	75

8. Capital Programme Expenditure.....	82
8.1. Multi-Purpose Arena.....	82
8.1.1. General Comments .....	82
8.1.2. Officer Response .....	82
9.1. Pages Road Bridge Renewal.....	104
General Comments .....	104
Officer comments.....	104
10. Capital Programme.....	107
10.1. Roads.....	107
10.2. Major Cycleways & Cycle Lanes.....	116
10.3. Footpaths.....	119
10.4. Public Transport Infrastructure .....	121
10.5. Car Parking.....	124
10.6. Water Supply.....	125
10.7. Wastewater .....	126
10.8. Stormwater & Land Drainage.....	128
10.9. Halls & Community Centres .....	129
10.10. Libraries .....	131
10.11. Museums .....	132
10.12. Rec & Sport.....	133
10.13. Neighbourhood Parks .....	134
10.14. Sports Parks.....	137
10.15. Reserves .....	138
10.16. Foreshore .....	140
10.17. Cemeteries.....	140
10.18. Public Toilets .....	141
10.19. Wharves.....	142
10.20. Social Housing .....	143
10.21. Heritage.....	146
11. LTP Strategies & Policies .....	148
11.1. Financial Strategy.....	148
General Comments .....	148
Officer Response .....	148
11.2. Financial Risk Management Strategy .....	148
General Comments .....	148
Officer Response .....	148
11.3. Revenue & Financing Policy .....	148

11.3.1. General Comments .....	148
11.3.2. Officer Response .....	149
11.4. Infrastructure Strategy .....	149
General Comments .....	149
Officer Response .....	149
12. Strategic Framework .....	150
12.1. Strategic Priorities .....	150
General Comments .....	150
Officer Response .....	150
Enabling active and connected communities .....	150
Partnering with tertiary education organisations .....	150
Developing the creative economy .....	151
A stronger focus on enabling business .....	151
Equity lens.....	152
Pasifika communities .....	152
Other .....	152
12.2. Community Outcomes .....	152
General Comments .....	152
Officer Response .....	153
Strong communities .....	153
Healthy Environment .....	153
Sports .....	154
Mental health .....	154
12.3. Climate Change.....	154
General Comments .....	154
Officer Response .....	155
12.4. Greater Christchurch 2050 .....	155
General Comments .....	155
Officer Response .....	156
12.5. Other .....	156
General Comments .....	156
Officer Response .....	156
13. Planning & Strategic Transport, Urban Design, & Urban Regeneration .....	157
13.1. City Planning.....	157
General Comments .....	157
Officer Response .....	157
Industrial.....	157

Quarrying .....	157
Zone changes.....	158
Short Term Accommodation.....	158
Telecommunication Utilities.....	158
Film Studios .....	158
Industrial Farming and Water Quality.....	158
Rural Urban Fringe Intensification .....	158
Akaroa Drinking Water Supply .....	158
Improving the Regulatory Framework.....	159
Mapping and Identification of ONLs .....	159
Whakaraupō.....	159
General Growth.....	159
Residential Intensification .....	159
Commercial Growth .....	160
Car parking.....	160
Spatial planning.....	160
Trees.....	160
Productive soils .....	160
Affordable housing .....	161
Tiny houses .....	161
13.2. Strategic Transport.....	161
General Comments .....	161
Officer Response .....	161
A strategic direction for Transport.....	161
Parking .....	162
Transport Emissions.....	163
13.3. Mass Rapid Transit.....	164
General Comments .....	164
Officer Response .....	164
13.4. Urban Regeneration .....	165
13.4.1. General Comments .....	165
13.4.2. Officer Response .....	165
Enliven Places .....	165
Barrier sites.....	166
Suburban Centre revitalisation.....	166
Central City revitalisation.....	169
Greening the East .....	170

13.5. Heritage.....	171
General Comments .....	171
Officer Response .....	171
14. Other Topics.....	173
14.1. Potential disposal of surplus Council-owned properties.....	173
General Comments .....	173
Officer Response .....	173
Yaldhurst Hall.....	176
Hasketts Road.....	177
Coronation Hall.....	177
5 Worcester / Rolleston House .....	178
14.2. COVID-19 Socio-Economic Recovery .....	180
General Comments .....	180
Officer Response .....	180
14.3. Water Reform.....	180
General Comments .....	180
Officer Response .....	181
14.4. Water Meter Readings.....	181
General Comments .....	181
Officer Response .....	181
14.5. Governance.....	181
General Comments .....	181
Officer Response .....	182
14.6. Public Information & Participation .....	184
General Comments .....	184
Officer Response .....	184
Overall consultation .....	184
Long Term Plan Online Search Tool .....	184
Consultation document .....	184
Consultation Process.....	185
Length of consultation period.....	185
Consultation around the proposed land drainage targeted rate for rural properties .....	185
Consultation around the disposal of surplus land .....	185
Cost of consultation .....	185
Making a submission .....	185
Long Term Plan – campaign and communications.....	185

General.....	186
14.7. Public Transport.....	186
General Comments .....	186
Officer Response .....	186
Free Bus Fares, Painting of Buses .....	186
Mass Rapid Transit (MRT) .....	186
Investment in PT System, Reliability, Increased Frequency, Patronage Growth..	187
Real Time Information at Bus Stops .....	187
Park and Ride.....	187
Diamond Harbour Ferry .....	188
Central City Free Bus Shuttle / Free Buses on Weekends / Free Buses for Youth .	188
14.8. Tarris .....	188
General Comments .....	188
Officer Response .....	188
14.9. Fluoridation .....	188
General Comments .....	188
Officer Response .....	188
14.10. Procurement.....	189
General Comments .....	189
Officer Response .....	189
Procurement Policy .....	189
Sustainable Procurement Outcomes.....	191
14.11. Insurance .....	192
General Comments .....	192
Officer Response .....	192
14.12. Biodiversity .....	192
General Comments .....	193
Officer Response .....	193
14.13. Cruise Ships .....	193
General Comments .....	193
Officer Response .....	193
Sheldon Park Netball Courts & Pavilion .....	194
General Comments .....	194
Officer Response .....	194
Greening the East.....	196
General Comments .....	196
Officer Response .....	196

27 Hunters Road, Diamond Harbour.....	197
General Comments .....	197
Officer Response .....	197
KartSport Canterbury Race Track .....	201
General Comments .....	201
Officer Response .....	201
Wharenui Pool.....	202
General Comments .....	202
Officer Response .....	202

# 1. Rates

## 1.1. Residential Rates

### General Comments

618 submissions were received on the residential rates proposal.

284 submissions supported the increase in residential rates.

249 submissions opposed the increase in residential rates, with many wanting a decrease in rates instead, and others commenting that the proposed increase is unaffordable for many residents. There was a strong theme among these submissions around rates increases being benchmarked with the CPI.

85 alternative submissions were received for residential rates, with many suggesting that the rates increase should be higher, and others specifying that if rates do increase they would like to see particular projects carried out.

### Officer Response

The following general themes emerged from analysis of submissions:

#### **Affordability**

Council and Council staff routinely review costs and budgets for efficiencies and savings. This has had significant focus post Covid-19 and with the appointment of the new CEO. The proposed rates increase is likely to be lower than many other comparable New Zealand cities.

Changes in house prices do not directly impact the rates assessed on a property. The government valuation is used to determine a property's share of the overall rate requirement.

#### **Continued increases / inflation**

Concern at the medium term cumulative rates impact is acknowledged. Council is continually reviewing its costs, funding sources, and ways of delivering services and projects with the best overall outcome for residents in mind.

Council applies inflation rates very closely aligned with BERL, which provides the Local Government sector with advice on expected inflation applicable to the sector. Inflation experienced by Local Authorities (asset maintenance/contractors/construction) does not have all the same drivers as CPI which impacts most consumers more directly (e.g. food/clothing/housing/transport).

The increased costs over the 10 years do not only reflect inflation, but reflect improvements in the condition of infrastructure and a number of significant community facilities coming on stream.

#### **Capacity to deliver**

In determining the proposed Draft, Council examined its ability to deliver more. While higher rates increases were supported by a small number of submitters, Council also considered its level of

debt headroom, its ability to realistically deliver a larger programme, and the impact a higher rates increase would have on the more vulnerable residents as outlined on page 10 of the Consultation document) before reaching a decision on its preferred proposal.

### **Services provided**

While identifying savings and efficiencies across the board, Council have sought not to significantly change levels of service that directly impact ratepayers. Council has sought to focus on key priorities including those raised in recent surveys regarding the condition of our piped waters networks and roads.

### **Transparency and accountability**

CCC, like all Councils around the country, are required to develop and put out for community consultation a 10 year plan. This plan must be transparent on the services and projects council intends to deliver, including the levels of service, as well as the funding that will be required to make those things happen. Council must also set out how those services and projects will be funded, whether through rates, borrowing, fees and charges or other means. In this way the Council understand the longer term financial and service delivery implications of decisions made, including rates increases. At their meeting of 21 and 23 June Council will consider all community feedback received and make a final determination on the rates increase for next financial year (2021/22). Each year thereafter the balancing of service and project delivery, and funding (rates increases, borrowing etc.) are reconsidered by Council with the Annual Plan budgeting process - which must also be transparent and open to community feedback - using the adopted 10 year plan as a starting point.

In preparing and adopting the draft Long-term Plan for community consultation the plan has been extensively audited to ensure the services and projects council intends to deliver, including the levels of service, as well as the funding that will be required to make those things happen, are both clear and deliverable. Council performance (delivery of services, projects and finances) is then monitored monthly through public meetings of the Finance and Performance Committee of the Whole, while at year-end the Annual Report results are also fully audited before being made public. Council will continue to improve reporting to our community that makes clear the impact of rates spend on service delivery decisions (either to maintain or to improve service levels), including trends over time and the overall impact on our Community Outcomes.

In parallel with the Long-term Plan Council are seeking community feedback for the draft Climate Change Strategy <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/strategies/climate-change-strategy>. Within the strategy we have set four Climate Goals for Christchurch, supported by ten Climate Action Programmes that outline what we need to do to achieve these goals. The draft strategy also states we will monitor progress over time with a series of indicators in between more substantial reporting.

### **Rating system**

There were a small number of submissions generally in favour of reducing or removing the UAGC and having a more progressive rating system, seen by some as supporting lower income residents. Councillors have previously discussed the progressive / regressive nature of Capital value rates as opposed to Uniform charges in determining the Draft LTP.

## Rebates and assistance

The Government Rates rebate scheme remains available to low income earners. Council assistance is in the form of its Rates postponement and remission policies. The Rates team is customer focussed and willing to assist ratepayers make arrangements for payment of rates where there is difficulty.

## Other

Rates increases cannot practically be smoothed over 10 years due to the timing of funding requirements and underlying changes to the capital programme and world we live in. Council does attempt to smooth the rates increase within reason over 2-3 years where this is possible. Council is conscious that an unjustified or unsupported reduction in rates can shift costs to the environment, people's wellbeing, or to future generations.

## 1.2. Business Rates

### General Comments

14 submissions were received on business rates.

2 submissions supported the proposed business rates.

5 submissions opposed the proposed business rates.

7 alternative submissions were received for business rates.

### Officer Response

The draft LTP is not proposing to change the Business differential which is currently 1.697 of the standard general rate. Several submitters requested acknowledgement that many businesses are suffering post Covid-19, and disagreed with higher rates increases that equivalent CV residential ratepayers, effectively driven by the business differential. The ability for business to claim gst and income tax deductions against rates is a factor considered in setting the differential.

Rates increases cannot practically be smoothed over 10 years due to the timing of funding requirements and underlying changes to the capital programme and world we live in.

One submitter noted that businesses that don't have a large physical presence such as Lime scooters don't pay their fair share of rates. This could be a consideration for future rental agreements utilising Council non rated land.

CIAL's submission regarding refining its non-rateable land is being addressed by Council staff.

Staff disagree with CIAL's submission that Council should be setting targeted rates in a differentiated way for land owned by CIAL or CIAL's unique position must be recognised and reflected in the Long Term Plan rating policy. In general, CIAL does not pay targeted rates for water supply or sewer.

## 1.3. Remote Rural Rates

### General Comments

17 submissions were received on remote rural rates.

2 submissions supported the proposed remote rural rates.

14 submissions opposed the remote rural rates, with many stating that this is because they either do not use a lot of the council services they are paying for, or do not receive services that they are being charged for.

1 alternative was suggested.

### Officer Response

There were a small number of submissions favouring retention of the remote rural rates differential due to receiving less services. This was not the issue consulted on, there is no proposal to remove this differential in the Draft LTP.

## 1.4. Annual General Charge

### General Comments

17 submissions were received that addressed the annual general charge.

1 submission supported the annual general charge.

10 submissions opposed the annual general charge, most with the view that charge is inequitable.

6 alternative submissions were received for the annual general charge.

### Officer Response

There were a small number of submissions generally in favour of reducing or removing the UAGC and having a more progressive rating system, seen by some as supporting lower income residents. Councillors have previously discussed the progressive / regressive nature of Capital value rates as opposed to Uniform charges in determining the Draft LTP.

## 1.5. Rates Remissions for Charities

### General Comments

53 submissions were received on the proposed changes to the rates remissions for charities.

47 submission opposed the proposed change of rates remissions for charities.

6 alternative submissions were received for rates remissions for charities.

## Officer Response

Most submissions were from religious based organisations. Many of these are non- rateable and only pay water and sewer rates with a 50% remission. Generally their rates are therefore lower than comparable other charities with a lower 50x cash threshold therefore applying.

Their proforma submission asked a number of questions:

- What are the total remissions each year to charities?
- How many charities does Council consider are 'wealthy' and it views as not needing rates remission?
- How has Council determined that cash and investment balances define "wealth" for charities?
- How has a factor of 50 times the base services rates for which a remission could be received been determined as the appropriate cut-off of eligibility?
- Could some affected charities be forced to reduce the level of their charitable activities due to the loss of the rates remission?
- Has the Council assessed the worth to the community of the services provided by charities that is likely to be lost through this policy? If so, how have they done that?
- Has a cost/benefit analysis been performed that balances the estimate of a \$300k reduction in annual rates remissions to the cost of implementing the proposal?
- How many charities would be unfairly burdened by the additional filing requirements to Council to maintain their rates remissions, in order for Council to cease remissions to (a likely) very few charities?

Responses are:

The annual remission to not for profit organisations the Council budgets for currently is in the order of \$2.7 million. Including ECan and GST, this figure would equate to \$3.5 million for all those organisations.

Council does not have the number of charities it considers wealthy. Financial information was requested to undertake that analysis. Analysis of the first 50 set of accounts indicates 25% may not qualify.

Council considers cash balances provide a reasonable indication of the ability of an organisation to meet its rates cost, that is understandable and practical to administer. Council also considered operating results which are more variable and can have some complexities.

Council considers an organisation that has cash in excess of 50 years rates to be in a position where it is capable of meeting its share of the City's rate requirement.

It is possible affected charities may be forced to reduce the level of their activities due to loss of the remission.

Council has not assessed the value of the community services that may be lost through this change in policy, compared to the estimated \$300,000 reduction in rates charged to other ratepayers.

Approximately 450 charities currently receiving a rates remission were contacted. Council may currently at any stage request updated information from those receiving the remission to ensure they still qualify.

There are several themes in the submissions of those opposing the policy change.

- a) Financial stability and prudence – it is critical for these organisations to maintain a cash buffer, and they are encouraged to provide for 'rainy days' given the nature of donations

and fund raising, and future known maintenance costs / renewals / projects. Discouraging this is not appropriate.

- b) Financial criteria alone does not take account of the social, health and well-being aspects for the community.
- c) It potentially punishes larger organisations that may have higher cash balances, but also higher operating costs in providing more efficient larger scale community benefits.
- d) It does not take into consideration reserves, held for future operating spending needs, such as repairs to ageing buildings or projects an organisation has committed to. Also the principal of funds held in trust is often inaccessible. Usually these funds provide an income stream to assist the organisation deliver its services.

There is no intention to discourage organisations from being financially prudent or setting aside funds for future requirements. The inclusion of Trust Funds that may be inaccessible is a valid point for Councillors to consider, as is the limitation on excluding only committed capital project funds. Note however some organisations regularly have normal committed grant funding received in advance at balance date for services they routinely provide.

Currently each rate remission application is reviewed by staff to ensure it is a valid charity. This includes reviewing the Trust deed beneficiaries, Charities registration, and financial accounts to determine if paid employees are involved, as well as the nature of the community benefit provided.

One submitter suggested given the late notice for 2021/22, that the policy be phased in over 3 years. This would add some complexity but is possible.

## 1.6. Heritage Targeted Rate

### General Comments

192 submissions were received on the proposed heritage targeted rate.

147 submitters supported the heritage targeted rate.

27 submitters opposed the heritage targeted rate, with many seeing this as an unnecessary cost.

18 alternative submissions were received for the heritage targeted rate, with many supporting the rate as long as specific conditions were met.

### Officer Response

There is general support for a heritage targeted rate. Some identify this as for specific projects whilst some believe it will cover more generic heritage costs. The separation of the Arts Centre was unclear to some.

The purpose of this targeted rate is to fund the debt servicing cost of restoring specific heritage buildings over 30 years at which time the targeted rate would cease.

The specific projects are existing projects that are already costed into the general rate in future years. While there is some timing change, these are not new costs that are being funded via a rates increase.

The purpose and period of the proposed Arts Centre targeted rate is very similar other than it is not a Council owned building, and was not already included in the general rate.

Recommend no change to what was proposed

## 1.7. Arts Centre Targeted Rate

### General Comments

646 submissions were received on the proposed Arts Centre targeted rate.

508 submitters supported the Arts Centre targeted rate.

108 submitters opposed the Arts Centre targeted rate, with many seeing this as an unnecessary cost.

30 alternative submissions were received for the Arts Centre targeted rate, with some mentioning that this should become an annual charge, and others saying that the Arts Centre should be able to support itself.

### Officer Response

Submissions ranged from those comfortable paying more if required to a number suggesting Government or private business funding was more appropriate.

This proposed grant would in the past normally be funded by the general rate, with debt repaid over 30 years from the time of borrowing. The targeted rate's purpose is to provide transparency to the ratepayer.

The Council does not own or insure the Arts Centre, although assistance has been offered to review their insurance placement.

Several submissions mentioned a Super City concept to ensure Waimakariri and Selwyn District Councils contribute. The wider funding of these types of costs, similar in nature to the Canterbury Museum levy, have been raised in the past and are part of an ongoing discussion at a regional/mayoral level.

Staff discussions with the Arts Centre are currently being held regarding some parts of their operation that are potentially rateable. This is part of a routine review of properties to ensure existing rating policy is applied correctly and fairly. This may however have financial implications for the Arts Centre that could require further funding discussions.

Recommend no change to what was proposed.

## 1.8. Land Drainage Targeted Rate

### General Comments

279 submissions were received on the proposed changes to the land drainage targeted rate.

94 submissions supported the proposed changes.

164 submissions opposed changes to the land drainage targeted rate, with many rural property owners stating that this is because they do not receive or use this service. In many cases have been required to invest in expensive land drainage infrastructure for their properties.

21 alternative submissions were received regarding the land drainage targeted rate, with many supporting the alternative option 1.

### Officer Response

The Draft LTP proposes to rate all rateable properties in the district for land drainage (with a transition period of three years), noting this is considered to be a fairer and more consistent way of recognising that land drainage, and flood mitigation and control works, are services to the whole district. These services enable us to get around more easily without surface flooding, and make our city and district a more accessible and pleasant place to live.

Currently, the Land Drainage Targeted Rate covers 96.3 per cent of the district by value and 97.5 per cent of the rating units by number. However, in terms of geographical area, less than half of the district pays the rates – most rural Banks Peninsula properties and most of the city's rural properties in the north-west don't pay it.

There were 94 submissions in favour of this proposal and 164 against. Submissions against the proposal were primarily from those that would be adversely affected by the extension to the area covered by the rate. These were mostly rural ratepayers or ratepayers in small remote settlements. Christchurch International Airport Limited (CIAL), the largest adversely affected single ratepayer, also submitted against the proposal.

Those who opposed the proposal argued:

- Land drainage activities are exclusively (or primarily) a service to the drained property, rather than a service to the whole district. Properties that don't receive a service should not pay for it.
  - o The primary beneficiaries of the land drainage service are people living in urban areas, not rural landowners.
  - o The proposal would result in a disproportionate burden on land that does not put any burden on Council assets.
- Rural land owners already install and maintain drainage infrastructure for their own property at their own cost. This can involve providing soaking pits, clearing streams, digging out or clearing street drains, riparian fencing and planting, and providing wetlands. Often this work is to comply with regulatory provisions such as rules on freshwater management.

- CIAL noted it has made a capital investment of approximately \$9 million in developing its own drainage system, and pays approximately \$360,000 per annum in ongoing costs.
- Other submitters also provided examples of work done and costs incurred. Sometimes work is performed to prevent damage to Council-owned assets and to neighbouring properties.
- Properties on Banks Peninsula are so distant from Christchurch city that they don't obtain any (or much) benefit from the enhanced accessibility and amenity.
- There was strong support for a more "user-pays" approach where the rate is based on whether the property receives a service.
- Some submitters (particularly in Halswell) already pay a land drainage-related rate to ECan and receive an above-ground drainage service from ECan. They consider that paying Council for land drainage would amount to "paying twice".
- Some submitters had local drainage issues that they considered were not being addressed by Council in an adequate and timely way
- Some considered the capital value basis of the rate to be unfair and suggested alternatives such as a fixed rate or a rate based on improvement value.

CIAL argued as an alternative that there should be an exception from liability for the targeted land drainage rate for any rateable land held by strategic infrastructure providers where land drainage is managed through privately-owned and privately-maintained stormwater and flood management systems.

**Response:** Staff note that a "user-pays" approach to land drainage rating has proven difficult to manage over recent decades. It has not been possible to develop an automated process to identify properties that receive a service, and this has resulted in considerable inconsistency in the way properties are rated. Rating approaches should be straight forward, fair and robust. Council's general rate is essentially a tax on property value that takes little account of whether particular residents use the services funded by that rate. While staff are not proposing to include land drainage in the general rate (since this would mean businesses would pay a differential of around 1.7), the proposal to rate all properties for land drainage is simple and broadly consistent with the approach taken for the general rate (apart from the differentials).

Staff met with a representative from Halswell and explained that the Council rate and ECan rate covered different, and existing, services.

It is appropriate that all properties including those in remote areas contribute to Council's costs for land drainage because those properties currently benefit from mobility and accessibility not only in Christchurch city, but also in many smaller settlements such as Little River and Akaroa.

**Recommend** no change to what was proposed

## 1.9. CCBA Targeted Rate

### General Comments

102 submissions were received on the proposed CCBA targeted rate.

87 submissions supported the CCBA targeted rate.

7 submissions opposed the CCBA targeted rate.

8 alternative submissions were received regarding the CCBA targeted rate, with many suggesting that this should not be a fixed rate.

## Officer Response

The support and views of multiple submitters is noted.

The Council has, for a number of years, supported the Central City Business Association (CCBA) as a partner in continuous improvement of the Central City as a destination. In the last four years the Council has reduced its annual grant from \$150,000 to \$90,000; this reduced funding intended to coincide with the CCBA becoming self-funded either through establishment of a Business Improvement District (using a targeted rate much as proposed) or through the CCBA securing funding from other sources.

The draft LTP proposes to introduce the CCBA targeted rate in 2021/22 instead of the previous annual grant. This targeted rate shifts the source of funding from the general ratepayer to the primary beneficiaries – Central City businesses - establishing accountability of the CCBA to its rated members. The targeted rate is proposed to be \$150,000 which would be passed on to the CCBA by way of a grant.

The rate is proposed to be set as a fixed rate charge, as recommended by the CCBA Board, meaning all separately used or inhabited portions of a business rating unit within the rating area would pay approximately \$275 per year. This is a simple approach to communicate and administer particularly when introducing a new rate. Other options for scope and setting the value of the rate (e.g. using capital or land value; levying all properties within the four avenues) were considered.

The CCBA serves a defined area, currently bounded by Kilmore, Manchester, Montreal and St Asaph Streets. Extending that area is a matter for the CCBA to consider for future years in line with its work programme.

In receiving an annual grant over recent years, and in the coming financial year, the CCBA agrees with Council a set of key performance indicators (KPIs). As the CCBA moves to a self-funding footing, setting these performance measures should become a matter for contributing members to agree. The CCBA is also required to submit an annual report and accounts as part of its grant agreement with Council.

The Council and ChristchurchNZ will continue to support Central City business in line with stated priorities.

On specific submitter points note that:

- There is opportunity for other organisations to work with the CCBA to support the vibrancy of the city's social, cultural and commercial core (e.g. the 2020 Memorandum of Understanding with Life in Vacant Spaces).
- mall tenants pay fees as part of their lease that cover the costs of security, maintenance, advertising etc.
- The rates incentive for owners that provide partial rates waiver to support temporary activation of vacant sites is being kept under review.

## 1.10. Central City Vacant Sites Targeted Rate

### General Comments

111 submissions were received on the proposed central city vacant sites targeted rate.

98 submissions supported the central city vacant sites targeted rate, 6 submissions opposed it.

7 alternative submissions were received for the central city vacant sites targeted rate.

### Officer Response

The Vacant Sites Programme, initiated in 2020, aims to encourage permanent development of vacant sites and, in the interim, improve the appearance of vacant sites (where development may not be immediately feasible). Many Central City sites are being left untidy – detracting from the city as an investment proposition.

As a financial mechanism to incentivise better city environment outcomes, a possible targeted rate would form part of the broader suite of mechanisms within the Vacant Sites Programme currently available to support and encourage development. Detailed provisions of a potential future targeted rate are still to be developed, although the concept is to fund a service that supports the costs of improving the amenity of unimproved vacant sites in the Central City. This method would allow the Council to recover costs of improving a relatively small number of properties. If implemented (after further community and stakeholder engagement), the mechanism would apply in a user pays manner. To support the rate, Amenity Guidelines are in preparation that set minimum standards for the appearance of vacant sites. On meeting these standards, the targeted rate would no longer apply.

Getting the right balance to incentivise owners is complicated and the signal in the draft LTP is aimed at seeking views from the community and property owners on the best way to proceed. Any future vacant sites targeted rate to fund the service will reduce the burden on the general ratepayer and be gathered from the main beneficiaries of the service - vacant site owners. However, a broader benefit also accrues to all users of the central city whether local, regional, national or international. The Council will document the use of funding it gathers for the stated purpose.

It is important to highlight that current legislation is clear that rating cannot be used as a punitive tool. A future change to a land value based rating system is not signalled at this stage. The continued funding of a rate rebate for properties that have temporarily activated their vacant site will be reported on in due course.

## 1.11. Other

### General Comments

103 submissions were received on other rates issues.

25 submissions supported other rates matters.

26 submissions opposed other rates matters, with many objecting to the Christchurch Cathedral targeted rate.

52 alternative submissions were received for other rates matters, with many suggestions on ways of decreasing various rates.

## Officer Response

There is general support for targeted rates for clarity of service, not for additional rates revenue. There were several comments that they should be targeted to more important environmental issues rather than heritage, and that charging everyone on the same CV basis as the general rate seems to be highlighting heritage for no reason. The intention is to improve transparency of Costs for ratepayers.

A number of submitters are dissatisfied with paying the Cathedral targeted rate, but are happier with the proposed Heritage and Art Centre targeted rates.

Council has not yet considered a coastal protection rate or what it might encompass, and has not considered whether in such an eventuality costs would be equally shared across the city, as proposed for the land drainage rate.

In terms of people owning multiple properties, it is not possible under the Rating Act for second, and subsequent properties owned by the same entity to attract an additional levy that increases proportionally with the number of properties owned.

It is not possible under the Rating Act to operate an opt in or opt out scheme for targeted rates.

The Akaroa Community Health Trust targeted rate is an example of a targeted rate where, as quoted from a submission “people could propose ideas for their own suburb which they agree to pay via a targeted rate for something which they know they will benefit from. That way they will feel more connected and involved in decision making and it could lead to some cool projects popping out throughout the city”. While this is something that could be considered where there is clear and distinct community that will benefit, the Council model has always been to use a city wide to avoid disputes over how far the benefit extends; swimming pools for example.

The ability to pay rates in more frequent instalments than quarterly is currently available via monthly direct debit, regular automatic payments, or manually.

Changes in house prices do not directly impact the rates assessed on a property. The government valuation is used to determine a property’s share of the overall rate requirement.

Council is regularly involved in discussions at all levels (local/regional/national) in considering alternative funding source opportunities to minimise the impact of rates on ratepayers. This includes tourists, event goers, local taxes and other broad based funding options.

Recommend no change to what was proposed but consider using the Akaroa model should a suitable project arise.

## 2. 1. Revenue

### 2.1. Dividends

#### 2.1.1. General Comments

3 submissions were received for dividends; 1 submission opposed and 2 provided alternatives.

#### 2.1.2. Officer Response

In response to the suggestion that Citycare be liquidated due to poor returns on a huge asset base, Councillors should note Citycare's return on assets for 2020 was 4.3% (NPAT \$5.6m / TA \$129.6m).

This is outside of the LTP process

### 2.2. Development Contributions

#### 2.2.1. General Comments

11 submissions were received for development contributions; 2 submissions opposed aspects of the proposal and 9 alternative submissions were received for development contributions, mainly discussing developer's contributions.

#### 2.2.2. Officer Response

The general message from submitters was supportive of developers paying for development infrastructure costs. Several were against further rebates being offered to developers.

### 2.3. Central Government Grants and Funding

#### 2.3.1. General Comments

8 submissions were received on Central Government grants and funding.

1 submission supported Central Government grants and funding.

2 submissions opposed Central Government grants and funding.

5 alternative submissions were received for Central Government grants and funding.

#### 2.3.2. Officer Response

A limited number of submissions generally support Government contributing more to Council

infrastructure costs, via partnerships, grants, returning GST etc. A valid point was made that often Crown contributions require Council to spend more, however that is often the nature of a partnership arrangement. Council retains the right to consider its priorities when agreeing to such arrangements.

Recommend no change to what was proposed

## 2.4. Excess Water Charge

### General Comments

403 submissions were received for the excess water charge.

206 submitters supported the proposed excess water charge.

130 opposed the excess water charge, with many concerned about how this could disadvantage certain households.

67 alternative submissions were received, with many suggestions about how the water charge could be managed differently.

### Officer Response

Those supporting the excess water charge recognise the benefits for demand management and agree with the approach of targeting the high users.

Our response to the key concerns and objections raised are addressed below:

#### **Disadvantaged households**

A number of submitters were worried that the charge would disadvantage large families or those on lower incomes. In the draft we have provided an exemption statement that includes medical conditions or very large families that require additional water to provide for basic hygiene and living requirements. If the excess water charge is introduced a policy will be developed for these exemptions and remissions.

However the main reason for high residential consumption is irrigation or watering gardens. It is unlikely that even a family of 8 having a shower each, daily loads of washing and using water for cooking will push their consumption over the point where volumetric charging will apply. We would expect very few of these families would see large excess water invoices.

#### **Allowed volume being too low**

Some submitters felt that the 700 litres per household per day (before the excess charge applies) is too low. Currently the Christchurch average sits at 540 litres per household per day which is high compared to other towns and cities.

#### **Ownership of water**

Many opposing comments raise the issue of the ownership of water and say that Council does not have the right to charge residents. The proposal does not charge for the water as a commodity, it is charging for the service. The excess water charge contributes to the additional costs of high demand on the public water supply network.

### **Prohibitive costs**

Cost to read water meters, process invoices and other administration was raised as a prohibiting factor to residential water charging. However the revenue more than covers these costs and operating costs may be lower in the future as we look to smart technologies for monitoring and measuring the water use, and invoicing processes.

### **Other**

Bottling plants, farm irrigation use and commercial business charges were raised in many of the submissions. Council does not have any authority over ground water abstraction (Water bottling plants and farm irrigation). We do however charge commercial businesses who exceed their allowance as provided for under the targeted rate in our current funding model. Commercial properties will continue to be charged excess water rates.

Submitters are wanting increased communication with residents on current water use, the exemption/remission process, and water saving tips and education to people who will look to carry on their behaviour due to being in a financial position to be able to excessively use water. We will provide each property with a summary of water use and where this is above the 700 litre per day average they will also receive an invoice. Other forms of communication being assessed include an app and web based options so residents can better understand their own water usage.

### **Final comments**

Council still have a large part to play when it comes to water conservation and demand management. We are committed to improving on what we do and leading by example. We will still have an on-going water conservation campaign each summer that covers garden watering, water conservation tips and learning for young people through libraries along with other initiatives. Leaks that are identified by members of the public are being addressed and fixed in a timely manner and we will continue to improve on our response times. We have also increased our focus on leak detection and repairs across the network.

The age of our water meters varies across the city and there is a programme in place to replace older meters to ensure the accuracy and reliability of the measurement. Water meters typically under record consumption as they age and the margin of error is small - testing indicates this is around 2 to 5 per cent. Any disputes in meter accuracy are managed by our in house team and if an error has occurred a remission will be available.

There are situations where a single meter feeds more than one dwelling. Typical situations include flats, cross lease properties, and apartments. It is not expected that these properties will generate high water consumption as it is generally watering of gardens and lawns that are the main contributors to higher water usage. Over time we will work towards separating out connections with the goal of only having one water meter per dwelling. It is also worth noting that under the current rating policy any single property (one title) with three or more dwellings is charged in the same way as our commercial customers.

## 3. Fees & Charges

### 3.1. Eco Central

#### General Comments

11 submissions were received on the fees and charges at Eco Central.

5 opposed the proposed fees and charges and 6 provided alternatives.

#### Officer Response

The majority of comments received focussed on the need to keep Transfer Station fees low to reduce illegal dumping. Staff work closely with our Transfer station operator to ensure these sites provide a full service to our residents (including Refuse disposal, Green waste and hardfill drop-off, hazardous substances, recycling and recoverable materials). Costs of refuse disposal are influenced by our costs of transport and disposal – changes in the Waste disposal levy are likely to further increase costs of disposal over the next 3 years.

Feedback on the costs of our kerbside service were also received with residents advocating that we charge more for refuse disposal and implement a user pays approach. Council have identified these incentives in its recent Waste Management and Minimisation Plan 2020, and are looking at how to implement a new charging mechanism which allows greater flexibility in bin size and associated charging.

### 3.2. Rec & Sport

#### General Comments

2 submissions were received for fees and charges at rec and sport centres. All were opposing the proposed fees and charges.

#### Officer Response

Each year the setting of fees and charges is benchmarked against similar service providers within the region and other Councils across New Zealand. The setting of fees and charges is balanced between the percentages of user pays vs rates.

A 25% discount is provided to Community Services, Cando, Hāpai Access and NZ SuperGold card holders so programmes and services are affordable to these demographics within our community.

## 3.3. Community Halls and Spaces

### General Comments

12 submissions were received for fees and charges for community halls and spaces.

7 submissions supported the fees and charges for community halls and spaces, while 4 submissions opposed.

1 alternative submission was received for fees and charges for community halls and spaces.

### Officer Response

9 submissions support the modest reduction of user-charges for community use of facilities (that have been proposed due to a simplification of the schedule of charges). 2 submissions support increased user charges.

#### **Response**

Responding to customer feedback (residents survey) Council are proposing a simplified schedule of user charges for community facilities. The range of charges will drop from 15 to 9. Due to rounding most users will experience a modest decrease, a minority an increase. Very few will experience a larger increase when their facility was formerly classified as “medium” and now classified as “large”. Where the effects of this re-classification for existing customers are profound staff have the ability to customise pricing.

For example (submission 1168):

- One group currently pay \$15.60 per hour to hire Abberley Hall, this would increase to \$30.00 per hour meaning the total cost per booking would rise from \$31.20 to \$60.00 per 2 hour session.
- This is because we propose to simplify our bookings system as repeated customer feedback tells us it is too complicated and we have too many convoluted options. We propose to reduce the “options” from 15 to 9. Abberley Hall was previously classified as a medium sized facility, due to its size it will now be classified as a large facility.
- This group are one of the few who will be adversely affected, most will have a slightly lower rate commensurate with community use. If Council approve the fees and charges we will work with all existing customers who will have an increase over 5% and customise a charge that does not penalise them.

Council aim to collect \$526,000 in user-charges in FY 22 or 0.125% on rates

#### **Of note (sub-themes)**

- Early Learning Centres attract a peppercorn rent. Staff have the ability to customise facility pricing around the requirements of special events/programmes such as the use of the Gaiety Hall for a theatre production.

## 3.4. Resource Consents

### General Comments

2 submission were received for resource consent fees and charges. All submissions provided alternatives.

### Officer Response

Building consent and resource consent fees have not risen is because both units have focussed on, and successfully achieved keeping their costs to a minimum. The fees people pay for building consents and resource consents pay for the service; both units are mainly self-funded. The Council strives to keep fees at the lowest cost to customers and as such fees for building consents and resource consents will not be increasing.

## 3.5. Building Consents

### General Comments

2 submissions were received on building consent fees and charges.

1 submission opposed the fees and charges for building consents and 1 provided alternatives.

### Officer Response

Our 'hourly rates' can appear high when compared to others in the industry. The Building Consents Unit provides a 'user pays' service and we need to recover all costs associated with the services that we provide. Staff hourly rates include overheads associated with running the unit such as training, office space, health & safety costs and staff entitlements.

Financial Planning is carried out yearly and requires the Council to establish the fees it requires to cover all of its costs. Only a percentage of an officer's time is chargeable to an external client; so hourly rates are set based on expected hours that can be charged for, and the expected overall costs for the year. Costs are then monitored during the financial year and actions are taken as required to try and ensure plans are achieved.

The reason that building consent and resource consent fees have not risen is because both units have focussed on, and successfully achieved keeping their costs to a minimum. The fees people pay for building consents and resource consents pay for the service; both units are mainly self-funded. The Council strives to keep fees at the lowest cost to customers and as such fees for building consents and resource consents will not be increasing.

Priority catchments isn't a term used in the Christchurch District Plan or Building Act. When processing consents or carrying inspections or monitoring, these are completed in accordance with the requirements of the Resource Management Act or Building Act. Where we are able to, there is a requirement for an erosion and sediment control plan to be in place and adhered to

through any construction works. These plans are regularly inspected or monitored during construction works. In addition, a communication has been sent to the relevant planning and building teams highlighting the importance of erosion and sediment control during construction works occurring on a site.

## 3.6. Regulatory Compliance & Licensing

### General Comments

2 submissions were received for regulatory compliance and licensing fees and charges.

1 submission opposed the fees and charges for regulatory compliance and licensing and 1 alternative submission was received.

### Officer Response

Christchurch City Council delivers its responsibilities under the Food Act 2014 on a full cost recovery basis, ensuring the costs for this service are recovered from those who use the service. Other Councils use a combination of fees and rates to provide this service. Our fees cover the Council delivering our responsibilities under the Food Act 2014 which includes compliance monitoring and enforcement which are not able to be carried out by any other organisation. The introduction of the Food Act occurred over a three year transition period with the costs of this service changing as more businesses started to use Food Control Plans. The Council is committed to reviewing these fees every year to make sure the costs are appropriately recovered and as a result of these reviews, the proposed fee for registering a National program in this year's Long term plan is \$341.70 a 44% reduction on previous years.

When setting fees for LIM we conduct a benchmarking exercise with other Councils of similar size and complexities. Wellington City Council has been identified as our closest neighbour in this regard with them having similar types of Residential housing. The various types of housing adds layers of complexity to the LIM. Selwyn and Waimakariri District Council have a standard build environment, with little to no multi-story residential dwellings resulting in an easier product to produce.

The cost comparison between Wellington and Christchurch Councils Residential LIM's are; Wellington - \$333.35, Christchurch - \$290.00.

The fast track LIM was introduced in response to customer feedback and demand, it is an optional service for customers who wish to utilise it. On average 14% of our customers have chosen to utilise this service since its introduction 2014. During busy periods the fast track LIM gives our customers an option to get information faster prior to property purchase, removing this option could lead to customers being disadvantaged in the market place. It does not add cost to customers who do not choose to use this service.

## 3.7. Libraries

## General Comments

6 submissions were received for libraries fees and charges. 4 submissions opposed the libraries fees and charges and 2 suggested alternatives.

## Officer Response

Six submissions were received.

- Four submissions were opposing charges on overdues, holds, services in Tūranga.
- One submitter mentioned not increasing fees due to the impact of COVID.
- One submission opposing increase in service fees.
- One submission recommended providing services and facilities for the disadvantaged.

### Response

The Local Government Act 2002 requires that if a local authority or a council-controlled organisation provides a library for public use, the residents in the district or region are entitled to join the library free of charge.

However, libraries are able charge for some services to offset their operational costs. Revenue from fines and holds contribute to this. Adult members are charged fines on overdue items. This includes children's items issued on adult cards. Items issued to users 18 years and under do not attract fines. All customers are charged for lost items.

Adult members are charged \$3 per hold on physical items. Youth or Concession members do not pay for holds. There are no charges for holds on eBooks, eAudio and eMagazines as the platforms interact independently to the Library Management System. Auckland, Wellington and Selwyn Libraries offer free holds on all items.

Services at Tūranga include a small increase in room hire charges to reflect inflation and to align with hire charges in other Community Facilities. A daily rate for the TSB Space and Activity Room has been introduced to make the hire of these rooms more attractive financially. An hourly rate is used when recovering staff costs after hours. A small number of programmes attract a charge for materials used. Most programmes delivered in Tūranga free.

Concession membership is available to those disadvantaged living in the community if they meet certain criteria. Suggestion that this criteria should be broadened.

## 3.8. Art Gallery

### General Comments

2 alternative submissions were received for fees and charges at the Art Gallery, suggesting a gold coin donation at the entrance.

## Officer Response

The Gallery currently encourages and receives donations from visitors on entry and exit.

## 3.9. Parking

### General Comments

21 submissions were received on parking fees and charges.

6 submissions supported parking fees and charges, with some supporting this to encourage other modes of transport. 7 submissions opposed the parking fees and charges.

8 alternative submissions were received, discussing a mixture of decreasing the cost of parking and increasing the price of parking.

## Officer Response

Council takes a market-based approach to setting parking fees, based on the supply and demand for parking around the City. Council also takes into account the societal environment when setting fees for parking to ensure equitable access is provided, where required. The implications of reducing parking fees in the central city include loss of revenue, longer stays by users, less turnover for parking spaces, and lack of compliance.

There is no set Council policy for enforcement of parking in its facilities and on-street. Council parking enforcement officers determine whether compliance has been met, or not, on a case by case basis. Council has no influence on the amount charged for on-street parking fines for non-compliance, as these are set by central government.

The suburban malls and private car parking businesses locate parking on private land, where Council has no control or authority to determine parking time limits, parking availability, or fees, including penalties.

# 4. Borrowing

## 4.1. Borrowing & Debt Management

### General Comments

17 submissions were received on borrowing and debt management.

3 submissions supported the proposed approach to borrowing and debt management.

8 submissions opposed borrowing and debt management, requesting less borrowing.

6 alternative submissions were received for borrowing and debt management, with the majority against decreasing borrowing.

### Officer Response

The debt repayment term used by Council is 30 years based on the average life of assets borrowed for.

Several responses supported increased borrowing at a time when interest rates are at an all-time low for a future focussed or low carbon economy. A similar number of submitters requested less borrowing.

Council has determined an appropriate level of borrowing that is affordable, enables it to stay within financial parameters imposed by lenders, and provides sufficient headroom in case of an unexpected event. The prudent approach is outlined in the Draft Financial Strategy.

Recommend no change

# 5. Levels of Service, Service Delivery & Key Performance Indicators

## 5.1. Libraries

### General Comments

389 comments were received regarding proposed changes to Libraries levels of service.

36 comments supported the proposed changes to libraries.

300 opposed the changes, in particular the changes to reduced library hours and the mobile library. Many noted the importance of the library as a safe place and a community hub.

53 submissions offered alternative options.

### Officer Response

#### SUMMARY OF SUBMISSIONS

##### Opening Hours

###### Submission supporting the proposed changes

Approximately 36 submitters supported the proposed changes to library opening hours. Views expressed include: agree with proposed changes, reduced hours would not significantly reduce the service, alternative libraries are open on Sundays that people can travel to, reluctant support for the changes acknowledging the rationale and need for Council to save money. Two submitters stated that libraries were overstaffed and unnecessary in the digital age.

A few submitters suggested continually reviewing opening hours, usage and services to ensure costs align with needs, including keeping longer opening hours in lower-socio-economic areas.

###### Submissions opposing the changes to opening hours

One hundred and sixty five submitters indicated that the current weekday opening hours for larger community libraries and Tūranga are highly valued by the community. In particular restricting evening access would be difficult for some, including fulltime workers, families and students who are unable to use libraries during business hours. Longer opening hours for Tūranga and community libraries was also suggested by 5 submitters.

Submitters supported the current opening hours, including Sunday opening at Aranui Library and a late night at Linwood Library, and saw these as important for people on benefits or low incomes. Some suggested retaining current hours for libraries in the Eastern suburbs. A few submitters wanted exploration of additional community activities to be delivered to enable the Aranui community to get the most out of its valuable library. A few submitters suggested continually

reviewing opening hours, usage and services to ensure costs align with needs, including keeping longer opening hours in lower-socio-economic areas.

Submitters suggested that libraries are valued as essential community and learning hubs and the current opening hours with several libraries open weekday evenings enhance their accessibility. Some submitters would like longer opening hours than is currently provided, most notably for Tūranga (e.g. until 9 pm weekdays). Submitters also noted

- The availability of quiet, non-commercial “safe” spaces to study, read and borrow printed material, relax and use the free internet and public computers.
- Evening programmes are offered and study groups meet during the evenings in some later opening libraries.
- Libraries are important “points of contact” for the elderly, vulnerable and socially isolated members of the community. They support children, youth and families to be well and well-connected to their communities and are cultural amenities.
- One submitter advised that the city libraries are probably the most successful positive interface between the council and the community.

A few submitters suggested more funding rather than less.

### **Fingertip Library**

#### Submission supporting the proposed changes

Twelve submitters suggested there is a misconception that Fingertip Library is purely a conventional contact centre and stated that it is not and cannot be replaced by a call centre. Submitters stated that customers also need information and other Fingertip Library services outside of normal working hours. One submitter asked for Fingertip Library to be retained 24/7.

### **Mobile Library**

#### Submission opposing the proposed changes

One hundred and sixteen submitters opposed the proposed cessation of the Mobile Library service, with the focus being on the convenience and ease of access it provides to library resources for those with limited mobility and/or physical disability. Almost all of these submitters commented on the value of the mobile service for vulnerable members of the community and expressed concern that cessation of the service would have a negative effect on their mental health.

Submitters also noted that the personalised service provided by the mobile library staff, the opportunity to socialise with other users and sense of independence the library visit provides especially for older customers, in a safe environment. The value for children and families who do not live near a library is also noted.

A handful of submissions suggested that Council explore partnership opportunities with relevant external stakeholders to assist with both funding and delivery of the service.

A few submitters commented that there could be cheaper options when replacing the current mobile van.

### **Community Hubs**

There were a few submissions in support of combining services into community hubs. There was one suggestion to amalgamate libraries along with closing service desks as needed (presumably amalgamate means combine service desks in libraries).

One submitter asked if it is possible to use Post Shops model where service desks are embedded in local businesses for example.

### **General**

One submitter suggested “English signage on libraries”, presumably with reference to the name Tūranga. Another suggestion is to purchase digital library resources and e-books only in future to save storage and preservation of printed collections with provision of e-book devices for rent or loan. Comments from submitters include closing a few libraries.

One submitter proposed a library membership charge of \$10 per year. One suggested closing some libraries

## **STAFF RESPONSE**

### **Opening Hours**

Improving consistency of opening hours across the city can reduce the confusion about which libraries are open when. For example, smaller or neighbourhood libraries having similar hours of opening, similarly large community libraries with the largest library Tūranga having the longest opening hours. Many library customers visit more than one library on a regular basis.

Usage patterns show higher levels of use during daytime hours than after 6 pm. Usage patterns in the larger community libraries with later hours also show a drop off in use after 6 pm. There are relatively low numbers of visitors between 7pm-8pm. Data on library usage patterns is reviewed on a monthly basis.

A key reason for proposing to open Tūranga on five public holidays per year is to activate this part of the Square and to support the vitality of the CBD. Tūranga plays a vital role in attracting people to visit, enjoy and live in the central city.

It is acknowledged that particular groups and individuals would be impacted by the proposal to close at 7pm on weeknights. Library staff would work with customers to offer alternative days/times for any affected programmes.

Staffing levels are continually reassessed and changed as required to provide best value to the customer and ratepayer.

### **Fingertip Library**

Fingertip Library is a dedicated Library information service via phone, email, live chat and social media channels. Fingertip Library performs many functions ordinarily performed by a librarian at a library as well as being the first point of contact for all customers wishing to contact any of our Christchurch City Libraries. Staff also contribute to Any Questions and Many Answers, national schemes which provide online help to school students. Fingertip Library has never been a 24/7 service, current hours are: Mon to Fri 8-6, Sat and Sun 9.30-5. The operating hours of Fingertip Library were originally set up to reflect the opening hours of libraries. The Libraries website is available 24/7.

Technology has changed rapidly over the years with the introduction and popularity of various online platforms into libraries. Many customers rely on Fingertip Library’s assistance with this

technology and help with the use of other online resources. While data shows that demand for the Fingertip Library service is considerably lower on Sundays, Saturdays are still well used.

### **Mobile Library**

While the Mobile Library service is valued by the people who use it, the number of people using the regular service stops are relatively low and usage has been steadily declining over a number of years. The draft LTP proposes discontinuing the provision of the regular weekly stops following consultation with current users of the service in 2021/22 to explore alternative service options to meet users' needs. The consultation with current users could be widened to include potential partners and key stakeholders to explore cost effective and sustainable alternatives for the service to be maintained.

If the decision is made for the service to continue in its current form, suitable options for a more cost-effective replacement vehicle would be investigated.

### **Community Hubs**

The current practice is to co-locate or hub complementary Council and other services, such as libraries and service desks, within facilities to provide a one stop shop approach for customer convenience and ease of access.

### **General**

CCC is committed to a bicultural Christchurch. In light of the proud cultural narrative represented in the name we've been gifted, any decision to add the word "Library" alongside the name "Tūranga" rests with the elected members of Christchurch City Council.

There is still a high demand for print collections with downloadable digital content currently sitting at 19%, with 81% of issues relating to physical items. Libraries will continue to adjust the proportions of print to digital material to reflect demand and availability of content. There are also costs involved with storing data. The library has not considered buying eBook devices for rent or loan at this stage.

A user charge to belong to libraries would not be possible. Section 142 of the Local Government Act 2002 states that "If a local authority or a council-controlled organisation provides a library for public use, the residents in the district or region are entitled to join the library free of charge".

In the digital age, libraries offer access to physical collections, and are used by residents and visitors to study, collaborate and to connect socially. Christchurch's libraries offer a range of services and programmes.

## **5.2. Lyttelton & Akaroa Service Centres**

### **General Comments**

113 submitters addressed the proposed changes to the LOS provided by Akaroa and Lyttelton Service Centers.

21 supported the proposed changes to LOS for the Akaroa and Lyttelyon Service Centres.

83 opposed the proposed changes, citing reasons such as isolation and distance to other Council service centres, and concern for the elderly. A number requested additional consultation.

9 submissions offered alternative suggestions.

## Officer Response

### Summary of Submissions

Twenty submissions were received that supported the Council closing the Akaroa and Lyttleton service centres; there were eighty submissions that opposed and nine alternatives provided. Of the eighty submissions that oppose, thirty one specifically oppose the closure of Akaroa service centre, ten specifically oppose the closure of Lyttleton service centre and the remaining thirty seven either discuss both service centre or do not specify which service centre they reference.

### Officer Response

Most people now choose to use our online and phone services to make payments to the Council. With that number growing, we reviewed the demand across the city for face-to-face financial transactions at our service desks. While ten of our service desks have high demand, Akaroa and Lyttleton have minimal transactions, with a continuing decline since 2015. The review of our face-to-face financial transaction demand extended over a number of years, factored in exceptional impacts that impacted community demand, including COVID-19 lockdown, which saw all our service centres closed to the public. Accordingly, in our draft Long Term Plan we proposed to close these service desks.

For Akaroa, there has been a 35% decline in volume of service desk transactions over the last 5 years; at Lyttleton we have seen a 44% decline in financial transactions. The following table shows our transaction volume for our service centres between September 2018 and to midway through February 2021:

Service Centres			Volume of Transactions Sep 2018 - Aug 2019	Volume of Transactions Sep 2019 - Aug 2020	Volume of Transactions Sep 2020 - 23rd Feb 2021
Service Centre	Ward	Additional Services	Total Financial Transactions	Total Financial Transactions	Total Financial Transactions
Halswell	Halswell	Pool	34004	29951	30969
Shirley	Burwood	NZ Post	13257	19254	28395
Riccarton	Riccarton	NZ Post	7567	7839	14632
Civic	Central		17489	17004	7045
Papanui	Papanui	NZ Post	19013	33031	6640
Linwood	Linwood		12429	11139	4836
Beckenham	Cashmere		10214	8583	3581
Little River	Banks Peninsula	NZ Post Library	4083	5560	2894
Fendalton	Fendalton	NZ Post	15345	15033	2380

<b>Hornby</b>	Hornby		4546	4296	1624
<b>Lyttelton</b>	Banks Peninsula		1226	988	480
<b>Akaroa</b>	Banks Peninsula		921	729	315

Important notes regarding this information:

- Service Desk Transactions are financial transactions only and do not include general enquiries at any of the Service Desks.
- Due to the inconsistent capture of the number of general enquiries, we have not included data on the number of interactions as we cannot assure the accuracy. Recent technology changes will ensure rigor going forward.
- Shirley and Riccarton NZ Post services commenced July 2020, so the volume is reflective of those months of service offering.
- Hornby volume of transactions will increase with the planned opening of the Hornby Centre in 2022 and the addition of pool services.

It is proposed that current customers of our Akaroa and Lyttelton facilities would be encouraged to either utilise other service channels (noting that all physical services provided can be delivered either online, by email or over the phone via 24/7 Contact Centre) or to use alternate Service Centres within their Community Board catchment:

- Akaroa – The Citizens and Customers of Akaroa could access walk in services at Little River (which includes NZ Post and Library services) or Halswell.
- Lyttelton – The Citizens and Customers of Lyttelton could access walk in services at Linwood or Beckenham.

**In response to the general opposition concerns raised the following comments are made:**

No decision has been made regarding the permanent future of face to face customer services in Akaroa or Lyttelton. This decision sits with Council, after consultation with the Community.

There is a trial only currently in place for the delivery of face to face service in Akaroa from the Akaroa Library. This trial is for a six month period. The evaluation of the trial will help inform the decision making on the proposed change in the Long Term Plan. Criteria included in the evaluation of the trial is the number of transactions, the number of interactions and feedback from the public on the service and location.

With regards to the Old Post Office building, Council still has uses for this building: the property strategy is “retention”. Council is open to other uses and has proactively (but unsuccessfully) worked to attract these agencies as tenants. It remains open to any approaches from community, commercial or government organisations who wish to lease part of the space, and continues to accommodate Governance staff. Governance staff will continue to be located in Akaroa, as will the Library service and the Akaroa Museum. All of the usual meetings will continue to be held in the Board room in Akaroa e.g. Community Board, Akaroa Urban Design Panel. Te Pātaka o Rākaihautū (the Banks Peninsula Community Board) continue to represent and act as an advocate for the interests of our community.

## 5.3. Other Service Centres

### General Comments

32 comments were received regarding other service centres (not Akaroa or Lyttelton), 11 in support of the changes and 15 in opposition.

6 comments provided alternative options.

### Officer Response

#### Summary of Submissions

Eleven submissions were received that supported a review of the cost effectiveness of maintaining service centres at all twelve locations throughout greater Christchurch; there were fifteen submissions that opposed due to reduced accessibility for vulnerable community members; and six alternatives supporting overall reduction across the city and more digital options for interaction.

#### Officer Response

Most people now choose to use our online and phone services to make payments to the Council. With that number growing, we reviewed the demand across the city for face-to-face financial transactions at our service desks. The review of our face-to-face financial transaction demand extended over a number of years. This factored in exceptional impacts that impacted community demand, including COVID-19 lockdown, which saw all our service centres closed to the public. Accordingly, in our draft Long Term Plan we proposed to close two service desks due to low utilisation.

The following table shows our transaction volume for our service centres between September 2018 and to midway through February 2021:

Service Centres			Volume of Transactions Sep 2018 - Aug 2019	Volume of Transactions Sep 2019 - Aug 2020	Volume of Transactions Sep 2020 - 23rd Feb 2021
Service Centre	Ward	Additional Services	Total Financial Transactions	Total Financial Transactions	Total Financial Transactions
Halswell	Halswell	Pool	34004	29951	30969
Shirley	Burwood	NZ Post	13257	19254	28395
Riccarton	Riccarton	NZ Post	7567	7839	14632
Civic	Central		17489	17004	7045
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Linwood	Linwood		12429	11139	4836
Beckenham	Cashmere		10214	8583	3581
Little River	Banks Peninsula	NZ Post Library	4083	5560	2894
Fendalton	Fendalton	NZ Post	15345	15033	2380

<b>Hornby</b>	Hornby		4546	4296	1624
<b>Lyttleton</b>	Banks Peninsula		1226	988	480
<b>Akaroa</b>	Banks Peninsula		921	729	315

Important notes regarding this information:

- Service desk transactions are financial transactions only and do not include general enquiries at any of the service desks.
- Due to the inconsistent capture of the number of general enquiries, we have not included data on the number of interactions as we cannot assure the accuracy. Recent technology changes will ensure rigor going forward.
- Shirley and Riccarton NZ Post services commenced July 2020, so the volume is reflective of those months of service offering.
- Hornby volume of transactions will increase with the planned opening of the Hornby Centre in 2022 and the addition of pool services.

Further, citizens could access walk in services at 10 other service hub locations throughout Christchurch, which can include NZ Post and Library services.

## 5.4. Christchurch Art Gallery

### General Comments

224 comments were received regarding proposed changes to Art Gallery levels of service.

24 submissions supported the changes.

177 were in opposition of the changes, with many addressing the cuts to educational programmes.

23 offered alternative suggestions.

### Officer Response

#### **SUMMARY OF SUBMISSIONS**

##### Submissions Supporting the Proposed Changes to Levels of Service

A small proportion (approx. 23) of submitters support the LOS changes associated with the Gallery. Some supporters express an understanding that savings need to be made across CCC.

##### Submissions Opposed to the Proposed Changes to Levels of Service

The bulk of the opposed submissions (approx. 168) express similar concerns regarding proposed changes to both LOS for education and public programmes, and the reduction in opening hours. Broadly, the themes expressed relate to the belief submitters have in the importance of access for all ages to art and cultural experiences, and the Gallery's important role within this community in providing these.

Many submissions questioned the Council's proposal to reduce LOS in relation to its stated community outcomes of building resilient communities, developing a strong sense of community, active participation in civic life, safe and healthy communities, and celebration of our identity through arts, culture, heritage, sport and recreation, and valuing the voices of all cultures and ages (including children).

A regular theme expressed is questioning the reduction of international visitors as the rationale for reducing LOS. Submitters voiced concerns that proposed changes directly affect programmes and access to activities primarily designed for local audiences (esp. schoolchildren). Many do not understand why council services designed for locals are targeted due to a reduction in tourist numbers.

Multiple submitters see art education as an essential part of a child's education with many discussing life-long outcomes such as creative and critical thinking, problem solving, empathy and understanding of diversity, skills seen as necessary and highly desirable in today's global climate.

Submissions noted the limited art education offering in schools and lack of art training for primary teachers, and how the Gallery's education service plays a vital role in delivering the in the arts and other curriculum areas. Submissions also talk about the importance of the wider role that the Gallery's and its education and public programmes play in communicating and educating around climate change, community, history, diversity and sense of identity.

One of the strongest themes expressed throughout many of the submissions was the importance submitters place on the Gallery's role in providing activities and programmes that assist with well-being and positive mental health within our community. Many express their concerns as to the current COVID period's long-term effect on well-being, particularly in children. Numerous examples of the value placed on the role that art Christchurch Art Gallery played in building individual and community resilience following the earthquakes are noted. The importance of the Gallery's partnership programmes with Dementia Canterbury are discussed in a number of submissions.

Many submissions noted that the Gallery's education service is already at capacity with a large number of students already unable to partake in the programme. Submitters voice concerns that a 25% reduction will greatly increase the number of students unable to take part. Submitters also expressed concerns that the proposed reduction in services will potentially hit lower-decile schools the hardest. Also noted in a number of the submissions is the fact that pre-quake the Council employed 2 FTE educators (currently 1 FTE is employed) within the Gallery team. Therefore, a reduction in services offered has already had a significant affect.

Submitters express concerns that the provision of gallery education at Christchurch Art Gallery is low compared to other New Zealand cities. A theme through a number of submissions is the lack of voice children have in the proposed LOS change.

Submitters noted concerns that the proposed LOS changes will have an adverse effect on lower income and vulnerable citizens, as the Gallery is seen as a safe and accessible place to visit on a late night, a place where citizens can socialize and engage with programme offerings in a free, warm and central location.

Another concern raised in many of the submissions is that a reduction on school and public programme visitation will ultimately lead to reduced visitor numbers overall, with a long-term effect on Gallery visitation in the years to come. For many a school visit is the first experience of visiting an art gallery, often returning and bringing their own families. Reducing LOS is seen by a

number of submitters as hampering the Gallery's own ability to build future generations of visitors and supporters.

A number of submitters raised concerns as to the wider negative economic effect on neighbourhood restaurants, retail (including the Gallery's own shop and restaurant tenant) and local bars if a reduction in opening hours on Wednesday evenings proceeds. Concerns were expressed as to the reduction on spending following and preceding Wednesday night weekly opening. Submitters also expressed concerns as to the flow-on negative economic impact on businesses and individuals who as part of the regular Wednesday night programme are paid by the Gallery to present talks, perform music, provide sound systems or food and refreshment services.

A number of submissions expressed concerns as to the long term effect on tourism and Christchurch's reputation as a cultural destination, with potential reduction in hotel bed-nights and tourist spending. Also noted in many submissions is that Wednesday evenings provided useful and appreciated access opportunities for workers, unable to attend during daytime hours.

Continued access and eliminating barriers are themes that appears in many submissions with the Gallery seen as a safe affordable central location. The importance of art and the long-term value and impact of the Gallery's education and programme offerings are sighted by submitters. Many submitters call for more support for arts and culture not less, with a desire for expanding on the art programme offered.

#### **Alternative:**

Approximately 22 submissions made. However, no real themes emerge here, with many of the Alternative submissions voicing support for the Gallery. Several submissions propose increased funding (and reducing spending on capital projects such as the stadium) and suggesting that the balance isn't right. The call to digitise Gallery collections and resources is also voiced. *Important to note:* The Gallery has digitised its collections and many resources, all of which are available on the Gallery's website.

### **OFFICER RESPONSE**

#### **Reduction in LOS for education and public programmes**

The current LOS for schools is **11,500** students per annum attend the school specific programmes. The proposed 25% reduction in this LOS would set the annual target at **8,625** a reduction of **2,875** available places for schoolchildren within the Gallery's education programme.

The Gallery's education programme is currently at capacity (11,500 pa). Each year an average of **2,300** students who wish to take part in the programme are turned down, due to the programme being fully booked.

A 25% reduction in the LOS will further increase the number of students unable to take part in the schools programme to **5,175**

The Public Programmes current LOS is **22,000** per annum. The proposed reduced LOS is **16,500** a total reduction of **5,500** participants

Overall, the Gallery's visitation will reduce by **8,050** visitors per annum (Note: school and public programmes are primarily local audiences).

The forecast savings for the combined reduction in LOS for Schools and Public Programming is \$120,000 from FY 23 onwards.

### Reduced Opening Hours

The proposed reduction in opening hours from one late night Wednesday per week to one late night Wednesday per month would reduce total annual hours that the Gallery is open from **2,749** to **2,589** per annum.

On average **188** people, visit the Gallery each Wednesday night between the hours of 5.00pm and 9.00pm. A total of **9,776** per annum.

The effect of reducing late night Wednesday from weekly to monthly would see a further reduction in visitation of **7,520** visits per annum.

Revenue for the Gallery's Design Store would reduce by approximately **\$23,000** per annum. (Currently Wednesday night shop revenue is **\$29,947.00** per annum.)

A reduced Wednesday night programme would also have an effect on revenue for the Gallery's restaurant tenant.

The proposed reduction in schools, public programmes and opening hours could potentially reduce the Gallery's overall visitation by up to **15,895** per annum.

The forecast savings from a reduction in LOS for opening hours is \$25,000 per annum from FY22. The reduction in income from the Shop, would see the net savings as approximately \$2,000

## 5.5. Museums

### General Comments

46 comments were received in regards to proposed changes to Museums.

The 11 comments in support of changes were mostly generic addressed changes to Council services in general.

27 comments were in opposition, mostly directly addressing proposed cuts at the Akaroa Museum.

8 comments provided alternative options.

### Officer Response

#### SUMMARY OF SUBMISSIONS

One of the main themes expressed in submissions regarding proposed reductions in funding for Akaroa Museum is its role as a primary resource for South Island schoolchildren and research on New Zealand History. Schools make annual visits to the museum to undertake research for NCEA

subjects. With the new New Zealand History curriculum being introduced. Submitters talk about the quality of the service offered by the team at the Museum. School visits also include overnight stays within Akaroa, therefore providing additional economic value. Submitters also express their belief in the important role that the museum plays within the Akaroa providing support, access to culture and history, heritage, community wellbeing and resilience for residents.

The role of the Museum as a visitor attraction adding to and helping the economic value of the region is also sighted by submitters.

The Museum's role as the key repository for the professional storage and documentation of local taonga, and the rich stories of one of the South Island's most important historic sites, is also voiced by submitters. Much of the material has been donated to the museum by locals and descendants. Submitters also note the Museums role in overseeing important listed historic buildings. The Museums relationship with Onuku Runanga and the importance and status of the Takapuneke reserve to Council is noted.

The resources and collections are seen as unique and only available on site in Akaroa with staff seen as providing an important quality service.

The long history of the museum (founded in 1964) and its transition from Akaroa County Council, then Banks Peninsula District Council, the Christchurch City Council is noted. Also noted is that Museum has been operating 7-days per week since its inception.

The Friends of Akaroa Museum (FOAM) submission discusses the long history of support they have provided for the Museum and the community as a whole. FOAM's submission notes there considerable fundraising through a range of annual activities. FOAM's submission expresses their concerns that Council underestimates the significance of Akaroa Museum, its educational and tourism roles, its central element of a nationally historic site, its strong links to Onuku Runanga and the importance to the lives of peninsula residents.

Also noted in FOAM's submission is the difficulty in finding information on controllable costs through the LTP process and documentation. The submission expresses concern over the lack of detail and confusing language (including acronyms) used in the AMP associated with the Gallery and Akaroa Museum.

Their submission expresses their deep concern at the level of the proposed budget cuts and question the percentage of the proposed cut (10% of budget) compared to other Council services and question the value that Council places on the site.

#### **OFFICER RESPONSE**

Approximately 35 submission were received in support of the Akaroa Museum expressing how valuable the Museum is to the community.

## **5.6. Riccarton Road Bus Lounge**

### **General Comments**

There were 261 comments addressing the proposed closure of the Riccarton Road Bus Lounge.

41 comments were in support of the closure.

200 of these comments were in opposition, with many citing the need for shelter from the elements, safety and concern for the elderly.

20 offered alternative suggestions.

## Officer Response

The Riccarton Road Bus Lounges are a part of the city's overall public transport network and were first proposed to help with the recovery of the network post-earthquakes.

The Riccarton Road Corridor is the busiest bus corridor in the City and the section between Matipo Street and Clarence Street is the busiest passenger hub outside the central City. Over 3,000 passengers join and leave bus services on this section daily with over 800 bus movements a day, making it the second busiest bus corridor after the bus interchange in the Central City. As well as linking people to Riccarton as a destination, the bus lounges on Riccarton Road are a key connecting hub on Metro's network linking passengers to other services enabling them to get to work, home and other areas in the city.

Council has operated the bus lounges on Riccarton Road since December 2015, with the aim to provide a convenient place to wait for buses. In addition, bus priority measures, including 24/7 bus lanes and advance priority signals, have been delivered along Riccarton Road to Matipo Street. The bus lounges, as well as the bus priority measures, help the whole network flow more effectively by reducing congestion and improving traffic flow ultimately leading to more reliable travel times.

These facilities were implemented and funded as part of the original post-earthquake cost share agreement. The facilities available currently include seating, toilets, security and travel information. There have been a range of issues encountered since the opening of the facilities. Many of these have involved anti-social behaviour and personal safety concerns, which has led to the implementation of a security guard presence.

Operational costs for the lounges are \$600,000 per annum and attract a 50% subsidy of \$300,000 from Waka Kotahi – NZ Transport Agency. The bus lounges are currently leased through to 2025 and 2026. Council staff are investigating options for sub-lease of these locations in the event that the bus lounges close before these dates.

The recently constructed bus lanes on Riccarton Road involved extensive kerb alignment and street scape upgrades, and this project has delivered improved reliability and journey times along Riccarton Road.

If the Bus Lounges were to close then seating and RTI would need to be provided on street prior to closing lounges. This would be anticipated to cost approximately \$30,000 to implement.

On-street seating and RTI would bring this hub in line with other suburban hubs such as Northlands Mall, Eastgate, The Palms and Hornby.

On-street facilities would be less comfortable than the lounges however based on CPTED assessment principles customer safety would be improved due to passive surveillance by the surrounding community.

Funding for any changes would need to come from existing capital budgets or be provided for as part of the capital programme. Currently there is no provision for this in the Long Term Plan.

## 5.7. Parks

### General Comments

There were 38 comments related to Parks.

14 submissions supported parks, while 8 opposed.

The majority (36) provided a range of alternative suggestions and concerns.

### Officer Response

#### Regional Parks

For Regional Parks the majority of submitters wanted to keep or improve the same LOS, with reference to maintenance (pest control, amenity management etc.) and wanting more Rangers (especially to support Community actions on parks and waterways). In community (urban) parks there was some submission ideas that pointed to changing LOS in some spaces e.g. more natural, areas and play spaces vs traditionally mowed turf. A couple of submitters alluded to a change in LOS being acceptable with comment that we may be overprovisioning currently in the amount/number of parks which puts pressure on resources to maintain our existing stock.

#### Biodiversity

Context: there were several submissions calling for increased focus on biodiversity opportunities in our open space.

Some further work on alternative maintenance programmes to drive positive ecological outcomes needs to be undertaken either through prioritisation or increased funding.

Many new drainage reserve areas which contain new plantings have to be approached carefully and maintenance activities need to be altered to allow young plantings to develop. During this establishment phase many areas may not appear as tidy as well established garden areas. Council has obligations under the RMA and LGA to protect and enhance indigenous biodiversity. These obligations are reflected in the 2018-2028 LTP: ““Unique landscapes and indigenous biodiversity are valued – Indigenous biodiversity and ecosystems are protected.

The LTP 2018-28 Service Plan also states Community Outcomes for Regional Parks: “Healthy Environment – .....existing ecosystems and indigenous biodiversity are protected... (and)... a range of indigenous habitats and species are enhanced. ”

Specific reference to reintroduction of bird species can be found in The CCC Biodiversity Strategy 2008-2035 states:

Goal 1: Conserve and restore Christchurch’s and Banks Peninsula’s indigenous biodiversity;

- Target 1.2.8. Ecosystem function is improved (including species restoration) to compensate for previous biodiversity losses and enhance remnant indigenous biodiversity.

Action 1. Prepare guidelines for the restoration of indigenous (and introduction of appropriate exotic species), including lists of species for introduction, appropriate sites and an implementation programme.

CCC has been involved in reintroductions of bird species for over a decade, including an unsuccessful Brown Teal reintroduction at Travis Wetland (2007), successful Tui reintroductions on Banks Peninsula (2009 and 2010), and a small-scale emergency Brown Creeper translocation to the Port Hills (2007).

Currently there are aspirations for further species reintroductions within the regional parks network including Brown Creeper and South Island Rifleman on the Port Hills bush reserves, and Mottled Petrel and/or Sooty Shearwater at a coastal headland within Te Oka Regional Park. It is anticipated that the attempted reintroductions of these species will benefit from the Pest Free Banks Peninsula (<https://pestfreebankspeninsula.org.nz/>) and the Predator Free Port Hills (<https://www.summitroadsociety.org.nz/predator-free-port-hills/>) initiatives, which are both supported by CCC.

Biodiversity in Parks is protected and restored through operational programmes and a number of capital projects. However, work programmes are limited by the staff and financial resources available to support them. The Council partners with other organisations to achieve biodiversity goals that it cannot achieve alone. Funding such organisations facilitates the engagement of volunteers to achieve biodiversity benefits. The Council also facilitates opportunities for community partnerships in Parks to plant and help maintain sites of biodiversity value.

Several submitters commented that the Current Biodiversity Strategy is out of date or even obsolete, and made further comments that it was prepared pre-earthquakes, prior to declaring a climate and ecological emergency, and prior to Covid-19 pandemic. The Christchurch Biodiversity Strategy 2008 – 2035 is a 27-year strategy that was adopted in 2008. It sets out a long-term vision for what could be achieved for Biodiversity by 2035. It also sets out guiding principles and broad goals and objectives that remain relevant despite the significant events that have occurred in recent years. Furthermore, Council declared a Climate Change and Ecological Emergency in 2019, and meeting the challenge of climate change through every means available is a strategic priority.

### **Dog Control**

Context: this response is to inform a submission by the Estuary Trust relating to the effect dogs may have on wildlife in the estuary area. There were several submissions that called for Council to increase provision for more dedicated dog walking/exercise/friendly areas.

Dog control areas in parks and foreshore will be reviewed when the Dog control bylaw is next reviewed, before 2026.

The Dog Control Bylaw 2016 has a “Summer Beach Prohibition” for Purau, which means Dogs are prohibited between 1 November and 31 March, 9am and 7pm, to protect swimming and recreation activities (but dog walkers can pass through with a dog on a short leash).

Due to the recurring feedback on this topic associated to annual and LTP processes, in particular an inner city option, Council may wish to direct staff to accelerate this process in terms of citywide provision if this matter was considered significant enough.

### **Community gardens and fruit trees to feed the homeless**

Context: there was an individual submission calling for edible plantings and several related submissions asking for improved biodiversity outcomes in parks.

Community groups have established gardens and food resilience initiatives in the Ōtākaro Avon River Corridor. The Ōtākaro Avon River Corridor supports a number of garden and planting initiatives. A foraging map of fruit trees in the river corridor is well used. Delegations are in place to ensure any large trees (and their fruits) are protected from removal, unless exceptional circumstances are met.

### **Citywide Parks**

Context: In community (urban) parks there was some submission ideas that pointed to changing LOS in some spaces e.g. more natural, areas and play spaces vs traditionally mowed turf.

There is a current LOS which sets the amount and proximity of open spaces to all residents. Council Parks' maintenance programme is set to maintain park assets equitably across the city.

Staff are tasked with seeking efficiencies regarding the spending of public monies on an ongoing basis, many of the condition related concerns noted e.g. ageing paving have capital funding allocated in future years to address their maintenance.

Parks have not eliminated any of its current services.

Staff are actively looking into alternative ways to provide open space management whilst maintaining the intended public use of park spaces. Plant and grass species that require fewer inputs/costs are being trailed to seek savings, as well as, environmental gains.

### **Toilet facilities within Parks**

Context: there were a few submissions calling for new facilities and upgrades to existing toilets sites, staff are actively looking at ways to deliver facilities maintenance more efficiently within the current budget.

The portaloo in Avon Park has been removed, it was a temporary measure while a new exaloo toilet was installed and is now operating. The portaloo at Windsurfer Park, Humphreys Drive is regularly cleaned and emptied although it may fill up quicker if there is an influx of surfers on a good day. A good suggestion for a portaloo on the Rapaki Track on the Port Hills, we will request a portaloo is installed and serviced regularly. The draft LTP does not include new toilets for Rapaki track.

The draft LTP doesn't provide for additional funding for public convenience servicing. Staff are focusing on more efficient delivery for toilet cleaning and servicing going forward to address condition of facilities. It is important to note that facilities received additional supplies and maintenance last year in response to the Covid pandemic requirements.

The toilet building damaged in the earthquakes at the entrance to Barnett Park is been recommissioned as a pump station. There are toilets in the park located by the carpark. These toilets are working well and the building has been programmed for a repaint. There is not the demand to reinstate another toilet at the entrance.

The toilet and changing rooms at Diamond Harbour Beach are identified in the Stoddart Point Reserve and Coastal Cliffs Reserve Network Diamond Harbour / Te Waipapa Management Plan 2013 to be removed.

### **Reserves Management Committee**

Reserve Management Committee clarification of roles are being worked on with the Te Pātaka o Rākaihaurū/Banks Peninsula Community Board.

The Reserve Management Committees are appointed as a subcommittee of the Community Board under clause 30 of schedule 7, Local Government Act 2002. The role, function and responsibilities of the Reserve Management Committee must align to the Community Board. Under section 53(3) LGA 2002 a Community Board cannot hold bank accounts or manage money, the same restrictions apply to the Reserve Management Committee.

### **Pest Control**

Context: there were a few submissions around pests and Council's actions regarding the national Predator 2050 programme.

Predator control in our regional parks and botanic gardens are established and funded, recent pest control action in Community (Urban) parks areas has been rolled out through partnership with volunteers.

Regional Parks will continue with current pest control programmes.

Staff are facilitating volunteer based Urban Pest control programmes in Community Parks, there is currently a trail underway to assure safe, effective control can be rolled out with urban public spaces.

### **Ngāi Tūāhuriri / Ngāi Tahu natural heritage**

Cultural experiences can be incorporated into future community lead projects in our City's parks spaces.

### **Park Rangers, Community Partnership Programme & Volunteering in Parks**

Context: There were many submissions in support of the Ranger programme to support volunteerism and community activation in Parks.

Staff are supportive of the OHRN's request for continued funding for this important programme, however, there is no Parks operational funding to continue the Community partnership programme, which was previously funded from the Community Resilience Fund, however some capital funding for plants etc. may be available to assist community plantings.

Previous year's efforts to increase community participation have managed to be successful but have required inputs from our existing staffing levels pulling resources away from programmed and reactive maintenance areas. Additional Urban Park Ranger roles are needed to continue growth into the future.

Urban Park Rangers are responsible to facilitating and engaging community lead parks initiatives. There two Urban Park Rangers, there is no funding allocated in the draft LTP for addition Rangers.

## 5.8. Recreation, Sports and Events

### 5.8.1. General Comments

There were 29 comments received that addressed the proposed LOS for Recreation, Sports and Events.

8 supported the proposed LOS for recreation, sports and events, while 7 opposed.

There were 14 alternative comments.

### Officer Response

#### Summary of Submissions

The majority of submissions supported the proposed changes to levels of service. One submission from UC identified the opportunity for greater collaboration. UC also suggested increased coordination with Ngāi Tūāhuriri / Ngāi Tahu, and to ensure that physical activity is not driven by community facilities alone.

#### Response

Staff will continue to work with the community to deliver across the network of facilities, ensure they are accessible to all and reduce barriers to participation.

## 5.9. Resource Recovery

### General Comments

There were 188 comments on Resource Recovery services, with the majority (103) being alternative suggestions.

31 submissions supported resource recovery, with many commenting on recycling services, and/or requested more recycling services, and there were many alternative suggestions around bin sizes.

There are a large number of requests for rates reduction for Atlas Quarter in Welles Street due to solid waste management services not being provided.

## Officer Response

Council is committed to maintaining its excellent record on recycling and will continue to focus on maximising diversion from landfill. Some product such as soft plastics were identified in the submissions with support for their inclusion in the kerbside service. Council is working with other scheme providers and Central Government to improve access to recycling services for materials not accepted in the kerbside recycling service. Council is also working closely with its recycling contractor EcoCentral as they implement a significant upgrade of the facility.

A number of submissions related to issues around charging of the Waste Minimisation targeted rate, specifically to properties where a private collection has been established. Council recognise the concerns raised in the submissions and are currently developing an alternative pricing model which would allow residents meeting a prescribed service criteria to opt-out of the kerbside service (and no longer pay the targeted rate). Council expect to consult on the proposed changes at the end of 2021 with any changes implemented in July 2022.

Many of the submissions requested greater flexibility in the size of bins, including request for larger bins and user pays charging mechanisms. These options and potential extensions of the kerbside service to areas of Banks Peninsula will be included in the above review.

Lastly there was a lot of feedback regarding outcomes identified in Council's Waste Minimisation and Management Plan 2020. Council recognise the support and detailed suggestions received and this information will inform our ongoing programs of work, including the development of a detailed Action Plan to track our progress and implementation of new initiatives.

## 5.10. Transport

### General Comments

41 comments were received regarding Transport levels of service.

7 submissions supported the levels of service for transport.

9 opposed the levels of service for transport.

The majority (25) of these provided a wide range of alternative suggestions.

### Officer Response

#### **The Tannery**

The traffic lights located on Garlands Road near the Tannery were included as part of the Heathcote Expressway Major Cycle Route. Garlands Road is a significantly busy road, and lights are required for those using the cycle route to cross safely. The Heathcote Expressway project underwent detailed design and post-construction safety audits. These identified the location of the traffic lights and recognised potential issues with vehicle stacking and visibility that have been addressed as required.

#### **Cycle Routes**

A significant effort is being made by the Council to improve cycling, through construction of safer and more encouraging environments, to provide residents with attractive options to use cycling for everyday transport needs. To this end, the Council has constructed a number of Major Cycle Routes over the last few years using a number of different construction and street layouts. These are all aimed at providing safer, more convenient, comfortable, and attractive routes for people to cycle more.

The Major Cycle Routes have been a key transport initiative of the Council for a number of years and seven of the thirteen planned routes are now open or partially open. Despite not being fully completed, the benefits of the routes are already evident with thousands more people feeling that cycling is a safe and attractive mode of transport. Along the completed routes, the numbers of people cycling are increasing 9%-13% per year.

Not only the Council, but also regional and central government, acknowledge the significance of the Major Cycle Route programme through numerous plans and strategies, and through support in financial investment by central government. By virtue of being a network, rather than a collection of standalone projects, the benefits are not simply a sum of their component parts, but instead multiply with each completed section.

In addition to the Major Cycle Route programme, the Council is also investing in cycle facilities and infrastructure to connect people between the major routes, key suburban centres, and activity centres, as well as the CBD, and in and around schools and educational facilities. This investment includes cycle facilities, cycle wayfinding signage, and ongoing support for cycle education, such as through the Cycle Safety programme delivered in schools.

The current draft Long Term Plan lists the cycle connections and local cycle network programmes within the latter half of the 2021-2031 period. The programme priorities focus on improving safety and riding numbers and extends to cover all quarters of the wider city. These include many improvements listed in the Northern and Eastern sectors of the city. Notably there are several projects listed for earlier years including provision of an additional safe rail way crossing for cyclists and pedestrians servicing new growth residential areas around Belfast and providing local cycle connections further into the community around the railway cycle paths northern extensions. In addition to the physical provisions proposed for improving cycling the recent changes to the national policies around posted road speeds has significant potential to improve provision for cycling in and around the whole of Christchurch. Already many streets and local areas are posted with more appropriate speeds that are making the streets safer and more conducive for active transport.

### **Central Business District (CBD)**

The central city transport system provides a range of travel options that are flexible and resilient, able to accommodate projected population growth as well as supporting growth in travel by public transport, walking, cycling and micro-mobility. The transport system allows people to travel easily between the central city and other parts of Christchurch and to get to key destinations within the central city, whether they are walking, cycling, using public transport, micro-mobility options or driving.

Council regularly reviews the use of central city on-street and off-street parking to ensure that the demand is met by an appropriate level of supply. To support this, the Council has a wayfinding project (CPMS ID #1969) underway, which seeks to implement advanced directional signage to direct people around the CBD to the nearest available parking facility for their needs.

### **Temporary Traffic Management**

All work on the road reserve, road closures and traffic or parking restrictions must be approved by the Council prior to the work or closure. All temporary traffic management is undertaken in line with the Code of Practice for Temporary Traffic Management (CoPTTM) guidelines. All parties undertaking work on the road (not solely Council) must follow these guidelines.

### **Speed Management, School Speed Zones**

The Christchurch City Council's Traffic and Parking Bylaw 2017 allows Council to set and change speed limits on roads within Christchurch in accordance with the Speed Management guide and the Land Transport Rule: Setting of Speed Limits 2017. Consultation is required as part of this process.

Slowing down saves lives, with a strong link between speed and safety on our roads.

We want to make Christchurch roads as safe as possible so we are proposing speed management plans because there are concerns the current speed limits are not safe or appropriate.

Having speed limits set at the correct level for the conditions is one of the most important ways we can help people get to where they need to go safely.

Safety for all road users is a high priority. The analysis informing the site risk and intervention identifications and prioritisation as a part of the Safety Programme are based on a five-year rolling crash history undertaken using the NZTA's Crash Analysis System (CAS). In brief, the methodology lists the number and causes of injury crashes (including death, serious injury and minor injury) within the range of each site (50m radius for the centre-point of intersections) over the study period being the past five years. Risk ranking of intersections is done using the listed crashes for every site and according to the Kiwi Risk Assessment Programme guidelines.

The type of intervention for each site is identified by investigating the main causes of the injury crashes listed by Police for the site. Based on the type of the selected intervention, a theoretical death or serious injury crash saving and also a high level cost estimate for its implementation are calculated. Implementation prioritisation is subsequently done based on the death or serious injury crash saving per every dollar spent.

Current legislation provides for 40km/h variable speed limit 'school speed zones' in accordance with the warrants and conditions set out in the *New Zealand Gazette (dated 21 April 2011, No. 55, page 1284)* and *NZTA Traffic Note 37 Revision 2 dated May 2011*). All other variable speed limits require specific approval from Waka Kotahi New Zealand Transport Agency and, historically 30km/h variable speed limit school speed zones have not been supported. Setting of a permanent 30km/h speed limit around a school is also currently unlikely to satisfy legislative requirements, unless the school was located in the city CBD or a suburban key activity centre. However,

upcoming legislative changes are likely to soon provide for (and possibly require) lower speed limits around schools.

Lower speed limits around schools is a key initiative in the Ministry of transport's 'Tackling Unsafe Speeds' programme, which supports the Government's 'Road to Zero' Road Safety Strategy 2020-2030. The intention is that lower speed limits around schools will not only improve safety, but will also encourage more children to walk and cycle to school.

### Right Turn Arrows

Council's operational policy for Filtered Right Turns (filtered right turns are those made through gaps in on-coming traffic without the assistance of a green right turn arrow) at Signalised Intersections sets out the criteria in Section 3.1 where filtered turns are not permitted (i.e. situations where right turn arrows must be provided).

The policy is intended mainly to guide the design and operation of new signalised intersections, but also provides the basis for signals upgrades under our minor safety improvements programme, where resources and funding allow. Intersection risk ratings and reported crash history are used to identify and prioritise this work.

#### **3.1 Situations when filtered right turns are not permitted**

Filtered right turns are not permitted if:

- The number of opposed through lanes is more than two
- The posted speed limit for opposing traffic is 70 km/h or greater
- The number of right turning lanes is greater than one
- The number of opposing left turning lanes is greater than one
- The inter-visibility between opposing traffic is inadequate due to horizontal and/or vertical alignments
- There is a need to fully protect pedestrians on a pedestrian crossing phase
- At existing traffic signals where there are five or more injury right turn against crashes in past five years. Note, these crashes must be studied carefully to determine the actual cause and the locations before considering whether to ban filtered right turns.

#### **3.2 Assessment matters when partial or full filtered right turns can be considered**

Filtered turns can be considered in situations where Section 3.1 above does not apply. Matters to consider when assessing the risk of filtered right turns in these situations are described below. Note that the decision whether to introduce pedestrian protections i.e., red left arrow or red right arrow is not affected in this case.

### E-Scooters

Council has agreements in place with Lime and Flamingo e-scooter companies for a total of 1600 e-scooters. Additionally Lime operates 200 e-bikes. E-bike users need to comply with the usual road rules for cycling and users will need to park off the main thoroughfares and on footpaths, as with e-scooters.

Micro-mobility is a powerful option to tackle greenhouse gas emissions and increase access to transportation. E-bikes or e-scooters are cost-effective to produce, run and operate compared to other means of transport.

## Street Lights

The lights that have previously been used to light our streets were inefficient compared to the modern LED lighting now being installed. When all street lights in the city have been upgraded to LED, in 2021, the Council will save more than \$1.5 million each year in energy costs. The completed upgrade will see Christchurch reduce carbon emissions by approximately 1500 tonnes per year.

The neutral white light gives increased colour rendering providing greater clarity for a safer transport environment. LEDs provide a very directional source of light reducing wasted light spilling into adjacent properties and into the night sky. A centrally controlled system allows for lights to be dimmed when demand is low creating additional opportunities for increasing efficiencies.

Faults are picked up immediately by the centrally controlled system. A greater lifespan of the lights reduces maintenance costs and reduces disposal waste, positively impacting on the environment. Disposed LED lights also contain no hazardous elements to manage, unlike the lights they are replacing.

With the old lights a lot of light was wasted to the surrounds, such as adjacent properties, trees, and into the night sky. To meet the requirements of the road lighting standards the old lights had much higher light output to compensate for the wasted light.

The new LED street lights direct all the light in the downward direction and reduce light spill into adjacent properties. Some may perceive that the street appears darker than before, however this is due to the reduced light spill into trees and adjacent properties. The new lighting illuminates the road and paths to the same or better standard while considerably reducing the amount of artificial light going into the environment.

Excessive amounts of light pollution have been shown to impact upon the natural patterns of wildlife. The upgrade to modern LEDs will see a reduction in the levels of light produced by street lighting. LED lighting is more directional than existing lighting in Christchurch creating less spill and upward waste light. The Council has opted to reduce upward spill light to less than the 1% currently accepted by the NZTA. In the majority of cases zero is being achieved. The Council is currently supporting a study by NIWA Taihoro Nukurangi in the Christchurch area to get real data on the effects of various LED lighting on insect population. Council will be using the results from the study to better inform the lighting used in known environmentally sensitive areas. Council will further reduce the quantity of light being placed in the environment by dimming lights at times of low demand.

The Council has followed industry recognised safety standards to provide safe roads and pedestrian environments. NZ Transport Agency state *“The LED lights we most often use are 4000K (a neutral white light) as current research into light and road safety indicates this is the best and safest colour temperature for object recognition for drivers and pedestrians”*. 4000K lighting is more

efficient than 3000K and so it maximises the reduction in power consumption, reducing the overall carbon usage by 1500 tonnes per year once all lighting has been upgraded.

### **Maintenance**

Council's maintenance works, both day to day and renewals (capital), are delivered according to need, and are applied consistently across our whole network. Council aims to achieve the best for the City, across all its users, and across all modes. To determine this need, both the number of these users, the function that the road/footpath/cycleway serves, and the likelihood and consequence of failure are key determinants to ensure Council allocates its funds to where it achieves the most benefit.

Whilst the overall length of network is increasing, which in turn increase maintenance requirements, Council needs to ensure that the work done focuses on achieving the expected improvements for all users. Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

### **Travel Demand Management and Education**

Council has a Travel Demand Management and Road Safety Education team. This team has two primary goals:

- To increase the use of active, public and shared modes of transport, and
- To increase the safe use of the network for all road users.

This team focuses on education and "behaviour change" activity, working closely with partners both internally (such as Traffic Operations and Strategic Communications) and externally (such as ECan and NZ Police) to achieve integrated solutions. The annual work plan is prioritised to complement infrastructure projects, ensuring that Council maximises the benefits of capital investment. Council adopts the national 'Safe System' approach to safety interventions, as per the national 'Road to Zero' strategy.

Day-to-day the team primarily works with schools, businesses and other organisations to influence travel decisions, using proven approaches to embed sustained changes in behaviour. They target our road safety activity to groups who are overrepresented in crashes that lead to deaths and serious injuries, such as young drivers and motorcyclists.

Motorways are developed and built by Waka Kotahi (NZ Transport Agency) and they have a national responsibility for road safety. However, Council seeks to leverage benefit from national education programmes wherever possible.

### **Hendersons Road / Cashmere Road Footpaths**

Subdivision developments are required to deliver 1.5m wide footpaths built to Council's Infrastructure Design Standards. There is currently no standalone programme or project in the LTP to construct new footpaths along established roads. There are funds available under the CPMS ID #165 Subdivisions (Transport Infrastructure) Programme, which provides funds for completion of footpaths and other transport infrastructure with new subdivisions. The Council does not currently fund the connection between new footpaths in subdivisions to its existing footpath network, which appears to be the case for Hendersons Road and Cashmere Road.

### **Electric Vehicles (EVs)**

Provision for electric vehicle chargers have been included in the LTP (CPMS ID #60250). Council supports electric vehicles but cannot directly influence the uptake. For example by lowering taxes in EVs. Council can lobby central government for law changes in this area.

Council has made provision in the draft Long Term Plan for a rolling (annual) programme of additional installation and upgrading of electric vehicle (EV) charging capabilities in its central city parking buildings and assets. The intent of this programme is to ensure that Council's parking infrastructure is capable of responding to expected changes in the New Zealand vehicle fleet technologies, which are anticipated to accelerate during the LTP period to 2031. Due to the rapid evolution of EV charging technologies, it is challenging for Council to presently be certain precisely how this funding may be best deployed. The only certainty is that the support of EV charging capability in the central city – both in Council's own parking buildings and assets, as well as those privately managed and operated, will be essential to support the expected switch away from petrol and diesel vehicles across New Zealand in the coming Plan period.

### **Access to Services**

Council has an effect on the location of bus stops. Moving stops and adding new stops affects the serviced community and the percentage within 500m of a bus stop. It is Council's intention to locate bus stops within 500m of all residents.

Location of and access to services is determined through strategic land use planning.

### **Mass Rapid Transit (MRT)**

The Greater Christchurch Partnership Committee (of the City Council, Environment Canterbury and neighbouring authorities) are currently investigating broad Mass Rapid Transit scenarios – and what part, if any such systems might play in the population, economic and employment growth of the sub- region in the coming decades. This work is taking place alongside other initiatives to improve existing bus – based services across Greater Christchurch, which themselves feature in the Regional Public Transport Plan (Environment Canterbury) and the individual Long Term Plans of the regional partners.

At present therefore there is no funding Council's draft Long Term Plan for the implementation of mass rapid transit, with the current business case work yet to establish what investment is likely to be required with the ten years of the draft Long Term Plan.

### **Accessibility**

Council has a policy for Intersection & Pedestrian Crossing Design for People with Disabilities. The aim of this policy is that suitable and complying facilities will be installed in the following situations to assist people with disabilities (i.e. persons who are visually or mobility impaired) to allow safe and secure passage across the road.

- new intersections with pedestrian crossings
- new traffic signals intersections with pedestrian crossing
- standalone pedestrian crossings (signalised, zebras, or uncontrolled)
- replacement and repaired intersections with existing and/or new pedestrian crossings

Some examples of these can include, but are not limited to:

1. Tactile Ground Surface Indicators (TGSi) or tactile pavers with contrasting colours.
2. Audible Tactile Traffic Signals (ATTS), which are specific tools for visually impaired pedestrians.
3. Measures to guide and ease the pedestrian's journey.
4. Left turn slip lane, pedestrian crossings and islands (refuges), which may include zebra crossings, vertical deflection (e.g. a raised table) and traffic signals to slow down or stop vehicles.
5. Complying design, siting and colour of push button box for visually impaired persons and placing the buttons at a suitable height for wheelchair users.
6. Provide drop down kerbs and minimise footpath cambers to assist mobility impaired pedestrians.
7. Consider longer "green" periods for crossings close to certain facilities, e.g. retirement villages, hospitals, medical centres, etc.

In all cases the design principles and guidance given in the following documents are used:

- New Zealand Transport Agency (NZTA) RTS 14 (May 2015) - Guidelines for facilities for blind and vision impaired pedestrians
- CCC Equity & Access for people with Disabilities Policy 2001
- Austroads Part 4 - Intersections & Crossings
- Austroads Part 4a - Unsignalised and Signalised Intersections
- Austroads Part 6 - Intersections, Interchanges & Crossings

A more accessible and safer built environment will benefit everyone. It will become more accessible not just to people with disabilities, but also to older people, those with young children, and people with temporary mobility issues. A more accessible city will also offer accessible tourism opportunities.

### **Environmental Impacts**

All Council works must consider their environmental impact and take appropriate steps to avoid, remedy or mitigate any adverse effects. All Council capital transport projects must be undertaken with an approved Environmental Management Plan, which identifies all potential and actual risks to the environment, and the methodologies in which these will be addressed.

### **Tree Policy**

Trees play an integral part in reinforcing our identity as the Garden City, a reputation which many Christchurch residents pride themselves on. As well as their aesthetic values, trees also provide a range of other essential environmental, economic and social community benefits. With the current challenges being faced through climate change, the vital role which trees play in sequestering carbon, cooling through shade and managing stormwater has never been more important. Council staff understand the need to take a leadership role in the management of trees to ensure that the many benefits provided by such a vital resource are maintained for future generations. Through proactive management of trees on public land these benefits can be maximised and retained for the future.

Council staff are currently developing an Urban Forest Plan which will address the strategic planning of our urban forest. Our Tree Policy will align with the Urban Forest Plan and should be read in conjunction with it once this is in place.

## 5.11. Parking

### General Comments

21 comments were received regarding Parking levels of service, 6 in support, 9 in opposition and 6 with alternative suggestions.

There were a number of observations related to how important parking is to the success of the city centre.

### Officer Response

Council takes a market-based approach to setting parking fees, based on the supply and demand for parking around the City. The implications of reducing parking fees in the central city include loss of revenue, longer stays by users, less turnover for parking spaces, and lack of compliance.

To set the parking fees, Council regularly reviews the charges set in other main centres around New Zealand, and takes a comparative approach, which is appropriate to local market conditions.

Council is also investigating the removal of credit card fees for parking to encourage the uptake of cashless payments and decrease the risk of vandalism and theft, whilst still providing customers with the opportunity to pay by cash, if preferred.

Council regularly reviews the use of central city on-street and off-street parking to ensure that the demand is met by an appropriate level of supply. To support this, the Council has a wayfinding project underway, which seeks to implement advanced directional signage to direct people around the CBD to the nearest available parking facility for their needs.

Council staff work together to fix any issues arising with the maintenance of the Art Galley car park, such as water leaks, pavement condition, payment issues.

## 5.12. Council Controlled Organisations

### General Comments

52 comments related to Council Controlled Organisations were received.

2 submissions supported the CCO levels of service.

39 of these opposed CCO levels of service, with the majority coming from a residential neighbourhood in Huntsbury seeking to cover a funding shortfall in order for Enable to lay fibre to their neighbourhood.

There were 11 alternative comments.

## Officer Response

A majority of the matters raised in the following submissions are not directly related to the “actual” level of service expected from CCOs.

Submissions concerning divestments and investments by Christchurch City Holdings Limited (CCHL) are a matter for the Board of CCHL.

The compliance with strategic investment guidelines for Council-controlled organisations (CCOs) and Council-controlled trading organisations (CCTOs) is monitored through periodic reporting to Council in line with the Local Government Act.

ChristchurchNZ have provided the following comment on the work they are doing to support the economic development of Christchurch through the film industry **which may not necessarily be the view of Council.**

CNZ operates Screen CanterburyNZ, our regions’ film office which works to attract productions to Canterbury and to grow the capability of the local industry. Screen CanterburyNZ has 1 FTE along with an operational and marketing budget. ChristchurchNZ also provides additional management and shared services support to Screen CanterburyNZ. Recent examples of Screen CanterburyNZ’s work includes the creation and publication of screen protocols for the region <https://www.christchurchnz.com/screen-canterburynz/get-access/permitting-location-access> and the facilitation of an industry-led action plan for the sustainable growth of the local industry. Key focus areas of the action plan include: the implementation of production incentive fund and this is under development pending LTP approval; the development of local soundstage and studio infrastructure and Screen CanterburyNZ is currently supporting several of these initiatives. Screen CanterburyNZ has a target to facilitate 100 production enquiries each year and is on track to exceed this target.

Christchurch City Holdings Limited have provided the following comments on the Huntsbury Avenue, Birdlings Flats, Living Wage and City Care submissions **which may not necessarily be the view of Council.**

RE - There are a number of residents in Huntsbury Ave that have an Enable issue seeking contributions from residents to the fibre network.

RESPONSE - Enable remains committed to extending its fibre broadband network to reach more of the Christchurch community, while also delivering returns to its shareholder and, therefore, the people of Christchurch. Enable has deployed its fibre broadband network in partnership with the Crown and in accordance with the parameters set under the Government’s ultra-fast broadband initiative (UFB). UFB was originally established to provide fibre broadband to 75% of New Zealand homes and later expanded to reach 87%. The Government (and Enable) has always recognised that it is not commercially viable to reach every New Zealand home under this initiative. Under the UFB model, Enable worked hard to reach as many homes in Christchurch as possible while also establishing itself as a viable and valuable Council-owned company, set to begin returning dividends to the Council this year. It’s important to note that under UFB, Enable was not granted taxpayer or ratepayer funds to deploy its network. The Government’s contribution was an interest free loan (that needs to be repaid) covering a portion of the infrastructure deployment costs with the remaining debt interest bearing.

As with most parts of the country Enable’s UFB coverage area includes high-density urban communities and stops when the density becomes lower. This is because the economics of

building new infrastructure become very challenging beyond high-density urban areas – with long-runs of network required to reach small numbers of potential customers. Enable is acutely aware of the desire of Christchurch residents in pockets of homes or living in lifestyle properties who cannot access fibre today – and this is a common scenario all over New Zealand. Enable is committed to expanding its network to reach more of the Christchurch community and is willing to make a similar dollar value investment per potential customer as it has made in deploying its UFB network – taking into consideration the capital funds it has available. If Enable was to investment to levels that are not commercially sensible this would have a direct impact on Enable’s future returns to the city and on the long-term value of the business. This would adversely impact all Christchurch residents. Enable is also committed to sourcing third-party funding to help reach more of the Christchurch community. It is currently engaged with central Government to try and secure some of the \$50 million (from the Government’s shovel ready fund) earmarked for improving digital connectivity across New Zealand. [Enable to draft response – 27/4]

RE - There is a submission from Etu on living wage that has a number of recommendations that need comment from CCHL.

RESPONSE – CCHL has committed through our Statement of Intent that the CCHL Group will show active improvement in continuing to work towards a living wage for all direct employees, including investing in training and staff development programmes.

RE - There are other submissions on Orion (Birdling Flat power outages)

RESPONSE - Orion is sorry customers in Birdlings Flat have had more power outages than average, and is always looking for ways it can reduce these. The outages are due to a number reasons related to local conditions including possums on lines, bird strikes, lightning, and the salt air and high winds in the area that create harsh conditions for power lines. Orion has installed switch covers to reduce the impact of bird strikes; they are supporting DOC’s Banks Peninsula possum control measures, and looking at installing remote control switching to reduce the number of customers affected, and the duration of power cuts. Residents are invited to call Orion on 0800 363 9898, to talk through their concerns and learn more about what Orion is doing to address the issue.

RE - and City Care (operating out of Christchurch).

RESPONSE - Consistent with the City Care Statement of Intent, City Care operates a national Water network design, construction and maintenance business and a Property maintenance services business. This nature and scope of activity provides the necessary scale to operate efficiently and effectively in the delivery of contracted services to local authorities and other customers throughout New Zealand.

# 6. 1. Operational Spending

## 6.1. Operational savings

### General Comments

33 comments were received in relation to operational savings. 9 were in support of proposed changes, and 7 in opposition.

17 comments provided alternative suggestions, with many suggested alternative avenues for additional savings.

### Officer Response

Concern at the medium term cumulative rates impact is acknowledged. Council is continually reviewing its costs, funding sources, and ways of delivering services and projects with the best overall outcome for residents in mind.

While there is a mixed view on savings made, with some appreciating, but some feeling it doesn't go far or wide enough, Council direction with the Draft LTP was to incorporate savings that did not directly impact levels of service to residents, but not to go down the austerity path involving wider cost cutting for the reasons outlined in the document.

Council considered delivering its proposed work programmes more slowly and affordably as outlined on pages 10-11 of the consultation document, but proposed not to for the reasons given.

Recommend no change to what was proposed.

## 6.2. Staff numbers and salaries

### General Comments

70 comments were received regarding staff numbers and salaries. There were no comments in support, with 29 opposed to staff levels/salaries and 41 offering alternative suggestions.

The majority of comments propose staff and/or salary cuts.

### Officer Response

#### **General – staff costs/staff quality**

The Council is aware of the need to meet public interest, transparency and accountability requirements in respect of its staffing costs. While the Council is not a commercial entity, some of our activities are commercial in nature and staff must often exercise commercial judgement and business expertise. We operate a remuneration policy that aims to be competitive with the market, not lead it, and to attract individuals with the necessary level of skills to do the work

required. Our last annual report shows 18% of staff are paid more than 100k; at Auckland Council, 25% of staff earn more than 100k.

We've identified savings of \$52 million to our operational costs – \$18 million in this financial year alone, and additional savings of \$34 million in 2021/22. Over the whole period of the Long Term Plan, we're proposing to save \$329 million of operating costs. The Executive Leadership Team has kept tight controls on recruitment of staff and engagement of contractors. Staff numbers have fallen by 389 from February 2019 to February 2021 with further reductions projected in the next 6 months.

### **Chief Executive Remuneration**

The CEO appointment is one of the most important roles the Council makes and, in making the appointment and remuneration decision, the Council has a duty to act in the best interests of the organisation. Over the last 10-20 years, the CEO 'market' has seen remuneration growth outpace inflation and very strong demand for top talent. While the Council is not looking to endorse the market, the reality is we are competing for talent in it. If the Council wants to pay less than the market rates then it will be restricted in its ability to compete for talent and this will negatively impact on performance over time.

### **Living Wage**

Following a Council resolution on 9 May 2019, the Council has moved its minimum wage rate to match (and remain commensurate with) the Living Wage Rate subject to negotiation with individuals and unions.

With respect to contractors, currently the Council has a minimum 10% weighting in tenders for the sustainable procurement criteria for all work tendered over \$100k. We are also working to ensure specific sustainable measures are included in our contracts. Sustainability is the term we use to describe our focus beyond the traditional procurement targets of time, quality and cost. It allows us to use our substantial market position as a "force for good".

Sustainability is divided into three key categories, each of which is reflected in our Procurement Policy:

#### **Environmental Sustainability**

Our commitment to enhancing the environment by conserving resources, saving energy, and minimising waste, thereby protecting health and resources for the future and enhancing environmental quality and safety.

#### **Social Responsibility**

Our responsibility to broaden social equality in Christchurch through the promotion of opportunities for the under-represented and disadvantaged, and to build stronger and more resilient communities. It can include the direct or indirect engagement of social enterprises.

#### **Economic Benefit**

Our drive to foster local business and recognise the advantages of using local suppliers, through exploring initiatives to provide more economic and employment opportunities to local Christchurch enterprises and employers.

Some of the Social Responsibility elements we consider and want our suppliers to demonstrate to us are;

- Inclusive Employment and Training

- Actions that support meaningful career development and paid employment opportunities for a diverse workforce.

- Actions that support the community and encourage participation and the involvement of residents and stakeholders and that embrace the principles of the Treaty of Waitangi (Partnership, Participation and Protection).

## 6.3. Elected members and Governance

### General Comments

7 comments were received pertaining to Elected Members and Governance operational spending.

### Officer Response

#### Submissions Summary

3 submissions favour themes including; the reduction in elected member remuneration, the appointment of commissioners and the need for Council to follow public feedback on proposals. 2 submissions specifically wanted a reduction in councillors. 1 submission asked for more training and support for elected members and staff around interacting with youth.

#### Response

The Council is required under legislation to consider its representation, including the number of elected members, at least every six years. A representation review is currently underway and the community has the opportunity to participate in this.

Elected member remuneration is set by the Remuneration Authority and not by Council.

When making a decision Councillors are required to consider all reasonably practicable options (S77 LGA 2002) and give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter (S78 LGA 2020), not just the quantity or vociferousness of feedback.

A decision to appoint a Commission must be made by the Minister of Local Government if they believe there is a significant problem relating to the local authority as defined by the Local Government Act 2002; the local authority is unable or unwilling to effectively address the problem; and the problem is such that appointing a Crown Review Team, a Crown Observer, or a Crown Manager to the local authority is unlikely to prevent the problem.

#### Of Note (sub-themes)

- Elected member and staff training is available but has not been widely undertaken. Council have established a youth Committee, Te Pai Pīkari, and nurtured relationships with key organisations city wide to focus on working with youth. For example a youth friendly building assessment tool is being researched and specific support for young people serving as committee members is offered.

## 6.4. Parks

## General Comments

71 comments were received in relation to Parks operational spending.

13 were in support of specific proposals, and 8 in opposition.

50 comments provided alternative options, with many suggesting specific projects or parks that would benefit from increased funding. A number of people commented on expanding the urban park ranger programme.

## Officer Response

Context: there were numerous submissions in support of our parks network.

Staff acknowledge the importance of open space and how critical they were to the community during the recent pandemic lockdown.

### **Grants & Pest Free initiatives**

Context: raised by a number of groups and individuals.

There is no planned increase in maintenance spending on Parks or Grants or pest free funding. The draft plan includes 5% reduction on grants. The lack of pest free funding will impact the community work that has been done in the past.

### **Estuary Edge & South New Brighton**

Context: raised by a couple of people.

The draft plan sets out to maintain a similar spending to previous year and it does not include extra resources, i.e. for protection of the estuary edge.

South New Brighton Reserve (Southshore) area has recently received reactive maintenance due to estuary edge encroachment. This has included walkway repairs/realignments and tree removal and maintenance. There is a capital project to address remediation and further development of the area.

### **Planting and Tree maintenance**

Context: raised by an individual around green asset management.

Parks conduct both tree and shrub (plantings). Our tree contract has maintenance watering budgeted as part of that activity. General garden plantings are timed in spring and autumn as best practice to minimise the need for extra watering.

Trees play an integral part in reinforcing our identity as the Garden City, and the Council has recently approved a Tree Policy to help manage the City's tree asset. Currently park trees over 10 metres in height and street trees over 6 metres in height are protected under the Council's District Plan, and the local Community Boards have the delegated authority to remove healthy trees. Like all living things, trees grow, age and eventually die so tree removal is sometimes required due to irreversible decline and/or a public health and safety risk.

\$1.4m Capital funding has been allocated to planting programs throughout the Community Parks networks via the current draft LTP over the next three years.

### **Community Group Funding of Urban Park Rangers**

Context: there were a significant number submissions requesting additional Park Ranger staff to facilitate community engagement and activities in both Community and Regional Park areas. This would suggest consideration for allocation of additional funding for additional Rangers.

Staff acknowledge the great work done by its Community Rangers.

The draft plan sets out to maintain a similar spending to previous year and it does not include extra resources, i.e. for additional Regional/Urban/Community Parks Rangers.

Council Urban Park Rangers are tasked with engaging community groups to contribute to park landscape development and maintenance, no additional funding has been allocated in the draft LTP to employ additional Urban Park Rangers.

The Parks Unit supports community action and volunteering in Parks with the provision of a ranger, in most cases, to supervise community planting and clean up events, and by providing suitable plants, where appropriate. Community groups may, in some cases, need to delay action due to a combination of factors: being out of planting season, plants being unavailable (they have to be ordered and grown months in advance) or the availability of ranger staff to provide necessary health and safety supervision. Parks staff are always very happy to liaise with groups and individuals wishing to take action in our parks, within resources available.

There is a current risk associated to not being able to meet Community expectation. There are currently two Community Parks Rangers to facilitate these outcomes. We currently cannot meet demand. Staff are exploring alternative means to facilitate more community plantings via third parties, however this does not address the need to build stronger ongoing relationships with willing community groups and individual citizens.

We currently leverage 12,000 hrs of community input annually in the community parks Urban Ranger Space. This translates to a 3:1 return on operational cost.

Budget requirements for an Urban Park ranger including overheads are in the order of \$ 80K.

### **Templeton Domain Playground**

Templeton Domain playground is currently scheduled for upgrade in 2026/2027. Safety checks and repairs to all Council Playgrounds are carried out on a monthly basis.

### **Reserve Management Committee**

Context: there are several submissions, board /RMC /individual specific to RMCs, working with and funding.

Council have already put in place a Banks Peninsula Ranger to specifically provide a single point of contact to facilitate communications with these groups. There is ongoing work on clarifying roles of Reserve Management committees.

Item 5(d) A revised Terms of Reference for the Reserve Management Committees is being prepared for consultation with the Reserve Management Committees. The Terms of Reference will provide clarification on the roles and responsibilities between Council staff and the Reserve Management Committees.

### **Community Collaborations**

Staff have formed many and varied relationships with community groups, individuals and other stakeholders with an interest in the Ōtākaro Avon River Corridor and Residential Red Zone. As land ownership and potential land use is identified, Christchurch City Council will engage the relevant groups in co-design and collaboration, where appropriate.

### **Parks Maintenance Efficiencies**

Parks has moved staff are actively looking at components of its maintenance delivery to provide efficiencies and lift maintenance. Recently, following Council decision, some maintenance activities were moved to an in-house delivery method with improved outcomes. We will continue to seek ways to bring further improvements of this nature.

### **Walking tracks**

Context: there were several submissions in favour of Council maintained walking tracks. Given that the locations for many of these walking tracks bring in additional H/S maintenance related issues and can span vast areas, additional maintenance funding should be considered in this LTP.

Parks are committed to continued provision of and partnering with the community to develop a network of walking tracks to support the recreation and enhance the ecological needs of the City.

Parks can work within the “general budget” to address green asset and tree concerns expressed by the group. Coronation reserve area can be included in subsequent urban predator control programmes following the initial trial that is being conducted at present to assure public safety can be maintained whilst targeting pest species.

### **Hagley Park Lighting**

There was a submission relating to safe night time use of Hagley Park walkways. Night time safety in around Hagley Park has been a high interest topic for citizens for many years. The renewal and improvement programme for Hagley Park pathways continues in this LTP. Low impact Lighting is being considered as part of those works.

### **Bexley Wetlands**

Planning for wetland’s preservation is currently being planned at the Bexley wetlands (especially the area formerly known as Pacific Park).

### **Park Bins**

Context: in response to several comments in opposition to increased rates and calling for Council to find savings. Also addresses a couple of submissions concerning lack of maintenance standards and litter filled parks.

Staff have undertaken a rationalisation of bin servicing which will be rolled out prior to the new financial year. Past usage data was utilised to inform sites for higher capacity “smart bins” to be installed to replace older style ones. This rationalisation of the smaller old style bins will allow for rubbish collection to become more efficient and cost effective. The new bins will prevent rubbish overflow and are styled to blend into the open space environment.

### **Biodiversity**

Several submitters requested increased native tree, forest and shrub land planting, and ongoing creation and/or restoration of wetlands and waterways.

Council has an ongoing programme of such work, which increases year-on-year. For example, over the past three or four years Council has planted more than eight hectares of native forest per annum within the city (larger than Putaringamotu/Riccarton Bush). This trend is set to continue and an even faster pace with significant habitat restoration planned for the Ōtākaro Avon River Corridor, Styx Catchment, Cranford Basin, and the Port Hills. Furthermore, Council is soon to consult on an Urban Tree and Forest Plan, which will provide further guidance and prioritisation for such plantings across the City and Banks Peninsula.

Several submitters commented on the need for increased biodiversity funds. The biodiversity fund is proposed to continue in the LTP, however there has been an agreed 5% reduction to grants. This has meant that the yearly budget for the biodiversity fund has reduced to \$190k in the LTP 2022 – 2031.

In regards to funding the Sites of Ecological Significance (SES) programme, staff in Parks/Strategic Planning and Strategic policy assist with this however, under the AP savings, the position that was dedicated to this was put up as a saving so we will need to consider how we resource this work on an ongoing basis. Councillors were briefed on this matter on 27 April 2021.

## **6.5. Transport**

### **General Comments**

54 comments were received pertaining to proposed transport operational spending. With 3 in opposition of proposals, and 3 in support.

The majority of comments (48) include requests around maintenance, efficiency or safety in specific, varied locations.

### **Officer Response**

#### **Safety**

Safety for all road users is a high priority. The analysis informing the site risk and intervention identifications and prioritisation as a part of the Safety Programme are based on a five-year rolling crash history undertaken using the NZTA’s Crash Analysis System (CAS). In brief, the methodology lists the number and causes of injury crashes (including death, serious injury and minor injury) within the range of each site (50m radius for the centre-point of intersections) over the study period being the past five years. Risk ranking of intersections is done using the listed crashes for every site and according to the Kiwi Risk Assessment Programme guidelines.

The type of intervention for each site is identified by investigating the main causes of the injury crashes listed by Police for the site. Based on the type of the selected intervention, a theoretical death or serious injury crash saving and also a high level cost estimate for its implementation is calculated. Implementation prioritisation is subsequently done based on the death or serious injury crash saving per every dollar spent.

### Right-turn arrows

Council's operational policy for Filtered Right Turns (filtered right turns are those made through gaps in on-coming traffic without the assistance of a green right turn arrow) at Signalised Intersections sets out the criteria in Section 3.1 where filtered turns are not permitted (i.e. situations where right turn arrows must be provided).

The policy is intended mainly to guide the design and operation of new signalised intersections, but also provides the basis for signals upgrades under our minor safety improvements programme, where resources and funding allow. Intersection risk ratings and reported crash history are used to identify and prioritise this work.

#### **3.1 Situations when filtered right turns are not permitted**

Filtered right turns are not permitted if:

- The number of opposed through lanes is more than two
- The posted speed limit for opposing traffic is 70 km/h or greater
- The number of right turning lanes is greater than one
- The number of opposing left turning lanes is greater than one
- The inter-visibility between opposing traffic is inadequate due to horizontal and/or vertical alignments
- There is a need to fully protect pedestrians on a pedestrian crossing phase
- At existing traffic signals where there are five or more injury right turn against crashes in past five years. Note, these crashes must be studied carefully to determine the actual cause and the locations before considering whether to ban filtered right turns.

#### **3.2 Assessment matters when partial or full filtered right turns can be considered**

Filtered turns can be considered in situations where Section 3.1 above does not apply. Matters to consider when assessing the risk of filtered right turns in these situations are described below. Note that the decision whether to introduce pedestrian protections i.e., red left arrow or red right arrow is not affected in this case.

### Accessibility

Council has a policy for Intersection & Pedestrian Crossing Design for People with Disabilities. The aim of this policy is that suitable and complying facilities will be installed in the following situations to assist people with disabilities (i.e. persons who are visually or mobility impaired) to allow safe and secure passage across the road.

- new intersections with pedestrian crossings
- new traffic signals intersections with pedestrian crossing
- standalone pedestrian crossings (signalised, zebras, or uncontrolled)
- replacement and repaired intersections with existing and/or new pedestrian crossings

Some examples of these can include, but are not limited to:

1. Tactile Ground Surface Indicators (TGSi) or tactile pavers with contrasting colours.
2. Audible Tactile Traffic Signals (ATTS), which are specific tools for visually impaired pedestrians.
3. Measures to guide and ease the pedestrian's journey.
4. Left turn slip lane, pedestrian crossings and islands (refuges), which may include zebra crossings, vertical deflection (e.g. a raised table) and traffic signals to slow down or stop vehicles.
5. Complying design, siting and colour of push button box for visually impaired persons and placing the buttons at a suitable height for wheelchair users.
6. Provide drop down kerbs and minimise footpath cambers to assist mobility impaired pedestrians.
7. Consider longer "green" periods for crossings close to certain facilities, e.g. retirement villages, hospitals, medical centres, etc.

In all cases the design principles and guidance given in the following documents are used:

- New Zealand Transport Agency (NZTA) RTS 14 (May 2015) - Guidelines for facilities for blind and vision impaired pedestrians
- CCC Equity & Access for people with Disabilities Policy 2001
- Austroads Part 4 - Intersections & Crossings
- Austroads Part 4a - Unsignalised and Signalised Intersections
- Austroads Part 6 - Intersections, Interchanges & Crossings

A more accessible and safer built environment will benefit everyone. It will become more accessible not just to people with disabilities, but also to older people, those with young children, and people with temporary mobility issues. A more accessible city will also offer accessible tourism opportunities.

### **Broad Oaks Neighbourhood**

Council staff briefed the local Community Board on 15 March 2021 about the original concerns that were raised, and have since met with the residents to discuss their concerns. Staff are now working through what can be done within current operational budgets, which covers many of the issues discussed.

The road surface was renewed, where needed, in March 2021, and staff consider that no further work is required. (Note this was acknowledged by the residents themselves post their original submission to the Community Board).

Footpath remediation works were undertaken in June 2017. It is acknowledged that the footpaths sunk in the earthquake and there exists a lip behind the kerb that is not typical of our normal LOS. However, Council staff are not aware of any accident or concerns (i.e. CSR's) being reported previously.

The road drainage system is largely working as intended, and the contractors are doing what is expected. However, there remain some issues with blockages and debris. This will be addressed through the Council's usual work programme.

Painting the safety fencing at the top of retaining walls will be passed to the structures team for consideration. Whilst this is primarily an aesthetic issue currently, there are signs that rusting is starting to occur near the welds.

The landscape and vegetation concerns raised are currently being worked through, and much of the work was already planned or in progress, though staff have agreed to do a few extra things which were not considered an issue prior to meeting with the residents.

In areas where detritus has collected at the bottom of timber retaining walls, this will be cleaned in the next few months as part of the normal maintenance schedule. Whilst it has limited impact

in maintenance terms, it is somewhat unsightly and can be a low cost win to improve the perception of the asset maintenance.

Council staff are reviewing the issue of parking on the road, given the concerns raised for passing vehicles, and will consider options for implementation and/or consultation in due course.

### **Red Light Cameras**

Council currently has two locations planned for implementation of red light cameras and is working with NZ Police to identify other possible locations. These are monitored and enforced by NZ Police. It is worth noting that NZ Police are responsible for all moving vehicle violation enforcement

### **Parking Road Markings**

Parking road markings are installed following requests from residents and are generally installed where there has been an issue with parking, for example, across driveways. They provide guidance to users for appropriate parking, but are not enforceable. Markings are replaced based on wear and visibility.

### **Cashmere/ Colombo/ Dyers Pass Intersection**

This project will be included in Council's Transport Safety programme. Specific interventions will be considered as part of the design process and proposed solutions will be communicated with the Community Board.

### **Tennyson Street**

Council has worked closely with residents in the Tennyson St/Beckenham Loop area and is aware of the concerns raised. Tennyson Street has a mid-block pedestrian crossing that is planned to be widened and lengthened to enhance the safety of the crossing for children and residents. The next step would be installation of traffic signals which are not budgeted for in the current LTP nor a high safety priority in the Council's programme.

### **Maintenance**

Council's maintenance works, both day to day and renewals (capital), are delivered according to need, and are applied consistently across our whole network. Council aims to achieve the best for the City, across all its users, and across all modes. To determine this need, both the number of these users, the function that the road/footpath/cycleway serves, and the likelihood and consequence of failure are key determinants to ensure Council allocates its funds to where it achieves the most benefit.

Whilst the overall length of network is increasing, which in turn increase maintenance requirements, Council needs to ensure that the work done focuses on achieving the expected improvements for all users. Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

### **Driver Education**

We have a travel demand management and Road Safety Education team. This team has two primary goals:

- To increase the use of active, public and shared modes of transport, and
- To increase the safe use of the network for all road users.

This team focuses on education and "behaviour change" activity, working closely with partners both internally (such as Traffic Operations and Strategic Communications) and externally (such as ECan and NZ Police) to achieve integrated solutions. The annual work plan is prioritised to complement infrastructure projects, ensuring that Council maximises the benefits of capital investment. Council adopts the national 'Safe System' approach to safety interventions, as per the national 'Road to Zero' strategy.

Day-to-day the team primarily works with schools, businesses and other organisations to influence travel decisions, using proven approaches to embed sustained changes in behaviour. They target our road safety activity to groups who are overrepresented in crashes that lead to deaths and serious injuries, such as young drivers and motorcyclists.

Motorways are developed and built by Waka Kotahi (NZ Transport Agency) and they have a national responsibility for road safety. However, Council seeks to leverage benefit from national education programmes wherever possible.

#### **Gracefield Avenue**

Resurfacing of the carriageway is planned for the next two years. Footpaths are being considered for resurfacing based on condition. The street is not on the Council's priority list for kerb condition improvement or on the list for a street renewal.

#### **Pedestrian Crossing Al Noor Mosque**

Staff have received the request for a pedestrian crossing facility and will look into this further. There is currently no budget identified for this and it will need to be included within programme planning and prioritisation.

## 6.6. Three waters

### General Comments

31 comments were received relating to Three Waters operational spending.

5 comments were supportive of spending, and 26 provided alternative options, with several addressing water leaks.

### Officer Response

A small number of submissions touched on leaks from water supply pipes across the city and some felt that the repair of leaks was not prioritised or that more could be done to improve our leakage rates. Leaks on private property also need to be resolved.

We agree and we are increasing our efforts in leak detection and repair across the network including the use of smarter technology.

Additional resource has been provided through our contractor to ensure we continue to repair leaks as quickly as possible and for the most part leaks are being repaired within a couple of days.

All water meters in Christchurch are now being read every quarter. The increase in frequency will make it easier for Council to identify properties that have either high water use or water leaks. The owners of these properties will be contacted and where possible staff will work with them to ensure leaks are repaired.

## 6.7. Resource Recovery

### General Comments

10 submissions were received for resource recovery, all of these were alternative submissions, with mention of reducing waste and making recycling easier to understand.

### Officer Response

Council's recently released Waste Minimisation and Management Plan 2020, provides both the strategic direction for Council's resource recovery unit and a detailed action plan to address a broad range of issues. In the latest plan we have adopted a greater focus on education and opportunities for community based resource recovery activities, including funding for community based initiatives. In addition to the areas identified in the Plan, Council already operate a number of waste reduction programs including a series of subsidised waste free workshops.

Collections for hazardous substances are provided free of charge at the EcoDrop transfer Stations, in addition to which Council has developed a free takeback recycling scheme for handheld batteries.

In managing legacy landfill sites, Council has an extensive landfill aftercare program, with scheduled remediation projects at a number of priority sites including those identified in the submissions.

## 6.8. Recreation, Sports and Events

### General Comments

10 submissions were received on proposed operational spending on recreation, sports and events.

1 submission opposed the proposed operational spending recreation, sports and events.

9 alternative submissions were received, which mostly related to funding for the arts.

### Officer Response

Submitters noted Toi Ōtautahi as the city's arts strategy and encouraged consideration of commitment within the Long Term Plan. Submitters noted the contribution arts and culture make generally to community identity, safety and health, to community wellbeing, to a vibrant and

liveable city and to development of a skilled workforce. Arts and education provided through the arts gallery were also noted, with submitters not supportive of any cuts to programming. There was also a request for the Public Arts Fund to be reinstated alongside consideration of mechanisms for delivery of that funding to deliver public art.

Council endorsed Toi Ōtautahi in August 2019 along with external partners Creative New Zealand, Rātā Foundation and ChristchurchNZ. There is no budget allocated specifically to delivery of Toi Ōtautahi at this time although Council supports implementation of the arts strategy in a variety of ways including through the Events and Arts Team, through Strengthening Communities Funding, and through programmes offered through the Christchurch Art Gallery Te Puna Wai Whetū and Library services. Submitter requests impact current proposed levels of funding but without specific requests, though the Public Art Fund which was last budgeted at \$280,000 per annum<sup>1</sup>.

## 6.9. External consulting budgets

### General Comments

2 submissions were received for external consulting budgets, one opposing and one alternative.

### Officer Response

Council continually reviews the appropriate level and use of consultants, acknowledging the trade-off of cost versus specialist skills that may be required for a specific period. Knowledge retention is also a consideration.

## 6.10. Other Operational Spending

### General Comments

1 alternative submission was received for other operational spending.

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<sup>1</sup> Need to confirm this value. Blair Jackson or Brent Smith should be able to do this.

# 7. 1. Grants and Funding

## 7.1. Community Grants

### General Comments

31 submissions were received on the proposed funding in the LTP for community grants.

4 submissions supported the proposal.

13 submissions opposed the community grants proposal, mostly disagreeing with the cuts to community grants.

14 alternative submissions were received for community grants, with the majority requesting more community grants.

### Officer Response

#### Submissions Summary

The Eco Action Nursery Trust made a comprehensive submission thanking Council's Parks Team for their expert and outstanding assistance over a long period. This has been passed onto the staff members concerned.

43 submissions called for Council not to cut the Strengthening Communities Fund and other funding by 5%, a further 16 submissions called on funding to be increased. Where a preference was indicated most submissions called for the increase to be focused on community organisations and outcomes.

1 submission called for funding for major organisations to be reviewed as they are inherently capable of raising funds elsewhere (e.g. Orana Park).

#### Response

Council has proposed a 5% cut to a range of contestable funds to save \$469,230 p.a. (about 0.11% on rates).

The negative effects on recipient partner organisations from this proposed cut can be partially mitigated through:

- Establishing longer term funding agreements.
- More focused strategic funding decisions aligned to Council's priorities.
- Enhanced collaboration between funder organisations and Non-Governmental Organisations such as Rata, Lions etc.
- Developing partner relationships with community organisations across multiple parts of the Council organisation and third parties.
- Retaining a Discretionary Response Fund and access to Community Loans at a 2% interest rate.

A 5% increase in the Strengthening Communities Fund and other funds currently proposed to be cut (as opposed to the proposed 5% cut ) would result in an nett unbudgeted increase to Council of \$938,460 p.a. or about 0.22% on rates.

Council supports major organisations such as Orana Park alongside a number of other funders and will require major organisations to make substantial efforts to raise funds in their own right, demonstrating organisational sustainability, before committing Strengthening Communities Funding.

Increasingly Council is looking to fund partner organisations on a multi-year basis to increase certainty, allow long term planning, support other third party fundraising initiatives and reduce admin costs.

#### **Of note (Sub-themes)**

- 1 submission supported the continuation of Strengthening Communities funding to the **Christchurch Symphony Orchestra**, funding of \$290,000 is granted for FY21 and FY22.
- 1 submission supported existing levels of Council support to the **Rod Donald Banks Peninsula Trust**.

## 7.2. Strengthening Communities Fund

### General Comments

48 submissions were received that addressed the funding provided by the strengthening communities fund.

4 submissions supported proposed changes to the funding.

31 submissions opposed the changes to the funding provided by the strengthening communities fund, these were mostly from community organisations who depend on and value the fund.

13 alternative submissions were received for the strengthening communities fund, mainly requesting an increase to the fund.

### Officer Response

#### **Submissions Summary**

The Eco Action Nursery Trust made a comprehensive submission thanking Council's Parks Team for their expert and outstanding assistance over a long period. This has been passed onto the staff members concerned.

43 submissions called for Council not to cut the Strengthening Communities Fund and other funding by 5%, a further 16 submissions called on funding to be increased. Where a preference was indicated most submissions called for the increase to be focused on community organisations and outcomes.

1 submission called for funding for major organisations to be reviewed as they are inherently capable of raising funds elsewhere (e.g. Orana Park).

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The negative effects on recipient partner organisations from this proposed cut can be partially mitigated through:

- Establishing longer term funding agreements.
- More focused strategic funding decisions aligned to Council's priorities.
- Enhanced collaboration between funder organisations and Non-Governmental Organisations such as Rata, Lions etc.
- Developing partner relationships with community organisations across multiple parts of the Council organisation and third parties.
- Retaining a Discretionary Response Fund and access to Community Loans at a 2% interest rate.

A 5% increase in the Strengthening Communities Fund and other funds currently proposed to be cut (as opposed to the proposed 5% cut ) would result in a net unbudgeted increase to Council of \$938,460 p.a. or about 0.22% on rates.

Council supports major organisations such as Orana Park alongside a number of other funders and will require major organisations to make substantial efforts to raise funds in their own right, demonstrating organisational sustainability, before committing Strengthening Communities Funding.

Increasingly Council is looking to fund partner organisations on a multi-year basis to increase certainty, allow long term planning, support other third party fundraising initiatives and reduce admin costs.

### Of note (Sub-themes)

- 1 submission supported the continuation of Strengthening Communities funding to the **Christchurch Symphony Orchestra**, funding of \$290,000 is granted for FY21 and FY22.
- 1 submission supported existing levels of Council support to the **Rod Donald Banks Peninsula Trust**.

## 7.3. ChristchurchNZ Funding

### General Comments

18 submissions were received for ChristchurchNZ funding.

3 submissions supported the proposed funding for ChristchurchNZ.

4 submissions opposed the proposed funding for ChristchurchNZ and 11 alternative submissions were received, with many discussing funding for Screen Canterbury.

### Officer Response

The reprioritisation of the former Development Christchurch Limited (DCL) funding to ChristchurchNZ to deliver the activity previously procured from DCL.

CNZ operates Screen CanterburyNZ, our regions' film office which works to attract productions to Canterbury and to grow the capability of the local industry. Screen CanterburyNZ has 1 FTE along with an operational and marketing budget. ChristchurchNZ also provides additional management and shared services support to Screen CanterburyNZ. Recent examples of Screen CanterburyNZ's work includes the creation and publication of screen protocols for the region <https://www.christchurchnz.com/screen-canterburynz/get-access/permitting-location-access> and the facilitation of an industry-led action plan for the sustainable growth of the local industry. Key focus areas of the action plan include: the implementation of production incentive fund and this is under development pending LTP approval; the development of local soundstage and studio infrastructure and Screen CanterburyNZ is currently supporting several of these initiatives.

Screen CanterburyNZ has a target to facilitate 100 production enquiries each year and is on track to exceed this target.

## 7.4. Funding for other CCOs

### General Comments

10 submissions were received for funding other CCOs.

1 submission supported funding for other CCOs, 6 submissions opposed and 3 alternatives were provided, most of which discuss funding of specific organisations.

### Officer Response

A majority of the matters raised in the following submissions are not directly related to the "actual" funding from CCOs.

Submissions concerning divestments, investments by Christchurch City Holdings Limited (CCHL) are a matter for the Board of CCHL and individual CEO remuneration are a matter of the respective subsidiary Boards.

The current LTP includes a funding proposal for the museum related projects including the capital works in the Robert McDougall Gallery project.

## 7.5. Central City Vacant Sites Programme

### General Comments

7 submissions were received on the Central City Vacant Sites Programme.

5 submissions supported the proposed funding for the programme, while 1 opposed.

1 alternative was provided.

## Officer Response

The Vacant Sites Programme aims to encourage permanent development of vacant sites and, in the interim, improve the appearance of vacant sites (where development may not be immediately feasible). The Programme uses a range of tools, from voluntary action to enforcement action, to meet the aims of the programme. Enforcement action is only available where environmental standards or land use consent breaches have occurred. Where enforcement action is not triggered, the programme will work with landowners to encourage action through a range of incentives, including via a potential targeted rate-funded service to improve unkempt vacant land. Getting the right balance to incentivise owners is complex and the signal in the draft LTP of a potential future targeted rate aims to seek views from the community and property owners about the best way to proceed.

## 7.6. Requests for additional grants & funding

### General Comments

21 submissions were received requesting additional grants and funding for specific groups and projects.

### Officer Response

#### Submissions Summary

18 submissions ask Council to specifically consider additional grant or other funding for a wide range of projects and/or ongoing programmes.

#### Response

Council currently offers a range of grants to financially support community projects or programmes totalling \$20,400,300 in FY21, or about 5% on rates. This does not include funding for ChristchurchNZ and Venues Ōtautahi (\$13,000,000 in FY21) who also have community outcomes.

Council also offers a range of community loan options at a 2% interest rate.

Following the funding review in 2018 multi-year funding for community partner organisations is now common and more organisations are requesting this to assist in long term sustainability planning.

Council offers a range of collaborative support mechanisms including Community Development, Parks, Heritage, Events, Recreation & Sports advice. Teams offer hands-on support often delivered locally through Community Boards. Increasingly a partnership approach is undertaken working across multiple units of the Council and external agencies over a number of years, as opposed to a year by year basis.

Staff provide advice on every funding application as they are considered by Council.

As the requests for funding made through submissions vary considerably. A brief commentary is presented on submissions requesting additional funding of over \$100,000 as these larger amounts

are less able to be accommodated out of existing contestable funding without impacting on others:

**One off bid for Council funding (\$1 per resident) for an NZ Museum and Visitor Centre, Le Quesnoy, France.**

- This request has previously been discussed by the Civic and International Relations Team and the Mayors Office. The request has merit due to Canterbury's close connection to the campaign but was declined due to the significant amount requested. The submitter can be referred to contestable fund advising they make a smaller request.

**Council grant \$1,800,000 to The Christchurch Community House Trust Board toward the purchase of a property as the current premises has become unaffordable.**

- An opex grant of this size would equate to a 0.45% increase in rates for FY21, or 0.019% p.a. for 30 years if a capex grant. Other options exist including a community loan at 2% per annum. A detailed business case is required to enable staff to provide Council further advice.
- There could be an option to explore the opportunity to lease a Council property surplus to requirements at a peppercorn rent but this will require a greater understanding of Community House Needs vis-à-vis what is available.

**Council extend funding Enviroschools through the Toimata Foundation at an amount between \$50,000 p.a. and \$200,000 p.a.**

- An annual grant of \$200,000 equates to a rates impact of 0.05% p.a. Toimata have applied to the FY22 Strengthening Communities Fund for multi-year funding to the value \$52,500 p.a.

**Avebury House Trust Board request Council support of \$2,000,000 over four years for heritage alternations to Avebury House.**

- The cost to rates of a \$2,000,000 opex grant is 0.5%, or 0.02% p.a. for 30 years if a capex grant. A detailed business case is required to enable staff to provide Council further advice.

**Ferrymead Heritage Park report experiencing significant short and long term sustainability challenges.**

Council now funds the Heritage Park on a year-by-year basis (\$150,000 p.a.) as opposed to multi-year, as its long term future is unclear. The Heritage Park have asked for Council's assistance in four areas, below:

- Council work with the Heritage Park to develop a sustainable business model.
  - *This is not Council's role, the Heritage Park can use existing grant funding to procure independent advice.*
- Council work with the Heritage Park to implement all actions arising from the submission.
  - *Again this is not Council's role, Council will be able to assist in some areas but are not the operator of the Heritage Park. The Heritage Park should take responsibility for their own destiny and make necessary changes.*
- Council develops a framework for funding the Heritage Park and similar organisations.

- *Council has already done this and the Heritage Park is a recipient.*
- Council consider a heritage rate to fund the Heritage Park.
- *This will require a special consultative process.*

## 8. Capital Programme Expenditure

### 8.1. Multi-Purpose Arena

#### 8.1.1. General Comments

55 submitters commented on the Multi-Purpose Arena.

9 submissions supported the Arena.

38 submissions opposed the Arena, either encouraging the deferral of the stadium, or requesting that the Multi-Purpose Arena not go ahead.

8 alternative submissions were received for the Multi-Purpose Arena, requesting that it be deferred, or funding for the Arena be sought elsewhere, or suggesting adjustments to the plan.

#### 8.1.2. Officer Response

The submission comments refer to the CMUA and its integration into the community, the timing of the build relative to the world wide impacts of Covid and the subsequent utilisation of its eventual use.

The CMUA is designed to meet the needs of the public with specific regard to the multi-use, the intent is as prescribed in the Investment Case, to maximise the community use holding all types of events across all mediums, including sport.

The commitment has been made by Crown and Council to Fund the project with the Funding Agreement being signed in October 2021, this committed the entities to fund the facility (\$220m Canterbury Regional Acceleration Fund (Crown)/\$273m CCC)

Cost surety when delivering a portfolio of this size and scale requires a high degree of scrutiny; Council has implemented Stageway Reviews and Quantative Risk Assessment (QRA) to ensure we meet these targets. The CMUA's two stage delivery is underway with the first phase informing the design complexity and acknowledging the many benefits yet to be realised with cost and delivery being clearly understood by Q1 2022.

The appointment of Kōtui (BESIX WATPAC NZ (CMUA) LIMITED) will ensure the best outcome for the Council. The Council having appointed international experts to deliver the Arena expects this team to use their experience to deliver on past and present technologies, maximising the use and future proofing the facility.

### 8.2. Ōtākaro Avon River Corridor Regeneration

## General Comments

104 submissions were received on the proposed funding for the Ōtākaro Avon River Corridor regeneration.

53 submissions supported the regeneration of the Ōtākaro Avon River Corridor.

20 submissions opposed the Ōtākaro Avon River Corridor regeneration, many concerned about the high cost of the regeneration, and asking for the project to be deferred as it is not a priority.

31 alternative submissions were received for the Ōtākaro Avon River Corridor regeneration, with many suggesting various adjustments or additions to the project.

## Officer Response

### Implementation and Funding

Context: Over 80% of submissions received on the Ōtākaro Avon River Corridor and Residential Red Zone were on implementation and funding related topics. Most were in support of the current plan, with some submitters requesting funds and planning timeframes be brought forward to accelerate progress.

Staff do not recommend funding be brought forward until implementation planning is complete.

The Ōtākaro Avon River Corridor Regeneration Plan provides guidance on how the river corridor is to be developed. The plan was widely consulted upon with the community, is well understood and includes indicative timeframes. An implementation plan as required by the Ōtākaro Avon River Corridor Regeneration Plan is under development; which will include capital delivery budget phasing.

13.7 million dollars has been allocated to build three bridges and a landing; these works are underway. Further investment in the Ōtākaro Avon River Corridor will be phased in as the council takes over ownership of the land and determines the governance (and long term decision making) model.

Some submitters expressed concern regarding a lack of visible progress in regard to delivery of the plan. Implementation is affected by multiple streams of activity currently being worked through including re survey. CCC does not currently own the land. However, progress is occurring including:

- Bridge installations
- Dallington landing
- Approximately 30k plants have been planted in the Ōtākaro Avon River Corridor in the last two years. Plantings (both council-led and community-led) are being designed and coordinated to enhance biodiversity, mahinga kai opportunities, stormwater retention, and improve river water quality.

### Accessibility

There were a few particularly relevant submissions on ensuring developments consider accessibility and inclusiveness.

This will be a key design parameter for all development and relevant land-use decisions.

### **South Shore**

A few queries were received in regard to delivery of South Shore estuary edge protection. The estuary edge protection works in South Shore start later this year.

### **Co-Governance**

Context: A small number of submissions were received by the council on establishing co-governance in the Ōtākaro Avon River Corridor. All submissions supported the intention to set up co-governance and most wanted it established (more) quickly to enable progress and provide greater certainty.

Establishing the co-governance model for the Ōtākaro Avon River Corridor is underway. The next steps will be published soon.

### **Eden Project & Flatwater Sports**

Context: Specific and comprehensive submissions were received from both the Eden Project International and the Flat Water Sports Group. Both submissions displayed considerable time, effort and money had been expended on examining project feasibility. Both proponents now seek Christchurch City Council support around land tenure and cost share options.

#### Flatwater Sport

In regard to the Flatwater sports group covering Canoe, Kayak, Rowing and Waka Ama. The submission details where at and where to next. They are requesting financial assistance to complete resource consenting amounting to \$350K. If successful this enables the not for profits sport entities to seek additional capital funds from lotteries, rata etc. and other funding sources.

In later years subject to consent being granted they are seeking Council commitment to fund the In River works.

Staff Response: Funding in the Plan for year 1 equates to \$14M to fund progression of the City to Sea pathways ecological restoration and cultural and recreational facilities. Sufficient funding exists if Council wish to support this request.

They have also requested funding support in years 2 - 5 ( \$10-17M) for implementation of the proposed cut to create additional flatwater space at Kerrs reach, which also results in the creation of an island for enhanced biodiversity outcomes.

The draft plan has a total of \$26M in the plan for the progression of the City to Sea pathways ecological restoration and cultural and recreational facilities.

Staff Response: A decision on further funding support of this initiative could be made once the resource consent is granted and a more accurate understanding of the project costs and funding support from non-council sources is known.

### Eden Project International (EPIL)

EPIL have submitted to the LTP to reinforce their commitment to Eden project NZ. Having completed the feasibility stage which has included narrative and concept development with Mana Whenua they have expressed a desire to explore a partnership approach with Council including funding next steps to support the concept development through preliminary design geotechnical and consenting considerations, as well as exploring the interest of local investment partners. Note they have not defined at this stage the level of funding support required to progress at this time.

Staff Response: Careful consideration is required in regard to funding support. As the organisation is a commercial entity, it is not appropriate for parks capital funds to be utilised at this time in principle with perhaps the exception of supporting the ecological restoration elements associated to the land in question.

Staff recommend that council continue to engage with EPIL and consider which arm of Council is best suited to support this initiative in regard to the commercial aspects of the proposal.

### **OARC funding**

Context: There were a small number of Submissions relating to funding and phasing for the Ōtākaro Avon River Corridor.

Funding has been phased to align with the expected transfer of land ownership from Land Information New Zealand to Christchurch City Council, infrastructure removals and land remediation, the planning and consenting requirements and the establishment of the co-governance entity (the long term decision makers on land use in the Ōtākaro Avon River Corridor).

## 8.3. Metro Sport

### General Comments

16 submissions were received for the Metro Sports Facility.

7 submissions supported the Facility.

5 submissions opposed the Facility, largely due to the cost of the Facility.

4 alternative submissions were received for the Metro Sports Facility, with some suggestions of other sports that could be incorporated into the facility.

### Officer Response

The majority of the submissions (7) are positive with regards to the Crown and Council commitment to Infrastructure, the submitters refer to form and function of the facility.

The commitment of Crown and Council to meet the delivery objectives of the Recovery Plan are now fully embedded in our Long Term Planning, Parakiore Metro Sports Facility is the one exception as it is being delivered by the Crown agency Ōtākaro with Council as owner/operator

and partial funder. Ōtākaro as delivery agency with a commitment made to complete the Construction of the aforementioned building by Q4 2022.

This new facility is being constructed to meet the objectives and outcomes for the Council and the Community they are built for. The objectives cover the following goals; sustainability including, social, economic and environmental with disability and accessibility targets being met through engagement and audit before, during and after completion, meeting not just the standard but attaining an international standard where possible.

When delivering our projects we engage across all aspects of the facility and its eventual integration into the surrounding area, we cover spatial planning for public open space, transport network and parking requirements.

## 8.4. Hornby Library, Customer Services & South West Leisure Centre

### General Comments

11 submissions were received for the Hornby Library, Customer Services and South West Leisure Centre.

7 submissions support the centre.

3 submissions oppose the centre, questioning why another library or pool is needed.

One alternative submission was received.

### Officer Response

The six submissions are positive with regards to the Council commitment to Infrastructure and meeting Community needs, the submitters refer to form and function and cost surety of the facility. Two submissions suggested the Hornby facility was an unnecessary expense.

The Hornby Community Facility is in development and delivery with the imperative being that the project meets the objectives and outcomes for Council and the Community it is being built for. The objectives cover the following goals; sustainability including, social, economic and environmental with disability and accessibility targets being met through engagement and audit before, during and after completion, meeting not just the standard but attaining an international standard where possible.

When delivering our projects we engage across all aspects of the facility and its eventual integration into the surrounding area, we cover spatial planning for public open space, transport network and parking requirements.

Cost surety when delivering a portfolio of this size and scale requires a high degree of scrutiny; Council has implemented Stagemway Reviews and Quantative Risk Assessment (QRA) to ensure we meet these cost surety targets.

## 8.5. Performing Arts Precinct

### General Comments

5 submissions were received on the Performing Arts Precinct.

4 submissions supported the development of the Precinct.

1 alternative submission was received.

### Officer Response

Four of the five submissions supported the development of the Performing Arts Precinct, the submitters refer to form and function and cost surety of the facility.

The Performing Arts Precinct and Public Open Space incorporating The Court Theatre is currently in development with the imperative being that the project meets the objectives and outcomes for Council and the Community it is being built for. The objectives cover the following goals; sustainability including, social, economic and environmental with disability and accessibility targets being met through engagement and audit before, during and after completion, meeting not just the standard but attaining an international standard where possible.

When delivering our projects we engage across all aspects of the facility and its eventual integration into the surrounding area, we cover spatial planning for public open space, transport network and parking requirements.

Council has implemented Stageway Reviews and Quantative Risk Assessment (QRA) to ensure we meet cost surety targets.

## 8.6. Robert McDougall Base Isolation

### General Comments

331 submitters commented on the proposal to base isolate the Robert McDougall Gallery.

170 submissions supported the proposal while 124 submissions opposed, largely due to the cost.

37 alternative submissions were received for the Robert McDougall base isolation, including confusion about what base isolation is. Other comments include requesting the deferral of funding, the base isolation be funded by someone else, and Robert McDougall to be used as an art gallery.

### Officer Response

#### Submission summary

Of the submissions received, around half support the base isolation of the Robert McDougall Art Gallery (RMAG) and the balance oppose or have an alternative proposal.

Of those that **oppose** the base isolation, the largest category were those respondent's that thought it wasn't a priority at this time and/or wanted the funding spent on other core infrastructure or solving social issues.

A large number of those that opposed pointed out that base isolation is **not** required if it is used as a stand-alone facility (i.e. Not linked to the Museum redevelopment) as the funding in the LTP for strengthening work will bring the building up to 67% of NBS.

A significant number of those that **support** the base isolation linked their comments back to supporting the RMAG being part of the Museum redevelopment, and the need for bringing the RMAG up to 100% of NBS.

There were also numerous submissions in support, noting that this is a significant heritage building that was gifted to the City, that must be preserved and future proofed.

### **Response**

Note: The use of the RMAG and the land it sits on must be in accordance with the provisions of the Christchurch City Council (Robert McDougall Gallery) Land Act 2003, so even if it is base isolated and the basement deepened, it cannot be used for general Museum use.

The RMAG can be used without base isolation (following completion of the strengthening work), however Council approved in principle (July 2019) to fund the base isolation of the RMAG subject to a number of conditions that must be met – consultation on the funding being one of them.

*The Council resolved in July 2019*

*That the Council:*

1. *In response to a request from the Canterbury Museum Trust Board, and recognising the heritage and civic value of the Canterbury Museum, approves in principle the following support for the proposed redevelopment of the Museum which includes the Robert McDougall Gallery :*
  - a. *Further capital funding of \$11.8 million towards the cost of base isolation and related basement works at the Robert McDougall Gallery, enabling the building to achieve a minimum of 100% (NBS), the further capital funding to be made available once other sources of funding for the Museum's redevelopment have been confirmed.*

*Resolves that the in principle further capital funding is subject to:*

- b. *The Canterbury Museum Trust Board proceeding with the redevelopment of the Museum, including the Robert McDougall Gallery;*
- c. *The Crown and other contributors (such as the other contributing local authorities) confirming their financial commitment to the redevelopment;*
- d. *Council and Museum staff reaching agreement on an acceptable approach to the base isolation and strengthening scope, which will seek to protect, retain and conserve heritage features; and*
- e. *The proposed further capital funding being consulted on and provided for in the*

## 8.7. South New Brighton & Southshore Estuary Edge

### General Comments

11 submissions were received that addressed the South New Brighton and Southshore Estuary edge programme of works.

4 were in support, 5 opposed and 2 alternatives were provided.

### Officer Response

#### Southshore/South New Brighton Estuary Edge

A small number of submissions supported funding for treatment of the Southshore/ South New Brighton Estuary Edge. In November 2020, following various reports and community consultation, the Council approved various treatment options for the estuary edge in Southshore and South New Brighton. Funding is allocated in the LTP FY21-24 to implement those decisions.

#### Estuary Edge Walkway

Submission 1416 opposes the Estuary Edge Walkway. In 2015 the Council approved construction of a walkway on the western side of the estuary for FY17. Since then, staff have been working with key stakeholders and interest groups to address concerns raised particularly around impact on birds. No agreement has been reached between opposing interests and alternative routes are being investigated. A report with a recommended course of action will be presented to the Community Board in the near future. Current funding is proposed to be carried forward.

## 8.8. Shovel Ready Projects

### General Comments

5 submissions were received on the shovel ready projects, all in support.

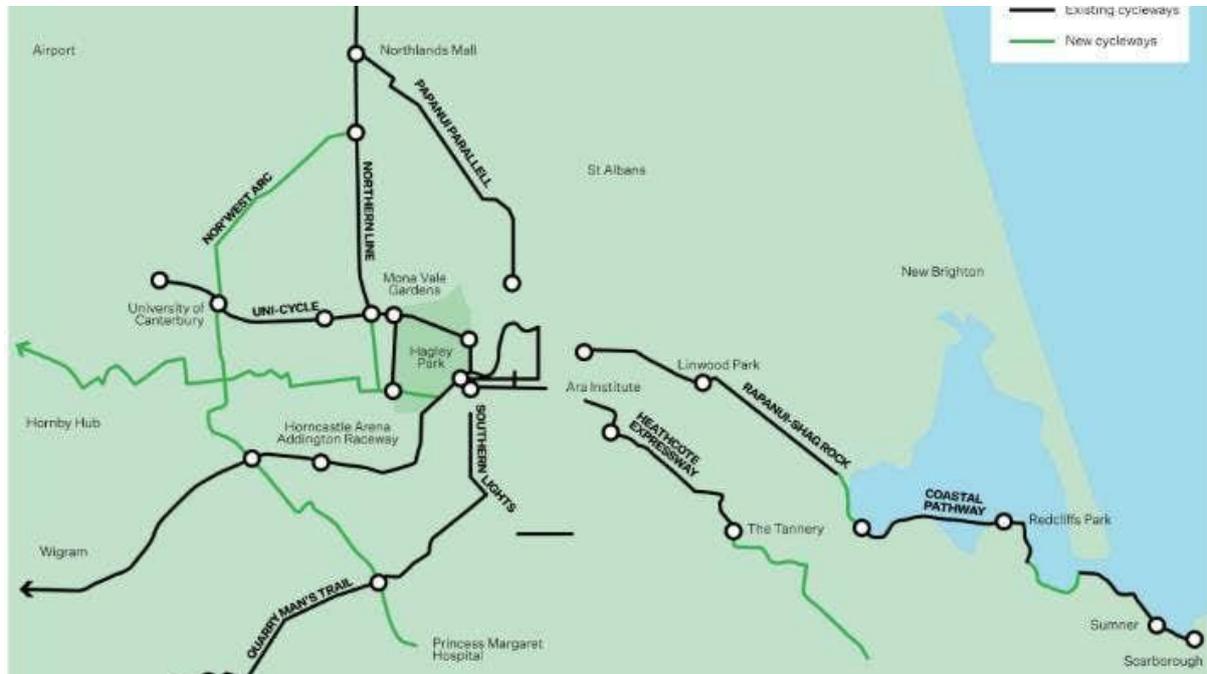
### Officer Response

Council has received \$71.5 million of Crown funded “shovel-ready” funding to complete five Major Cycle Routes. They are:

- The 12km Nor'West Arc cycleway – connecting Cashmere to the University, and Papanui.
- The 15km Southern Express cycleway – connecting Templeton, Hornby, Riccarton and the city centre.
- Rapanui cycleway – connecting the Coastal Pathway to Linwood and the city centre.
- The Northern Line pathway – connecting Belfast to South Hagley Park and the CBD.
- Heathcote Expressway – extend the existing cycleway from the Tannery in Woolston to Ferrymead Historic Park and Heathcote

Council has also received \$15.8 million to complete the Coastal Pathway. This is predominantly the significant transport infrastructure between Redcliffs Village and Rapanui/Shag Rock (Moncks Bay).

The map below shows all the funded sections in green.



The Press, 8 August 2020

The Council approved 13 major cycle routes in the city in 2013. Three are fully open and five are partially open. Construction has yet to start on the remainder.

Work on the Rapanui-Shag Rock, Heathcote Expressway, and Northern Line would not have started until at least 2022 without the shovel-ready funding.

Conditions for the shovel-ready funding requires construction to start within 12 months of the award of funding and report regularly back to the Crown via Otakaro Ltd.

Cycle trip numbers in the city have increased by 80 per cent since counts began in 2016. There has also been an increase in the number of female cyclists counted this year (45 per cent) compared to 2016 when just 32 per cent of cyclists were women.

## 8.9. Investing in our Transport Infrastructure

### General Comments

367 submissions were received on the proposed investment in our transport infrastructure.

166 submissions supported the proposal.

59 submissions opposed the proposed investment, with reasons including; existing roads should be fixed first and the amount proposed to invest on transport infrastructure is excessive.

142 alternative submissions were received for investing in transport infrastructure, with most agreeing with the investment with some exceptions.

## Officer Response

### **Mode shift and reducing climate change impacts from Transportation are priorities for Council.**

The focus is on active modes and public transport and is less car-centric. By providing choice for all users Council empowers residents to choose the best mode of transport for them for that journey at that time.

The Council's Transport Environment pillar is:

*Our networks and services are environmentally sustainable and resilient.*

The goal to increase the share of non-car modes in daily trips will be reached through investing in improving journey reliability for passenger transport, increasing the numbers of people cycling into the central city, delivery of school travel planning and education, delivery of workplace and community travel planning programmes and maintaining the condition of off-road and separated cycleways.

Council staff undertake ongoing transport planning work to determine what is required by the community now and in the future, what the options are, how works should be prioritised and the best way to deliver them. An Infrastructure Strategy is developed by the Council every three years to identify the significant infrastructure issues across all Council assets over the next thirty years. The significant infrastructure issues identified over the next thirty years are:



Managing assets through a global recession



Managing operational expenditure requirements



Managing and meeting the expectations of a growing and changing population



Adapting to and mitigating climate change



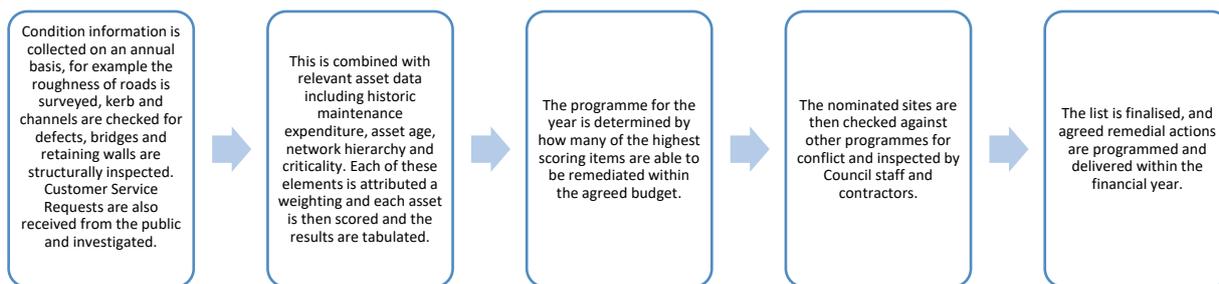
Protecting our environment through reducing greenhouse gas emissions



Managing the risks posed by a rapidly changing regulatory and commercial environment

### **Maintenance: How repair or renewal works are identified and prioritised**

Transport assets have a finite life and must be routinely inspected, maintained and renewed. Maintenance is either planned or reactive. Planned work is scoped and delivered by Council's maintenance contractors in accordance with specific contract requirements, for example regular street sweeping. Reactive intervention is required when an issue is identified on the network either during an inspection or when a customer service request is logged by the public.



## Renewals

Renewal programmes are in place to ensure that our existing assets are protected and asset life is maximised.

From 2010 until 2020 Council undertook approximately 2% per annum of road renewal per year, moving up to 3.6% in FY20/21. National best practice is approximately 8%, inclusive of resurfacing and reconstructing the road; typically split 7% resurfacing and 1% pavement renewal. The proposed level in the draft LTP is just above 5% per year, so funding is planned to increase by a further 50% above the levels undertaken over each of the last ten years.

Whilst Council staff know more is needed, targeted work to date has still improved overall ride quality and condition. Council staff believe further significant gains across the network can be achieved.

Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

## Spending Budget Wisely/ Planning

All works undertaken are completed to current industry standards. What standards are used is dependent on the type of work being undertaken. For example the Cycle Design Guidelines and the Streets and Spaces Design Guide provide Council staff with best practice guidance in developing consistent designs for Council works. Council also takes into account the appropriate compliance requirements, including Health and Safety, Archaeological Authorities, Environmental controls and Traffic Management requirements.

In planning for works Council staff check for clashes with other projects and activities, and seek opportunities to co-ordinate works where possible. This will depend on asset life and planning, and takes into account the benefit cost ratio of works. Council cannot require coordination of works with third parties.

All planning is evidence based. Safety programmes are based on crash histories and renewal programmes are based on the condition of the assets. Planning also takes into account economic analysis to determine value for money and examines the benefits attributable to the project.

## Safety, Intersections, Speed Management, School Speed Zones.

Safety for all road users is a high priority. The analysis informing the site risk and intervention identifications and prioritisation as a part of the Safety Programme are based on a five-year rolling

crash history undertaken using the NZTA's Crash Analysis System (CAS). In brief, the methodology lists the number and causes of injury crashes (including death, serious injury and minor injury) within the range of each site (50m radius for the centre-point of intersections) over the study period being the past five years. Risk ranking of intersections is done using the listed crashes for every site and according to the Kiwi Risk Assessment Programme guidelines.

The type of intervention for each site is identified by investigating the main causes of the injury crashes listed by Police for the site. Based on the type of the selected intervention, a theoretical death or serious injury crash saving and also a high level cost estimate for its implementation are calculated. Implementation prioritisation is subsequently done based on the death or serious injury crash saving per every dollar spent.

Current legislation provides for 40km/h variable speed limit 'school speed zones' in accordance with the warrants and conditions set out in the *New Zealand Gazette (dated 21 April 2011, No. 55, page 1284)* and *NZTA Traffic Note 37 Revision 2 dated May 2011*). All other variable speed limits require specific approval from Waka Kotahi New Zealand Transport Agency and, historically 30km/h variable speed limit school speed zones have not been supported. Setting of a permanent 30km/h speed limit around a school is also currently unlikely to satisfy legislative requirements, unless the school was located in the city CBD or a suburban key activity centre. However, upcoming legislative changes are likely to soon provide for (and possibly require) lower speed limits around schools.

Lower speed limits around schools is a key initiative in the Ministry of transport's 'Tackling Unsafe Speeds' programme, which supports the Government's 'Road to Zero' Road Safety Strategy 2020-2030. The intention is that lower speed limits around schools will not only improve safety, but will also encourage more children to walk and cycle to school.

### **Community Impact**

When undertaking planning for works staff take into account the impact of works to the community, and aim to minimise any negative impacts as much as possible, for example, minimising the use of night works in residential areas. Considerations include, but are not limited to, the impact of not doing the works, co-ordination with other planned works within Council and with external service providers, the ability to undertake the works in a different and innovative way, and stakeholder management through regular communications in a variety of formats, such as verbal, written, and soft and hard copy.

The community has the opportunity to raise issues about any project during the scheme design phase through the Council's Have Your Say engagement process, and Council staff are also available to respond to specific issues on site during construction.

### **Specific Topics**

#### **Central City Shuttle**

The reinstatement of the central city shuttle is not included in current budget planning. The shuttle would require approximately \$1m operational spend for running costs per year and capital budget for set up costs.

## Undergrounding of power lines

Power lines are owned by another agency (Orion) and as such work on them cannot be capitalised. This means operational costs incurred will have a direct impact on rates. Costs to underground power lines run to approximately \$1m per kilometre.

## Innovating Streets for People

1. Five Christchurch projects aimed at making it easier and safer for people to move around were awarded funding from Waka Kotahi's \$7 million Innovating Streets for People pilot fund. The five projects to receive funding are:
  - **Ferry Road Cycle Connection:** This project involves trialling a temporary cycle connection along Ferry Road between Fitzgerald Avenue and St Asaph Street, connecting the Heathcote Expressway major cycle route to the central city.
  - **St Albans School Safety Improvements:** This project involves closing off Sheppard Place, on a trial basis, to vehicles on school days at drop-off and pick-up times to improve safety for St Albans School students using active transport modes.
  - **Beckenham Neighbourhood Improvements:** This project involves trialling lower speeds, safe crossing points, and intersection changes in the Beckenham area bounded by Tennyson Street, Colombo Street, Waimea Terrace and Eastern Terrace.
  - **Selwyn Street Intersection Improvements:** This project involves trialling intersection changes to make it safer and easier for pedestrians to cross Selwyn Street.
  - **Healthy Families Otautahi – Play Streets:** This project involves the running of 12 play street events across the City.

These projects are quick, low-cost, temporary interventions that create more people friendly spaces in our neighbourhoods. As funding is time-bound the projects will be implemented by 30 June 2021. The information gathered from monitoring and evaluation during the trial interventions, will help to inform more permanent projects to be developed.

## Trams

The maintenance schedules for the trams are separated into two parts:

- Overhead Electrical/Infrastructure Maintenance (CPMS ID #275)
- Track/Infrastructure Maintenance (CPMS ID #275)

Overhead Electrical Maintenance is programmed as “Quarterly Inspections” throughout the financial year. Connetics is the contractor used to undertake the inspections, and the required maintenance work is programmed from these inspections. The quarterly inspections are programmed for Aug, Nov, Feb, and May each year.

The Track Inspections and associated maintenance work is programmed from the following inspection programmes, which is undertaken in partnership with Christchurch Tramway Ltd (CTL):

- Daily Track Inspection: CTL is responsible (they operate the network and are able to report any issues on a daily basis)

- Two Monthly Track Inspection: CTL is responsible (again as above. They are responsible for certain maintenance, i.e. track creasing etc.)
- Two Yearly Track/Infrastructure Inspection: Council is responsible, and this is conducted internally. The next inspection is due in July 2022.
- Five Yearly Infrastructure Inspection: Council is responsible, and this is conducted by an external contractor. The next inspection is due in May 2024.

All maintenance work identified in these inspections is the responsibility of the Council, and all these schedules and inspections follow the Christchurch City Council Tramway Safety System.

### **Privatisation**

Under a section 17a review (Local Government Act) Council is required to consider the costs and benefits of different options for funding, governance and delivery including, but not limited to: a) in-house delivery b) delivery by a CCO, whether wholly owned by the local authority, or a CCO where the local authority is a part owner c) Another local authority d) another person or agency (for example central government, a private sector organisation or a community group). Transport has undertaken this review in 2017 and found that the current system is performing well and providing value for money.

### **Taxing/User pays**

Some initial work has been undertaken in this area. However, there are currently limited levers available for Council to use and before any proposals are made key consideration must be given to fairness, social equality, and effectively managing demand.

### **Increased PT coverage/ routes**

Environment Canterbury is responsible in Christchurch for determining route development, coverage and frequency. Environment Canterbury is informed by the PT futures business case development in order to set priorities. This in turn informs the Council's LTP programme for PT.

### **Scooters**

Council has agreements in place with Lime and Flamingo e-scooter companies for a total of 1600 e-scooters. Additionally Lime operates 200 e-bikes. E-bike users need to comply with the usual road rules for cycling and users will need to park off the main thoroughfares and on footpaths, as with e-scooters.

Micro-mobility is a powerful option to tackle greenhouse gas emissions and increase access to transportation. E-bikes or e-scooters are cost-effective to produce, run and operate compared to other means of transport.

### **Street Lighting**

The lights that have previously been used to light our streets were inefficient compared to the modern LED lighting now being installed. When all street lights in the city have been upgraded to LED, in 2021, the Council will save more than \$1.5 million each year. The completed upgrade will see Christchurch reduce carbon emissions by approximately 1500 tonnes per year.

The neutral white light gives increased colour rendering providing greater clarity for a safer transport environment. LEDs provide a very directional source of light reducing wasted light spilling into adjacent properties and into the night sky. A centrally controlled system allows for lights to be dimmed when demand is low creating additional opportunities for increasing efficiencies.

Faults will be picked up immediately by the centrally controlled system. A greater lifespan of the lights reduces maintenance costs and reduces disposal waste, positively impacting on the environment. Disposed LED lights also contain no hazardous elements to manage, unlike the lights they are replacing.

With the old lights a lot of light was wasted to the surrounds, such as adjacent properties, trees, and into the night sky. To meet the requirements of the road lighting standards the old lights had much higher light output to compensate for the wasted light. The new LED street lights direct all the light in the downward direction and reduce light spill into adjacent properties. Some may perceive that the street appears darker than before, however this is due to the reduced light spill into trees and adjacent properties. The new lighting illuminates the road and paths to the same or better standard while considerably reducing the amount of artificial light going into the environment.

Excessive amounts of light pollution have been shown to impact upon the natural patterns of wildlife. The upgrade to modern LEDs will see a reduction in the levels of light produced by street lighting. LED lighting is more directional than existing lighting in Christchurch creating less spill and upward waste light. The Council has opted to reduce upward spill light to less than the 1% currently accepted by the NZTA. In the majority of cases zero is being achieved. The Council is currently supporting a study by NIWA Taihoro Nukurangi in the Christchurch area to get real data on the effects of various LED lighting on insect population. Council will be using the results from the study to better inform the lighting used in known environmentally sensitive areas. Council will further reduce the quantity of light being placed in the environment by dimming lights at times of low demand.

The Council has followed industry recognised safety standards to provide safe roads and pedestrian environments. NZ Transport Agency state “The LED lights we most often use are 4000K (a neutral white light) as current research into light and road safety indicates this is the best and safest colour temperature for object recognition for drivers and pedestrians”. 4000K lighting is more efficient than 3000K and so it maximises the reduction in power consumption, reducing the overall carbon usage by 1500 tonnes per year once all lighting has been upgraded.

### **Gracefield Ave**

Resurfacing of the carriageway is planned for the next two years. Footpaths are being considered for resurfacing based on condition. This street is not on the Council’s priority list for kerb condition improvement or on the list for a street renewal.

### **Electric Vehicles**

Provision for electric vehicle chargers have been included in the LTP (CPMS ID #60250). Council supports electric vehicles but cannot directly influence the uptake. For example by lowering taxes in EVs. Council can lobby central government for law changes in this area.

## **CBD**

The central city transport system provides a range of travel options that are flexible and resilient, able to accommodate projected population growth as well as supporting growth in travel by public transport, walking and cycling. The transport system allows people to travel easily between the central city and other parts of Christchurch Central and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving.

Council regularly reviews the use of central city on-street and off-street parking to ensure that the demand is met by an appropriate level of supply. To support this, the Council has a wayfinding project (CPMS ID #1969) underway, which seeks to implement advanced directional signage to direct people around the CBD to the nearest available parking facility for their needs.

## **Accessibility**

Council has a policy for Intersection & Pedestrian Crossing Design for People with Disabilities. The aim being that suitable and complying facilities will be installed in the following situations to assist people with disabilities (i.e. persons who are visually or mobility impaired) to allow safe and secure passage across the road.

- new intersections with pedestrian crossings
- new traffic signals intersections with pedestrian crossing
- standalone pedestrian crossings (signalised, zebras or uncontrolled)
- replacement and repaired intersections with existing and/or new pedestrian crossings

Some examples of these can include, but are not limited to:

1. Tactile Ground Surface Indicators (TGSi) or tactile pavers with contrasting colours.
2. Audible Tactile Traffic Signals (ATTS), specifically measures for visually impaired pedestrians.
3. Measures to guide and ease the pedestrian's journey.
4. Left turn slip lane, pedestrian crossings and islands (refuges), which may include zebra crossings, vertical deflection (e.g. a raised table) and traffic signals to slow down or stop vehicles.
5. Complying design, siting and colour of push button box for visually impaired persons and placing the buttons at a suitable height for wheelchair users.
6. Provide drop down kerbs and minimise footpath cambers to assist mobility impaired pedestrians.
7. Consider longer "green" periods for crossings close to certain facilities, e.g. retirement villages, hospitals, medical centres, etc.

In all cases the design principles and guidance given in the following documents is used:

- New Zealand Transport Agency (NZTA) RTS 14 (May 2015) - Guidelines for facilities for blind and vision impaired pedestrians
- CCC Equity & Access for people with Disabilities Policy 2001
- Austroads Part 4 - Intersections & Crossings
- Austroads Part 4a - Unsignalised and Signalised Intersections
- Austroads Part 6 - Intersections, Interchanges & Crossings

A more accessible and safer built environment will benefit everyone. It will become more accessible not just to people with disabilities, but also to older people, those with young children, and people with temporary mobility issues. A more accessible city will also offer accessible tourism opportunities

## 8.10. Investing in upgrading and protecting our city's water networks

### General Comments

500 submissions were received on the proposal for investing in upgrading and protecting the city's water networks.

347 submissions supported the proposed investment in upgrading and protecting the city's water networks, seeing this as a priority.

33 submissions opposed investing in upgrading and protecting the city's water networks, with many seeing the level of spend as excessive. Some questioned whether we should be spending at this level given central government's current position on three waters.

120 alternative submissions were received, with many saying that the chlorine needs to be removed.

### Officer Response

Several comments promote spending on three waters infrastructure noting the essential nature of three waters services. Some comment on underspending and neglect in the past, and the legacy damage from the earthquakes, driving the need to invest in renewals and prioritise maintenance to get longer life out of our existing infrastructure. Many also note the importance of ensuring that the spending is appropriately prioritised and is both effective and efficient.

A number of submitters highlight the specific benefits such as the removal of wastewater from the harbours on Banks Peninsula and the improvements to the city's waterways from the stormwater works.

A small number consider the costs to be too high and should be trimmed down.

Some submitters support alternatives such as rainwater collection, greywater re-use, reclaimed wastewater, and waterless toilets.

## 8.11. Akaroa Water Supply

### General Comments

27 submissions were received for the Akaroa water supply.

3 submissions were in support of investing in Akaroa's water supply, 7 submissions opposed the proposal, most feeling that more needs to be done.

17 alternative submissions were on the issue.

## Officer Response

Work is underway to improve the operational efficiency of the drinking water treatment plant supplying Akaroa and Takamatua, and to increase the capacity of the reservoirs, including re-purposing of the old L'Aube Hill reservoir for raw water storage. Two new treated water reservoirs will be built adjacent to the treatment plant.

Improved leak detection across the water supply network and better demand management will assist with summer water shortages in the short term. Rainwater tanks will be addressed through the Bylaw review.

New bores on Banks Peninsula are unlikely to provide a long term solution to drinking water shortages. Previous exploration showed very limited yields from test bores.

More work on reducing inflow and infiltration into the wastewater system will be undertaken to reduce the wastewater flows. Wastewater re-use is an excellent option on the longer term and Council is working with central government to ensure that the regulatory framework would allow this.

## 8.12. Organics Infrastructure

### General Comments

273 submissions were received on the proposal for investment in our organics infrastructure.

215 submitters supported the proposal while 19 opposed, largely due to cost.

39 alternative submissions were received for organics infrastructure, with many discussing the Bromley odour issue.

### Officer Response

The Council has committed to significant redevelopment of the Organics Processing Plant in Bromley. This upgrade will address the long standing issues around odours and also provide the capacity to manage the cities organic waste for years to come. Potential benefits to the upgrade will include capacity constraints allowing for a larger Green bin and greater diversion of organics from landfill. While the cost is significant these upgrades will enable the facility to continue to operate, meeting resident's expectations for waste diversion from landfill. Staff have initiated a review of the delivery of major contracts ahead of their expiry, in this review the contracts for the Materials Recovery Facility and Organics Processing Plant will be assessed to ensure they continue

to meet the needs of our ratepayers and provide good value for money.

## 8.13. Transfer Station Infrastructure

### General Comments

249 submissions were received on the proposal to invest in our transfer station infrastructure.

186 submissions supported the proposal, 15 submissions opposed with many commenting that this is excessive.

48 alternative submissions were, with many comments encouraging education about reducing the waste instead of increasing capacity.

### Officer Response

The Council continues to operate the city's Transfer Stations, offering residents dedicated waste drop-off facilities for a broad range of materials.

Addressing new technologies, the Council remains open to innovative technologies, including Waste to Energy for residual waste, however will continue to focus on reducing waste as a priority. Where alternatives approaches meets both our environmental and process efficiency criteria they will be included in ongoing service options.

Landfill aftercare continues to be an important program of works, with a number of former and at risk landfill being attended to. Council is proactively working on a number of closed landfills in Banks Peninsula and Christchurch to address emerging risks and maintain safe encapsulation of historic sites. This includes maintaining an up to date risk based prioritisation program and regular liaison with Environment Canterbury.

## 8.14. Recycling Infrastructure

### General Comments

328 submissions were received that addressed the proposed investment in our recycling infrastructure.

238 submissions supported, while 23 opposed.

67 alternatives were proposed, with many addressing the need to be able to recycle soft plastics, and encouraging more education about reducing waste.

## Officer Response

Ecocentral Ltd who operate Materials Recovery Facility under contract to Council have secured significant investment from Central Government to upgrade existing plant and equipment to improve the quality and viability of the cities kerbside recycling. The return of a soft plastics takeback scheme provides residents with recycling options for soft plastics not accepted in the kerbside system. To address ongoing contamination the Council continues to deploy its successful bin checking program, with consequences for misuse of the service.

## 8.15. Heritage, Foreshore and Parks

### General Comments

353 submissions were received on our proposed capital investment in heritage, foreshore and parks.

211 submissions supported the proposal, many submitters specifically supported either heritage, foreshore or parks.

42 submissions opposed the proposal. Again many of the submitters singled out either heritage, foreshore or parks, and others seeing this as an unnecessary cost.

100 alternative submissions were received, with many submitters supporting only part of heritage, foreshore and parks (for example supporting heritage, but not foreshore and parks).

## Officer Response

There were a large number of submissions supporting the proposed funding of parks and foreshore activities or requesting further funding. There were a few submitters who requested reduced funding in this area. Some submitters requested more funding of heritage while others wanted reduced expenditure on heritage. A high number of submitters identified specific projects they wanted increased funding for, particularly for native planting and restoration. There were also a number of requests for increased funding for various toilets and playgrounds.

Heritage, Parks and Foreshore are recognised as important activities that contribute to community wellbeing and achieving a number of community outcomes. Expenditure needs to be balanced across all the areas that the Council is responsible for. Renewal and upgrading of park assets is prioritised citywide based largely on condition of the asset and identified community need. New developments are proposed as a result of an approved concept or landscape plan for a park which has been prepared in response to identified community need.

### Godley House

Several submissions requested the former Godley House in Stoddart Point Reserve, Diamond Harbour be replaced with a similar hospitality facility. Godley House for many years provided a central social and meeting venue for the community, but after suffering damage in the 2010/11 earthquakes had to be demolished. The land is classified under the Reserves Act as recreation reserve which does not permit hospitality facilities such as a licensed bar or accommodation. The

Parks Unit and Governance Team have been working closely with the local Residents Association and the Department of Conservation to investigate if there is a possibility of revoking part of the Reserve status to allow a commercial hospitality type of activity. The local community is supportive of the process and staff are continuing discussion with the DoC.

### **The Provincial Chambers**

There were a few submissions requesting restoration of the Provincial Chambers. The Provincial Chambers are being maintained to ensure there is no further deterioration of the buildings. There are on-going discussions on the restoration and future use of the buildings with organisations such as Heritage NZ.

### **Old Municipal Chambers**

One submitter requested restoration of the Old Municipal Chambers. The Council has entered into an agreement with the heritage development company Box 112 to restore former Municipal Chambers.

### **Jones Reserve**

One submitter requested a playground upgrade and provision of a toilet at Jones Reserve. There is no funding or plans for a new toilet at Jones Reserve in Templeton. The Parks Unit can include this reserve for assessment in any future planning to determine if it is a priority for a new toilet. Playground renewals are prioritised based largely on condition assessment. Jones Reserve is not currently programmed for renewal.

### **Mona Vale Bath House**

One submitter requested restoration of the Mona Vale bath house. The Mona Vale Bath House funding in the draft LTP is in FY2029.  
2045 (item 7.1)

### **Toilets and Changing rooms**

The toilet and changing rooms at Diamond Harbour Beach are identified in the approved Stoddart Point Reserve and Coastal Cliffs Reserve Network Diamond Harbour / Te Waipapa Management Plan 2013 to be removed.

### **Dog Control**

One submitter requested more dog accessibility to Purau Beach. The Dog Control Bylaw 2016 has a “Summer Beach Prohibition” for Purau, which means Dogs are prohibited between 1 November and 31 March, 9am and 7pm, to protect swimming and recreation activities (but dog walkers can pass through with a dog on a short leash).

## **8.16. Council Owned Facilities**

## General Comments

138 submissions were received on capital spending on council owned facilities.

60 submissions supported the proposed spending, with many commenting that this is a necessary cost.

23 submissions opposed, largely opposing to the cost.

55 alternative submissions were received, with many specifying or requesting changes to facilities specific facilities.

## Officer Response

Approximately 90 submissions supported Council's commitment to locally focussed community facilities such as community centres and halls but also local libraries, park-facilities and pools. The rationale primarily centred on supporting communities, economic benefits were also mentioned.

Ideas to mitigate long term issues and/or improve service included:

- Maintaining and adapting the existing portfolio before considering new developments.
- Increasing the accessibility for sectors such as the Deaf, the multicultural community and youth.
- Increase user charges or look at alternative ways to fund and operate such as community partnerships.
- Consider the impacts on climate change in facility decision making.

There was some support for new facilities in areas such as Phillipstown, Shirley, Waltham, Hornby, Banks Peninsula, Aranui, Linwood and the East in general. 7 submissions specifically prioritised the development of local facilities over larger metropolitan facilities.

Conversely 15 submissions called for no more facilities and 4 supported facility disposal.

Council proposes to maintain its existing commitment of the provision of community facilities, for example. Council provides 95 community facilities city-wide at a capital value of \$99,811,000 and a proposed annual OPEX cost of \$1,326,704 in FY22. This represents an increase of approximately \$200,000 p.a. in order to ensure Council can maintain existing and new facilities at a level needed to deliver levels of service.

Council commissioned a feasibility study on the development of a facility at **10 Shirley Road** in June 2018. The Study could not justify a facility but recommended the land be retained in Council ownership and a transitional use identified.

In December 2020 Council adopted the Community Facilities Network Plan which acknowledged the current **Phillipstown Community Hub** as part of the Network and supported current discussions with the Hub, Community Board and staff to establish a permanent facility in the area.

*(For more commentary on community facilities pertinent to the submissions received please see the staff response to section **10.9** of this document below.)*

## 9. Changes to the capital programme

### 9.1. Pages Road Bridge Renewal

#### General Comments

5 submissions were received on the Pages Road bridge renewal.

4 submissions supported funding for the project.

1 alternative submissions was received, proposing additional works to be completed at the same time as the Pages Road bridge renewal.

#### Officer comments

The Pages Road Bridge is located on a key lifeline route. It was subject to earthquake damage, which has compromised its life and it is scheduled to be replaced as part of this LTP.

The draft scheme design, which utilises the work already undertaken by SCIRT, seeks to align the bridge with Hawke Street; however, this is subject to the investigation, approvals and design process.

### 9.2. Salisbury & Kilmore Streets

#### General Comments

2 submissions opposing the proposed delay to the Salisbury and Kilmore Streets works were received.

#### Officer Comments

The Central City Project Kilmore Street and Salisbury Street will provide the network transformation of the central city road network in the northern sector, consistent with the multi-modal road user hierarchy and public realm network improvements required by the agreed An Accessible City chapter of the Christchurch Central Recovery Plan. The project proposes to convert Salisbury Street to two-way operation throughout its length between Park Terrace and Barbadoes Street/Cambridge Terrace; and Kilmore Street from Park Terrace to Barbadoes Street. Salisbury Street will function as a Local Distributor for traffic and a key central city east-west cycle route, including a key Public Transport bus route east to west for one street block. Kilmore Street will become a Main Distributor route with a passenger transport focus from Manchester Street to Victoria Street. The project will involve the transformation of all intersections on both streets. Both Salisbury Street and Kilmore Street will have a 50 km/h speed limit.

The length of Kilmore Street between Colombo Street and Durham Street North has been completed and the defects liability period complete.

Staff are undertaking work on the benefits and costs of the proposed Salisbury/Kilmore street conversions from one-way to two-way streets. Given the potential cost and impact of the proposals, staff recommend additional investigative work is undertaken and reported back to Council in the next financial year. The costs of this work are approximately \$100,000. Currently this project is forecast to be delivered in FY29 to FY31.

## 9.3. Sydenham Master Plan

### General Comments

One submission was received about the delay of the Sydenham Master Plan works.

The submission suggested that the budget for these works be bought forward.

### Officer Comments

The timing of Long Term Plan budget allocations reflects current Council suburban regeneration priorities. The Ōtākaro Avon River Corridor funding has been designed and timed to meet the needs of the Ōtākaro Avon River Corridor Regeneration Plan. Deferring this funding in favour of the Sydenham or Ferry Road Master plans would entail a shift in regeneration priorities.

## 9.4. Main Road Master Plan

### Summary

One submission was received on the Main Road Master Plan.

The submission suggests expediting a speed limit reduction through Redcliffs.

### Officer Comments

Safety improvements and speed limit reductions in and around Redcliffs Village are being investigated as part of the Coastal Pathway Moncks Bay section. Other master plan implementations will require capital budget which has been rephased beyond the 10 year period in the draft LTP.

## 9.5. Sumner Master Plan

### Summary

Eight submissions were received on the delay of the remaining Sumner Master Plan works.

Five submissions opposed, all requesting that funding be brought forward.

Three alternative submissions were received, requests for some of the funding to be reallocated to other projects.

## Officer Comments

Approximately \$23 million is allocated to deliver Suburban Centre master plan capital projects in the draft LTP. The timing of LTP budget allocations reflects current Council suburban regeneration priorities. These priorities focus on New Brighton (led via ChristchurchNZ), Linwood Village/Inner City East and various master plan capital projects that are currently underway and require completion.

Projects from the Sumner Village Master Plan are lower priority and approximately \$100k is allocated from 2030/31, including 'P1.3.1' Burgess St shared space. Similarly, any funding for a Sumner Village Green would require reprioritisation of projects within the capital programme.

## 9.6. Ferry Road Master Plan

### Summary

Three submissions were received on the proposed deferral of the Ferry Road Master Plan works.

One submission disagreed with deferring the work. Two alternative submissions were received, which discuss the deferral of part of the plan, and bringing the plan forward.

## Officer Comments

The timing of Long Term Plan budget allocations reflects current Council suburban regeneration priorities and Public Transport-Bus Lane priority work. Budget for Ferry Road Master Plan provides for two current projects to be completed. In addition, LTP item 60293 (Programme – Bus Lane Priority) includes a bus priority project on Ferry Rd (Purple Bus Route) – noting that while bus lanes and signalised bus gates on approach to Aldwins/Ferry/Ensors would improve the streetscape, the business case indicates this is the lowest priority project across that programme. Neighbourhood street renewals are also part of the scheduled maintenance programme.

On the Ōtākaro Avon River Corridor (OARC) funding, this has been designed to meet the needs identified in the OARC Regeneration Plan. This plan underwent extensive public engagement and consultation.

# 10. Capital Programme

## 10.1. Roads

### General Comments

155 submitters commented on capital spend on our roads.

19 submitters supported spending or improvements of roads.

42 submitters opposed roading, with many expressing dissatisfaction with the maintenance or repairs of roads. Others commented that they would prefer less spending on roads, with more focus on encouraging active modes of transport and public transport.

94 alternative submissions were received for roads, mainly specifying roads that require maintenance or repairs.

### Officer Response

#### **Roads Intersection Improvements and Major Interventions**

There are several key intersection improvements in the capital programme mainly related to improving road safety, which is one of the key “pillars” of Council’s published draft Transport Activity Plan, underpinning the new Long Term Plan programme. Council’s overall goal is to achieve at least a 40% reduction in fatal and serious crashes on our local roads by the end of the plan period (i.e. 2031). The draft programme provides for a number of significant safety infrastructure improvements at higher risk intersections. These take a number of forms, from new roundabouts or traffic signals, to improved stop controls or the restriction and rationalisation of some turning movements. The improvements will cater for all modes of transport – and each will be subject to individual consultation with the community over their details as draft proposals are developed. Examples of intersections planned for significant safety works are Cashmere/Worsleys/Hoon Hay (in construction); Springs/Marshs; Greers/Northcote/Sawyers Arms; Pound/Ryans; Belfast /Marshland; Burwood/Mairehau and Hawkins/Hills/Prestons.

#### **Roads maintenance and repairs and upkeep of the asset including footpaths**

Council maintain and improve the condition of our existing roads, footpaths and cycleways, to ensure the smooth running of the transport network and ensure that it can be relied upon for access and is safe. We take a risk based approach to assess and prioritise our work, whether it be planned or reactive, across all of the road infrastructure assets. We carry out work based on consideration of achieving the best outcomes for the whole city in terms of prioritising those works, as well as identifying the optimal time for intervention for asset maintenance or renewal. These assessments take account of the role of an individual road in the city’s road hierarchy (that is how it functions to support the city-wide roading network), with assessments of volume of use, strategic benefit - and importantly, the potential rate of further deterioration leading to safety problems if an intervention is further delayed. Whilst we have thresholds for intervention that pick up faults for repair, customer feedback always helps us speed up our identification of faults

occurring - and hence we place a large focus on scoping customer requests as quickly as we can. The overall transport operational budget for 2021–31 is planned to increase in line with inflation – and as the draft Long Term Plan outlines, Council has made increased financial provision for more than doubling the proportion of the road network we plan to resurface in the first three years of the new Plan period.

### **Roads renewals and resurfacing works**

Residents want us to get the basics right, and have identified the condition of the roads and footpaths around the city as a big concern. Capital spending for this Long Term Plan on roads renewals account for 47 per cent of the entire Transport budget - and consequently we propose spending \$613.6 million on roads, footpaths and road infrastructure renewals over the next 10 years. For the first three years, we'll spend \$18.3 million a year on road resurfacing (asphalt, chip seal and pavement reconstruction) – a total of 5.3 per cent of all our city's roads for re-surfacing, which is more than double the annual rate from previous Long Term Plans. This funding will increase to more than \$20 million a year from the fourth year of the new plan, meaning it would take us 10 years to achieve a state of repair on the city's local roads comparing to the national average, as compared with the previous 20 years.

In addition, funding of \$30 million from the Government's Capital Regeneration Acceleration Facility (CRAF) is earmarked for road and footpath upgrades/renewals, as well as safety and accessibility improvements in five areas of the city most affected by the earthquakes. These include Richmond, New Brighton, Linwood/Woolston/Spreydon/Somerfield, Waltham/Beckenham, and Riccarton.

### **Roads and transport infrastructure improvements**

A number of significant projects and programmes are focussed on area-wide and corridor improvements, to help comprehensively upgrade road carriageway surfaces and drainage, footpaths and provide improved conditions for pedestrians, cyclists and bus users, helping with Council's published Transport Activity Plan goals to help reduce reliance on single occupancy vehicles on our roads. Co-ordination of major corridor works takes place wherever possible alongside three waters Infrastructure renewals and upgrades and with other providers such as Orion. An example of coordination across infrastructure assets, is Council's recently completed comprehensive upgrade of Riccarton Road.

### **Safety improvements on the roads network**

Making the transport network safer to use for everyone is a priority for Council – and is one of three “pillars” of Council's published draft Transport Activity Plan, underpinning the new Long Term Plan programme. Council's overall goal is to achieve at least a 40% reduction in fatal and serious crashes on our local roads by the end of the plan period (i.e. 2031).

We want safe and healthy communities, and for people to get where they want to go safely, whether on foot, in a car, on a bike or scooter, and everything in between.

To help achieve this, we've proposed the most comprehensive programme of safety and speed management works across our transport network, including a programme of safety works at the city's most high-risk sites and intersections. Through those programmes, we will be focusing on protecting pedestrians and cyclists, safer school zones and key intersection improvements. The sites and our overall programme and crash reduction performance will be monitored annually to

gauge the success of the programme, which is strongly supported by Waka Kotahi NZ Transport Agency in representing Council's response to the Road to Zero – the NZ Government's national road safety strategy for the coming decade. Many of the measures to be implemented across the network are low cost interventions such as dedicated right turn against arrows at signalised intersections, better signage, road markings and warning devices, speed tables to lower speeds at some intersections, surface friction improvements and controlled crossing improvements for vulnerable users. International research has proven conclusively that such programmes produce excellent returns in meaningful improvements when implemented through such rolling programmes.

We propose to spend \$308.7 million on this over the next 10 years including \$9.5 million through the Capital Regeneration Acceleration Facility (CRAF) and 'Shovel Ready' programmes. Waka Kotahi NZ Transport Agency has endorsed this programme and will provide a minimum of 51 per cent of the approved funding.

### **Rural roads and Banks Peninsula area**

Following submissions to the draft 2018-28 LTP Council significantly increased unsealed road carriageway (metalling) renewals for Banks Peninsula in the new 2021-31 Draft Long Term Plan, to circa \$1.1M to \$1.5M per annum, an increase from the previous \$0.75M to \$1.1M per annum. Maintaining the condition of the existing rural roads is important to maintain access across the peninsula and ensure the network continues to be safe to use. The need for metalling of unsealed roads (the majority of Council's unsealed roads being located on the peninsula), varies hugely depending on traffic volumes, type of traffic, topography, climatic conditions, etc. Day to day maintenance of unsealed roads generally consists of grading as and when required to remove corrugations and restore the road's profile. This grading only occurs on the sections of road that require it (i.e. often not the whole road). Every time a road is graded a small amount of material is lost through dust or rolling off the side - and the road surface eventually wears down to bedrock, or clay and therefore requires a metal renewal build up to restore the road's structure.

### **An Accessible City improvements**

A key priority for the Council's transport programme in the draft Long Term Plan, is to support the continued delivery of major "anchor" projects critical to the central city's continued regeneration - and as identified in the Central City Recovery Plan of 2012. Major anchor projects under construction and in planning include *Te Pae* (the new Christchurch Convention Centre) north of Cathedral Square, the Metro Sports Facility east of Antigua Street and between Moorhouse Avenue and St Asaph Street; and the continued development of the Performing Arts Precinct development north of Cathedral Square (including a new home for the Court Theatre). In planning and a major influence for ongoing streetscape and transport measures in the central city, are the streets close to the planning Canterbury Multi-Use Arena Located between Madras and Barbadoes Streets). The focus of the early years of the draft programme are to enable good access for pedestrians to and from the heart of the central city and the central bus interchange, to and from the new Arena. Looking further ahead in the Draft Plan period, further street upgrades and access improvements are in planning for the south-eastern corner of the central city, to enable improved access for pedestrians and cyclists within a 15-20 minute travel time. These objectives will help to also meet the plan for increased central city residential development by helping "green streets" and improve access opportunities for walking and cycling.

A further priority for central city transport measures in the coming years, is the need to complete a number of critical missing connections between the central city's network of cycleways and slow streets – and the city-wide major cycleways network.

### **Roads traffic calming and speed reduction**

Council do not currently have a dedicated budget for the implementation of speed reduction and traffic calming measures. Where these measures are implemented it is generally incorporated as part of another project (such as the Major Cycle Routes) or as a safety initiative through our Minor Safety Programme. Sites for traffic calming within the Minor Safety Programme are determined based on the level of crash risk and are prioritised within available funding relative to other safety initiatives.

In the area of Speed Management, Council has over the past few years undertaken a number of Speed Limit Reviews, focussed on identified high risk roads within the network. These generally cover an area accounting for the surrounding road network rather than on a road by road basis. The Government has recently begun consultation on the new Setting of Speed Limits rule, which will further define how speed management planning is to undertaken by road controlling authorities. Council will be making a submission on this consultation.

### **Down Stream Effects Management Plan (St Albans)**

The Christchurch Northern Corridor (CNC) designation conditions outline the requirements of a Downstream Effects Management Plan (DEMP).

As specified within the CNC designation conditions, the Council in response engaged an Independent Expert who submitted his recommendations as part of the Downstream Effects Management Plan (DEMP) report to Council in late 2019.

In summary, the DEMP recommends following three stages of work –

Stage 1 – is high priority / early work, required to be delivered prior to CNC opening (which was in December 2020). This includes capacity improvements on key arterial and collector routes (including intersections) and local improvements to stop “rat-running” traffic through local residential areas. It also recommends safety and efficiency improvements for school children, cyclists and pedestrians.

Stage 2 work is required to be delivered within three years of opening of the CNC (i.e. by the end of 2023). The work primarily includes identifying and mitigating the effects of additional CNC traffic on road users and the community.

Stage 3 projects are required to be delivered within ten years of the CNC opening (i.e. by the end of 2030), but with the majority expected to be delivered from year 3 onwards. The planned and implemented measures will significantly depend upon the outcome of ongoing downstream effects monitoring.

Over the last year, the Council has delivered road improvements as recommended within the DEMP. The monitoring programme (i.e. traffic and environmental) and a bus lane trial on Cranford Street between Innes Road and Berwick Street are currently underway. The on-going traffic monitoring work will therefore help us to understand CNC related traffic changes in local areas and will also assist to develop a targeted interventions to manage any traffic increases appropriately.

### **Parking and EV facilities**

Council has made provision in the draft Long Term Plan for a rolling (annual) programme of additional installation and upgrading of electric vehicle (EV) charging capabilities in its central city

parking buildings and assets. The intent of this programme is to ensure that Council's parking infrastructure is capable of responding to expected changes in the New Zealand vehicle fleet technologies, which are anticipated to accelerate during the LTP period to 2031. Due to the rapid evolution of EV charging technologies, it is challenging for Council to presently be certain precisely how this funding may be best deployed. The only certainty is that the support of EV charging capability in the central city – both in Council's own parking buildings and assets, as well as those privately managed and operated, will be essential to support the expected switch away from petrol and diesel vehicles across New Zealand in the coming Plan period.

### **Major and other cycleway improvements**

Most of the Government's 'shovel-ready' funds over the first three years of the draft Long Term Plan will be used to accelerate the delivery of the Major Cycle Routes programme. Council plans to deliver five of these cycleways by 2024: Rapanui–Shag Rock, Northern Line, Nor'West Arc, South Express and Heathcote Expressway. We will also complete the Coastal Pathway between Ferrymead and Sumner. The delivery of the Wheels to Wings route has also been brought forward to allow construction to start in 2022. The remaining four Major Cycle Routes – Avon-Ōtākaro Route, Ōpāwaho River Route, Wheels to Wings and Southern Lights – will be constructed in stages over the period 2025–2029.

In detail, we propose spending \$211.7 million on all cycling projects/programmes (in addition to \$8.6 million on central city cycleways and \$1.6 million on asset renewals) over the next 10 years. This includes:

- Major Cycle Routes = \$169.5 million. Five of the routes are fully funded, with \$70.6 million in Government 'Shovel-Ready' funding. The remaining projects totalling \$98.9 million in value, are eligible for Waka Kotahi NZ Transport Agency funding support through the National Land Transport Fund.
- Further work on the Coastal Pathway is valued at \$12.7 million, and is fully funded through Government 'shovel-ready' funds.
- Local cycle network and connections = \$29.4 million, which are again eligible for seeking Waka Kotahi NZ Transport Agency funding support.

### **Roads improvements land use growth related**

To meet the needs of new land development and subdivisions, we're proposing a growth programme, which includes \$38.4 million of intersection and corridor improvements over the next 10 years. Not all areas of growth can be dealt with immediately as we rely on the developers of new subdivisions to upgrade their land area roads frontage onto the existing often rural type roads. This means that there can be gaps in the network for pedestrian paths and kerb and channel in places between developments which is unavoidable.

### **Waka Kotahi - NZ Transport Agency assets**

Several roads have been named in Draft Long Term Plan submissions that refer to the State Highway Network which is managed by the Government through Waka Kotahi, the New Zealand Transport Agency, who maintain and improve these assets. Any improvements that have effects also on the local road network managed by Council are typically planned and assessed through a business case basis, and under a partnership philosophy with Council, to ensure the road networks are fully integrated and function as one network. Waka Kotahi NZ Transport Agency have their own Long Term Plan improvement programme to deal with those State Highway focussed issues. There therefore is no direct funding in the Council Long Term Plan for any works on the State Highways within the city boundary.

### **Summit Road reopening**

Mention has been made for the need to reopen Summit Road, which has been closed following the Canterbury Earthquake sequence, due to a section of road near Mount Cavendish being badly damaged through rock fall and retaining wall failure. The road corridor remains at a high risk of failure. There has been feedback from the community and users of the many walking tracks and cyclists, that the closure of the road has eliminated a lot of traffic issues and poor behaviours,

making the Summit Road a safer place for all road users. There is no current funding in the Long Term Plan to rebuild the road.

### **Lighting and LED lights**

The lights that have previously been used to light our streets were inefficient compared to the modern LED lighting now being installed. When all street lights in the city have been upgraded to LED, in 2021, the Council will save more than \$1.5 million each year. The completed upgrade will see Christchurch reduce carbon emissions by approximately 1500 tonnes per year.

The neutral white light gives increased colour rendering providing greater clarity for a safer transport environment. LEDs provide a very directional source of light reducing wasted light spilling into adjacent properties and into the night sky. A centrally controlled system allows for lights to be dimmed when demand is low creating additional opportunities for increasing efficiencies.

Faults will be picked up immediately by the centrally controlled system. A greater lifespan of the lights reduces maintenance costs and reduces disposal waste, positively impacting on the environment. Disposed LED lights also contain no hazardous elements to manage, unlike the lights they are replacing.

With the old lights a lot of light was wasted to the surrounds, such as adjacent properties, trees, and into the night sky. To meet the requirements of the road lighting standards the old lights had much higher light output to compensate for the wasted light. The new LED street lights direct all the light in the downward direction and reduce light spill into adjacent properties. Some may perceive that the street appears darker than before, however this is due to the reduced light spill into trees and adjacent properties. The new lighting illuminates the road and paths to the same or better standard while considerably reducing the amount of artificial light going into the environment.

Excessive amounts of light pollution have been shown to impact upon the natural patterns of wildlife. The upgrade to modern LEDs will see a reduction in the levels of light produced by street lighting. LED lighting is more directional than existing lighting in Christchurch creating less spill and upward waste light. The Council has opted to reduce upward spill light to less than the 1% currently accepted by the NZTA. In the majority of cases zero is being achieved. The Council is currently supporting a study by NIWA Taihoro Nukurangi in the Christchurch area to get real data on the effects of various LED lighting on insect population. Council will be using the results from the study to better inform the lighting used in known environmentally sensitive areas. Council will further reduce the quantity of light being placed in the environment by dimming lights at times of low demand.

The Council has followed industry recognised safety standards to provide safe roads and pedestrian environments. NZ Transport Agency state *“The LED lights we most often use are 4000K (a neutral white light) as current research into light and road safety indicates this is the best and safest colour temperature for object recognition for drivers and pedestrians”*. 4000K lighting is more efficient than 3000K and so it maximises the reduction in power consumption, reducing the overall carbon usage by 1500 tonnes per year once all lighting has been upgraded.

### **Coastal threats to the roads infrastructure**

Coastal erosion from tides, wind driven wave action have been raised and this is a particular concern on Banks Peninsula where roads are close to the harbours and in many cases the only road into the small settlements and bays. There is no specific funding in the Transport Plan for coastal erosion measures to protect adjoining roads.

### **Richmond**

Council staff are aware of the remaining streets that the community would like to see renewed. These streets form the basis of the CRAF work that will be undertaken in Richmond, subject to available budget. Council staff have an ongoing working relationship with the Richmond Residents' and Business Association to address issues and concerns of the community.

### **Condition of Streets in Mairehau**

Council staff have taken on board concerns raised by residents in the Mairehau area regarding condition issues. There is currently no budget identified for this and it will need to be included within programme planning and prioritisation.

### **CNC Monitoring**

Council is continuing to monitor traffic in the area and is developing a wider plan to address traffic issues. All trials have been put on hold currently pending the development of the wider plan. Trials were undertaken on Francis Ave and Thames St to manage traffic and speed issues, but the impact on the surrounding streets was unacceptable and Council are now reassessing the available options.

### **Vegetation**

The Council follows the requirements outlined in the Electricity (Hazards from Trees) Regulations 2003 for the maintenance and management of vegetation along transport corridors. Council staff are working with Orion to better programme the ongoing maintenance and management of vegetation potentially in conflict with utilities.

### **Drainage – Cooptown to Barrys Bay**

The road from Cooptown to Barrys Bay is part of the State Highway network, and therefore the responsibility of Waka Kotahi – NZ Transport Agency.

### **40km/h speed limit through Redcliffs**

Staff are looking at speed limits within Redcliffs Village, as part of planned improvements to the existing section of coastal pathway from Beachville Road/Main Road to Tram Stop. As part of this investigation, Council staff are investigating the appropriateness of area wide speed limits in the next financial year; however, there is no LTP budget available to carry out extensive physical works if recommended.

### **Amyes Road / Shands Road / Goulding Ave intersections**

Council staff have taken on board concerns raised by residents in the Hornby area regarding drainage issues. There is currently no budget identified for this and it will need to be included within programme planning and prioritisation.

### **Pigeon Bay Seawall**

The Council has no funding currently allocated to address the issue raised for Pigeon Bay. There are currently maintenance works being undertaken on the seawall in Holmes Bay Road, just to the north.

Coastal erosion from tides, wind driven wave action have been raised and this is a particular concern on Banks Peninsula where roads are close to the harbours and in many cases the only road into the small settlements and bays. There is no specific funding in the Transport Plan for coastal erosion measures to protect adjoining roads.

### **Marine Parade and New Brighton Road**

The reconstruction of Marine Parade was removed following the Canterbury Earthquake sequence due to higher priorities, and the dish channel remains on the residential side of the road. However the road has recently been resealed and therefore is in good overall condition. New Brighton Road has been resealed and there remain some drainage issues. There will be further consideration of the road alignment with the stop bank locations. Pages Road Bridge replacement will be fully integrated with all transport modes with priority to the New Brighton area and town centre.

### **Koukourarata Takiwa**

Transport staff have commenced liaison with Koukourarata on the specific issues within the Koukourarata Takiwa that relate to roads access and legal paper roads.

### **Diamond Harbour Speed Reduction**

Hunters Road and Diamond Harbour Primary School has seen the speed reduced on the narrow section of road above the school to 40 km/h and there are road gated school signs before the school. The Government has recently begun consultation on the new Setting of Speed Limits rule, which will further define how speed management planning is to undertaken by road controlling authorities including outside schools. Council will be making a submission on this consultation.

### **Bradshaw Terrace**

Bradshaw Terrace is in reasonable condition and was reprioritised following the Canterbury Earthquakes sequence as many roads were in far worse condition. However, the road surface is programmed for pavement renewal and kerbs repair for the 22/23 Financial Year.

### **Head to Head Walkway/Inner Harbour Road Improvement**

Inner Harbour Road Improvement (Lyttelton to Diamond Harbour) (CPMS iD #245) is a delivery programme of road safety improvements. Sites are prioritised using road safety assessments along the Lyttelton-Diamond Harbour route and individual work sites within that prioritised by ranking on safety risk reduction, cost, procurement and construction packaging considerations.

Sites identified in the Orton Bradley Park and Paradise Beach area rank in the bottom 20% of safety improvement priorities and are planned for delivery for the later years of budget funding. Funding in the current LTP ends in FY23 and cannot not cover all identified safety works. Council staff are working in conjunction with the community on both the Inner Harbour Road Improvement and Head to Head Walkway Projects. The priorities for Inner Harbour Road improvement need to be reviewed in light of the prioritisation of the Koukourarata takiwa.

## 10.2. Major Cycleways & Cycle Lanes

### General Comments

307 submitters commented on major cycleways and cycle lanes.

136 supported the proposed spend on major cycleways and cycle lanes.

97 opposed spending on the cycleways and cycle lanes, many commenting that this was excessive, and that the cycleways and cycle lanes create unsafe roads.

74 alternative submissions were received for major cycleways and cycle lanes. This was a mixture of comments requesting cycleways or cycle lanes for specific areas of the city, and others suggesting that even more should be spent on cycleways and cycle lanes.

### Officer Response

As part of its strategic direction, the Council is investing in changes that provide its community with sustainable and equitable transport options for all users now and into the future. One of these changes involves creating ways to make it easier for people to be able to choose to cycle for transport.

A significant effort is being made by the Council to improve cycling, through construction of safer and more encouraging environments, to provide residents with attractive options to use cycling for everyday transport needs. To this end, the Council has constructed a number of Major Cycle Routes over the last few years using a number of different construction and street layouts. These are all aimed at providing safer, more convenient, comfortable, and attractive routes for people to cycle more.

The Major Cycle Routes have been a key transport initiative of the Council for a number of years and seven of the thirteen planned routes are now open or partially open. Despite not being fully completed, the benefits of the routes are already evident with thousands more people feeling that cycling is a safe and attractive mode of transport. Along the completed routes, the numbers of people cycling are increasing 9%-13% per year.

Not only the Council, but also regional and central government, acknowledge the significance of the Major Cycle Route programme through numerous plans and strategies, and through support in financial investment by central government. By virtue of being a network, rather than a collection

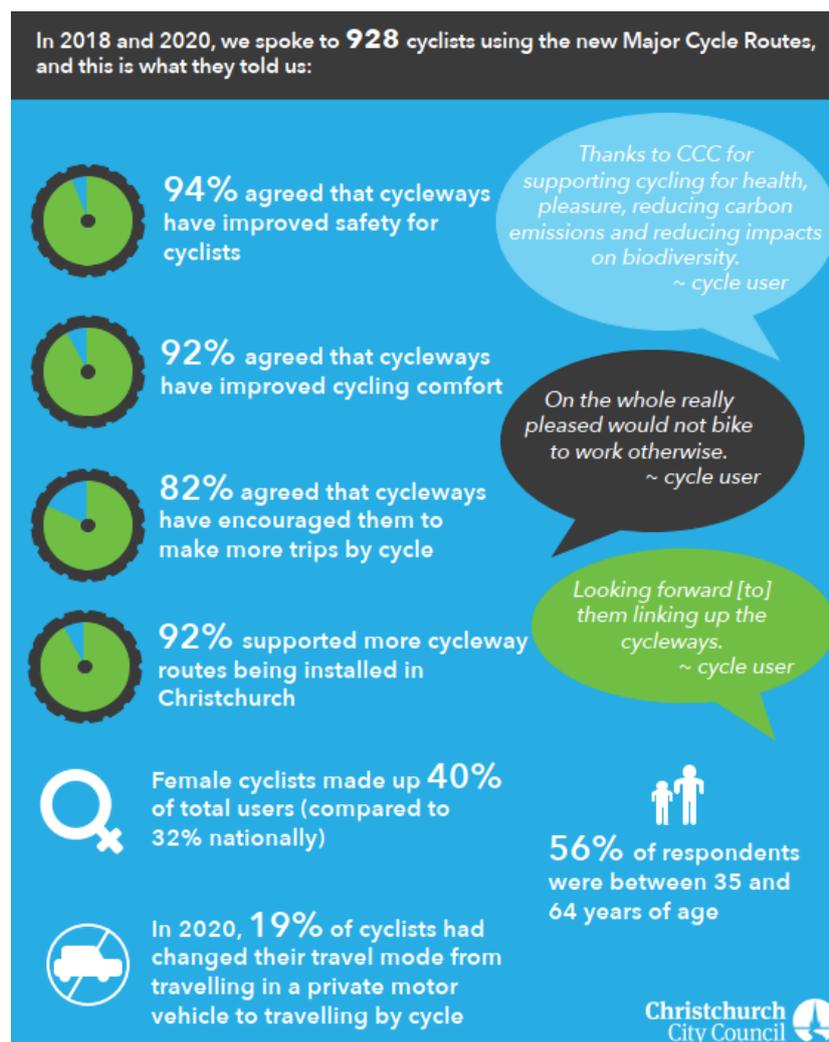
of standalone projects, the benefits are not simply a sum of their component parts, but instead multiply with each completed section.

The benefits are manifold when people choose to cycle over taking private vehicles and most of the benefits accrue to the city as a whole rather than the individual. Examples include:

- Increased population health
- Fewer emissions and noise pollution
- Reduced wear and tear on the roads, saving operating and maintenance costs
- Less congestion and localised traffic
- More liveable communities
- Less demand for parking, particularly in the CBD where land is scarce and expensive.

The benefits to individuals and the wider community through better health, reduced pollution, community severance, and congestion is widely recognised.

Two surveys have been undertaken (in 2018 and 2020) to gauge feedback on the completed Major Cycle Routes. A summary is included below:



The 13 Major Cycle Routes cover a large proportion of the city; however, the Council is investigating the potential for other cycle routes to connect the north-east and east of the city, as well as the north-west, and how those options connect with key recreational, educational and health facilities.

In addition to the Major Cycle Route programme, the Council is also investing in cycle facilities and infrastructure to connect people between the major routes, key suburban centres, and activity centres, as well as the CBD, and in and around schools and educational facilities. This investment includes cycle facilities, cycle wayfinding signage, and ongoing support for cycle education, such as through the Cycle Safety programme delivered in schools.

The current draft Long Term Plan lists the cycle connections and local cycle network programmes within the latter half of the 2021-2031 period. The programme priorities focus on improving safety and riding numbers and extends to cover all quarters of the wider city. These include many improvements listed in the Northern and Eastern sectors of the city. Notably there are several projects listed for earlier years including provision of an additional safe rail way crossing for cyclists and pedestrians servicing new growth residential areas around Belfast and providing local cycle connections further into the community around the railway cycle paths northern extensions. In addition to the physical provisions proposed for improving cycling the recent changes to the national policies around posted road speeds has significant potential to improve provision for cycling in and around the whole of Christchurch. Already many streets and local areas are posted with more appropriate speeds that are making the streets safer and more conducive for active transport.

### **Maintenance**

Council's maintenance works, both day to day and renewals (capital), are delivered according to need, and are applied consistently across our whole network. Council aims to achieve the best for the City, across all its users, and across all modes. To determine this need, both the number of these users, the function that the road/footpath/cycleway serves, and the likelihood and consequence of failure are key determinants to ensure Council allocates its funds to where it achieves the most benefit.

Whilst the Council is increasing the overall length of network that it undertakes maintenance on, it also needs to ensure that the work done also focuses on achieving the expected improvements in ride quality for all users. Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

### **Shovel Ready Projects**

Council has received \$71.5 million of Crown funded "shovel-ready" funding to complete five Major Cycle Routes. They are:

- The 12km Nor'West Arc cycleway – connecting Cashmere to the University, and Papanui.
- The 15km Southern Express cycleway – connecting Templeton, Hornby, Riccarton and the city centre.
- Rapanui cycleway – connecting the Coastal Pathway to Linwood and the city centre.
- The Northern Line pathway – connecting Belfast to South Hagley Park and the CBD.
- Heathcote Expressway – extend the existing cycleway from the Tannery in Woolston to Ferrymead Historic Park and Heathcote

Work on the Rapanui-Shag Rock, Heathcote Expressway, and Northern Line would not have started until at least 2022 without the shovel-ready funding.

Conditions for the shovel-ready funding requires construction to start within 12 months of the award of funding and report regularly back to the Crown via Otakaro Ltd.

### **Lyttelton/Banks Peninsula Cycle Routes & Facilities**

There are currently no planned specific cycle routes or facilities in the LTP for the Banks Peninsula area. However, under existing projects, works are being incorporated into designs to support safer cycling. In addition a speed limit review is being undertaken by Council staff, and the outcome of consultation on this review will be reported to the Community Board shortly.

### **Estuary Bridge**

There are no current plans to implement a cycle / pedestrian bridge from Southshore to Moncks Bay allowing a continuous cycle / pedestrian route around the Estuary Edge.

## **10.3. Footpaths**

### **General Comments**

37 submitters commented on footpaths.

4 submitters supported footpaths.

4 submitters opposed footpaths, raising concerns over maintenance and repairs.

29 alternative submissions were received, many regarding specific locations where footpaths are needed or where footpath maintenance is required. There was also some opposition for sharing footpaths with cyclists due to safety concerns.

### **Officer Response**

#### **New Footpaths**

Subdivision developments are required to deliver 1.5m wide footpaths built to Council's Infrastructure Design Standards. There is currently no standalone programme or project in the LTP to construct new footpaths along established roads. There are funds available under the CPMS ID #165 Subdivisions (Transport Infrastructure) Programme, which provides funds for completion of footpaths and other transport infrastructure with new subdivisions. The Council does not currently fund the connection between new footpaths in subdivisions to its existing footpath network.

The Council has no plans or associated budget to construct new footpaths in the Birdlings Flat area.

#### **Footpath Renewals**

Condition assessments are primarily based on visual inspections quantifying the length of damaged asset for prioritisation of renewal. Additional factors included in the consideration of footpath condition assessment include risk factors associated with:

- Medical facilities (i.e. doctors, hospital, pharmacy, physiotherapy, chiropractic, vet, dentist, etc.) where people would be associated with rushed access to a medical facility or where access needs to be focused on mobility with low risk of injury
- Retirement / aged care facilities (due to mobility issues and risk of injury recovery)
- Primary schools or kindergartens (due to young individuals that may still not be aware of risks in the immediate surrounding environment but likely with minor supervision and guidance leading to a high risk of injury and consequence).

General condition factors such as trip risk (defined by NZTA Pedestrian Planning Guide, section 14.6) and cracking are considered from a maintenance renewal perspective. General usage or condition is considered in all remaining situations, such as typical residential areas, shopping areas, other educational facility areas, presence of alternate transport modes, and tree root faults. The proposed level of funding should maintain the existing network and prevent further overall deterioration. Additional funding would be needed to make a significant improvement to remove the current backlog of footpath renewal requirements. Overall funding across the ten years of the LTP increases the planned level of investment.

### **Shared Paths**

Shared paths (where pedestrians and cyclists share a single path) are utilised in certain design conditions where the Cycle Design Guidelines standards are able to be met. Council requires a minimum of 2.5m wide shared paths under the Council's Infrastructure Design Standards.

### **Street Lighting**

The lights that have previously been used to light our streets were inefficient compared to the modern LED lighting now being installed. When all street lights in the city have been upgraded to LED, in 2021, the Council will save more than \$1.5 million each year in energy costs. The completed upgrade will see Christchurch reduce carbon emissions by approximately 1500 tonnes per year.

The neutral white light gives increased colour rendering providing greater clarity for a safer transport environment. LEDs provide a very directional source of light reducing wasted light spilling into adjacent properties and into the night sky. A centrally controlled system allows for lights to be dimmed when demand is low creating additional opportunities for increasing efficiencies.

Faults are picked up immediately by the centrally controlled system. A greater lifespan of the lights reduces maintenance costs and reduces disposal waste, positively impacting on the environment. Disposed LED lights also contain no hazardous elements to manage, unlike the lights they are replacing.

With the old lights a lot of light was wasted to the surrounds, such as adjacent properties, trees, and into the night sky. To meet the requirements of the road lighting standards the old lights had much higher light output to compensate for the wasted light.

The new LED street lights direct all the light in the downward direction and reduce light spill into adjacent properties. Some may perceive that the street appears darker than before, however this is due to the reduced light spill into trees and adjacent properties. The new lighting illuminates the road and paths to the same or better standard while considerably reducing the amount of artificial light going into the environment.

Excessive amounts of light pollution have been shown to impact upon the natural patterns of wildlife. The upgrade to modern LEDs will see a reduction in the levels of light produced by street lighting. LED lighting is more directional than existing lighting in Christchurch creating less spill and upward waste light. The Council has opted to reduce upward spill light to less than the 1% currently accepted by the NZTA. In the majority of cases zero is being achieved. The Council is currently supporting a study by NIWA Taihoro Nukurangi in the Christchurch area to get real data on the effects of various LED lighting on insect population. Council will be using the results from the study to better inform the lighting used in known environmentally sensitive areas. Council will further reduce the quantity of light being placed in the environment by dimming lights at times of low demand.

The Council has followed industry recognised safety standards to provide safe roads and pedestrian environments. NZ Transport Agency state “The LED lights we most often use are 4000K (a neutral white light) as current research into light and road safety indicates this is the best and safest colour temperature for object recognition for drivers and pedestrians”. 4000K lighting is more efficient than 3000K and so it maximises the reduction in power consumption, reducing the overall carbon usage by 1500 tonnes per year once all lighting has been upgraded.

#### **Condell Avenue**

The condition of the dish channel along Condell Avenue has been assessed by Council staff and is on the list for renewal. It has not progressed since it was initially identified in 2011 due to prioritisation against the wider programme of street renewals.

## 10.4. Public Transport Infrastructure

### General Comments

93 submissions were received on public transport infrastructure.

44 supported investment in public transport infrastructure, with many commenting that this should be a priority.

9 opposed investment in public transport infrastructure.

40 alternative submissions were received, mainly commenting that more should be spent on public transport infrastructure, or specific areas where infrastructure needs improvement.

## Officer Response

### **Free Bus Fares, Painting of Buses**

Environment Canterbury (ECan) is the lead agency responsible for the funding, planning, operations and procurement of public transport services across the Canterbury region. ECan works closely with the Council and our neighbouring Councils (Selwyn District Council, Waimakariri District Council), who are in turn responsible for providing the public with the public transport infrastructure (including bus shelters and bus stops, bus lanes, the Central Interchange), in order to support those services. Co-ordination is achieved in greater Christchurch through a Public Transport Joint Committee, which includes representatives of the Council. Therefore, issues such as individual bus fleet operations, liveries, routes, frequency, timetables and the setting of fares are matters for ECan, through their procurement and performance management of the individual bus service providers.

### **Mass Rapid Transit (MRT)**

The Greater Christchurch Partnership Committee, which is comprised of the Council, ECan, and neighbouring authorities, is currently investigating broad MRT scenarios, and what part, if any, such systems might play in the population, economic and employment growth of the sub-region in the coming decades. This work is taking place alongside other initiatives to improve existing bus-based services across Greater Christchurch, which themselves feature in the Regional Public Transport Plan (ECan) and the individual Long Term Plans of the regional partners. At present, there is no funding in the Council's draft Long Term Plan for the implementation of Mass Rapid Transit, with the current business case work yet to establish what investment is likely to be required within the next ten years of the draft Long Term Plan.

### **Investment in PT System, Reliability, Increased Frequency, Patronage Growth**

A business case that supports investment in improvements to largely bus-based public transport services across the city was endorsed by the Council in December 2020. The majority of recommendations from the business case are included within the Council's draft LTP, and amounts to \$96.7 million to improve public transport infrastructure and facilities across the city. Improving journey time and reliability of public transport services relative to private vehicles is one of the three key objectives of this planned investment. This includes providing integration of real time information on buses and the traffic signal network to provide priority to buses if behind schedule, provide bus priority lanes, and with improved bus frequency provided on those corridors. These combined measures are expected to improve the travel time reliability of bus services across the city, especially on the busiest core corridors. The business case specifically recommends an increase in bus frequency on city-wide core routes. Increased bus frequency will increase the passenger capacity of those routes, along with reducing overall travel times due to less waiting time at bus stops, in turn improving reliability for passengers. Environment Canterbury, as the lead agency for commissioning and managing the bus services, will be responsible for service procurement. The business case estimates a growth in patronage to 20 million boardings per year by 2028 – an increase of 44%.

### **Real Time Information at Bus Stops**

The current Public Transport Real Time Information (RTI) system that provides traveller information to bus passengers is jointly managed by the Council and Environment Canterbury. Environment Canterbury is responsible for the Interchange technology and the "on board"

technology on the individual buses. Council is responsible for the on-street infrastructure assets, commonly referred to as Bus Finders.

The RTI technology and infrastructure familiar across the city's busier bus stops is at the end of its life, and at risk of significant failure. Council and Environment Canterbury have therefore collaborated to investigate replacement options to both meet Christchurch's public transport requirements now and into the future with the anticipated growth of services.

This work is substantially underway, and the new system is likely to begin to appear on the street around the middle of this year.

### **Park and Ride**

A business case that supports investment in Public Transport was endorsed by the Council in December 2020. The majority of the recommendations from the business case are included within the Council's draft Long Term Plan, and includes \$96.7 million to improve public transport infrastructure and facilities across the city.

However, Park and Ride facilities have not been identified as a cost effective measure to improve bus patronage across greater Christchurch as a whole, compared with other alternatives, such as increasing bus frequency, improvements to bus priority and improvements to bus stop infrastructure. Park and ride facilities were recommended in the Selwyn District and Waimakariri District Long Term Plans, which is a matter for the Selwyn and Waimakariri Districts. This promotes people to park and ride near where they live compared to driving most of their journey and taking the last couple of kilometres on public transport.

### **Lincoln Road and Halswell Road PT Priority**

Public transport improvements on Lincoln Road are a priority in the Council's draft Long Term Plan, and a significant portion of the corridor upgrade is planned for completion in 2023/2024. This work aligns with the Waka Kotahi – NZ Transport Agency planned bus priority improvements on Halswell Road from Dunbars Road to Curletts Road, which is part of the State Highway network in that section of the corridor. These projects support public transport business case recommendations of increasing bus frequency on this increasingly busy and important bus route to the growing south-west Christchurch and Halswell area.

### **Bus Lane Enforcement**

Additional operational funding for bus lane enforcement is unbudgeted in the draft Long Term Plan.

However, new fixed camera enforcement technology is being deployed on Riccarton Road. Installing fixed camera enforcement is an option as part of future planned bus priority improvements, provided the additional operational resources required to process infringements can be aligned with future operational budgets.

### **Trams**

Council has a programme of regular maintenance of tram shelters, to ensure the ongoing operation of the tram in the central city. Day to day operations for the tram are undertaken by Christchurch Tramways Limited. Council has a project to extend the tram route into the SALT district in late 2021.

### **Diamond Harbour Ferry**

The Diamond Harbour ferry is operated by Black Cat Cruises. This forms part of the wider Christchurch public transport network. The journey time is around eight minutes with greater frequency throughout the day. In combination with buses from Lyttelton to downtown Christchurch, this allows residents of Diamond Harbour to commute to the city.

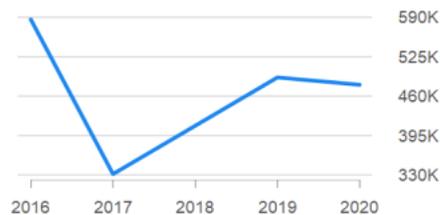
The Diamond Harbour Wharf renewal project (CPMS ID #54276) is underway to provide a fully accessible ferry service.

### Accessibility to PT

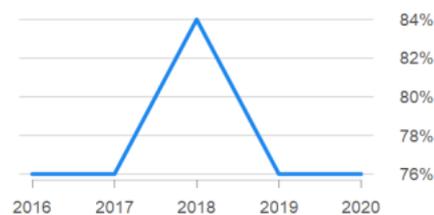
ECan is responsible for the route selection and alignment. Council has an effect on the location of bus stops. Moving stops and adding new stops affects the serviced community and the percentage within 500m of a bus stop.

#### Community Served

Population of serviced community



% population within 500m of a bus stop



## 10.5. Car Parking

### General Comments

17 submitters commented on capital spending on car parking.

2 submitters supported car parking, requesting more car parks.

1 opposed investment in car parking.

14 alternative submissions were received for car parking, with some emphasising the need for a hospital carpark, while others comment on the need for more car parking in general.

### Officer Response

Council regularly reviews the use of central city on-street and off-street parking to ensure that the demand is met by an appropriate level of supply. To support this, the Council has a wayfinding project underway, which seeks to implement advanced directional signage to direct people around the CBD to the nearest available parking facility for their needs.

The Council is aware of the demand for parking in and around the Christchurch Hospital. The Ministry of Health has accepted responsibility for providing car parking for staff and patients. The CDHB is taking the lead on planning and delivery of this, and will work in conjunction with Council on the design of an outcome.

The District Plan provides minimum standards for off-street parking requirements for businesses, including suburban malls. The Council does not provide on-street residents only parking in the suburbs, such as Riccarton, under its Suburban Parking Policy.

Council is currently working on the Central City Parking Policy, which has been out for community consultation and feedback. This policy is being presented to the Council for a decision in May 2021. Council will investigate and provide disability parking spaces where required. There is no

blanket policy for disability parking across the city, as different mobility needs require different outcomes, and therefore it is more effective to look at each request on a case by case basis to meet the specific needs of the situation.

The Belfast Rugby Club car park is not currently on the Council's schedule for maintenance repairs. Council staff will investigate the current asset condition of the car park and where it sits in terms of priority for repair and maintenance.

Council staff are aware that at peak times there is some traffic congestion at Takamatua Bay, and that demand for convenient parking may exceed supply during these periods. There are currently no plans to provide additional parking spaces, despite the significant amount of road reserve in the immediate area. In order to create the amount of desired parking spaces, capital works are required due to the challenging topography and proximity to the coastline. There is currently no provision for capital spending on this issue in the LTP.

Council staff have investigated access to and parking availability for the Diamond Harbour Ferry. The Community Board has approved some unrestricted and time-restricted parking by the wharf, as well as Park and Ride spaces and unrestricted parking at the Stoddart Point car park. This project is currently being implemented.

## 10.6. Water Supply

### General Comments

37 submitters commented on water supply.

14 submissions supported water supply, commenting that this is a priority, and many adding that the chlorine needs to be removed from water.

6 submissions opposed spending on water supply infrastructure.

17 alternative submissions were received, most of which comment on specific concerns about water supply.

### Officer Response

A number of submissions support and none oppose the overall proposed capital programme for water supply. Many link improvements in our infrastructure to the removal of chlorine from the water supply and support the Council's intention to apply for an exemption should residual disinfection become a mandatory statutory requirement. One has called for UV disinfection to be rolled out across the city.

There is support for water supply improvements on Banks Peninsula including Duvauchelle, Okains Bay and Koukourārata / Port Levy.

One submission considers that Council has not adequately considered source water protection, particularly from nitrates.

Council is committed to providing a drinking water supply that complies with the Drinking Water Standards for New Zealand 2005 (revised 2018) and has therefore adopted the principles of water safety planning which promotes a multi-barrier approach to manage water safety risks, whilst supporting continuous improvement of its water supply systems. The draft Infrastructure Strategy indicates the spending of \$360 million on infrastructure and outlines opportunities for continuous improvement, including the establishment of water supply zones, renewal of water reticulation pipes, repairs and renewals to reservoirs and suction tanks, backflow prevention, continuous water quality monitoring, high speed pressure and acoustic sensors and smart water meters.

Whilst the above areas of improvement will certainly support a safe and secure water supply, they are also essential elements for improved asset management, operations management and sustainability, ensuring a best value approach to the water supply services delivered by Council.

Both chlorine and ultraviolet (UV) light disinfection are used to ensure the safety of drinking water. UV disinfection will kill any bacteria in the water at the point of treatment and has been installed at Main Pumps (Colombo Street) where security from surface contamination cannot be guaranteed because of the very shallow wells (no deeper aquifers are available in this part of the city). Chlorine is being used to ensure the safety of water at risk from backflow across the network and/or contamination at one or more reservoirs. Following chlorine treatment there is a residual concentration of chlorine in the water that provides protection from the point of treatment, through the network, all the way to the consumer's tap.

Council is also aware of the potential for contamination of our aquifers with nitrate and we are working closely with Environment Canterbury on source water protection. We are investing in our groundwater models and have submitted on the Land and Water Regional Plan which manages discharges of nitrate from land-use north of the Waimakariri River.

Council is conducting a needs assessment for both water supply and wastewater across the district and particularly for small communities on Bank Peninsula. We will work with Te Rūnanga o Koukourārata to consider plausible solutions including alternative technologies. We also have work underway to ensure an adequate supply of water to Lyttelton particularly during peak summer demand periods.

## 10.7. Wastewater

### General Comments

42 submitters commented on our proposed spend on wastewater.

9 submissions supported the proposed spend, 13 opposed. Many of these were in regards to Akaroa wastewater.

20 alternative submissions were received regarding wastewater, many commenting on the need to replace old pipes. Submissions also commented on the need for more funding to address Akaroa wastewater.

### Officer Response

Seven submissions support and none oppose the overall proposed capital programme for wastewater infrastructure works. Specific projects submitters supported and want retained include:

- Riccarton Interceptor - Upper Riccarton and the Avonhead Road Wastewater Main Upgrade
- Somerfield pump station and pressure main
- Eastern Terrace wastewater main upgrade
- Renewal of aged pipes
- Projects to reduce wet and dry weather overflows
- Diamond Harbour wastewater mains renewals

Two submissions opposing increased overflow numbers could also be included as supportive of the proposed capital programme for wastewater infrastructure works. Works in the proposed capital programme will renew poor condition infrastructure that generate overflows, but a short-term increase in overflows will occur as the projects catch-up to the backlog of renewals requirements.

Sixteen submissions oppose the proposed budgets for Inflow and Infiltration (I&I) reduction with fourteen of these submissions requesting increased budget for project 62349 to enable an 80% I&I reduction in the Akaroa wastewater catchment as recommended by the Akaroa Wastewater Hearings Panel. Thirteen of these fourteen request deferral of Akaroa wastewater treatment plant upgrades until I&I reductions are complete.

Wastewater reuse is a contested issue with three submissions in support, two opposing and eleven requesting an alternative. Supporting submissions highlight the benefits of developing native habitat and the potential for nutrient recovery. Opposing submissions list cost and the potential for inner harbour pollution. Alternative submissions all relate to the Akaroa wastewater treatment plant upgrade and desire domestic reuse of treated wastewater from the new treatment plant either through a purple pipe scheme for non-potable reuse or treatment to drinking water quality and reuse to reduce pressure on water sources.

Other issues raised include biogas production, wastewater heat recovery, dump stations for caravans and campervans (NZMCA), and planning for sea level rise.

Wastewater works are included at programme level with the specific individual projects identified and prioritised through the Asset Assessment and Intervention Framework (AAIF) tools. Under AAIF the individual projects where pipes with the highest risk as determined by the likelihood and consequences of failure will be carried out first. Increased age and/or decreased condition indicate a higher likelihood of failure while the potential for overflows to sensitive areas increases consequences so AAIF project prioritisation will provide renewal of aged pipes and overflow reductions.

Regarding Diamond Harbour the worst area was in Whero Avenue where the gravity sewer serving 17 properties was recently replaced with pressure sewer systems. It is likely that further renewals of old gravity lines will use this method in Diamond Harbour, as there is a lot of disruption with gravity renewal with gravity pipe when these pipes traverse private property. The submitter can be assured that some of the pipe renewal funding will be spent in Diamond Harbour.

Inflow and infiltration reduction is important and will continue to be undertaken across the network. However getting an 80 percent reduction In Akaroa would be extremely difficult and the

most costly method of creating capacity. Given the difficulty of identifying points I&I enter the network it may not be possible to complete these works before resource consent for the existing wastewater treatment plant expires.

The biogas facilities at Bromley are being upgraded and we have mapped the potential for heat exchange from our network. We agree that Christchurch is poorly serviced for dump stations and provision should be made in the LTP for the installation of two sites at \$25,000 each on the condition that co-funding is forthcoming from NZMCA. These would be in FY 23 and FY 24 to enable time for identifying the best location and consulting with the local community.

Sea level rise is taken into account in our infrastructure planning and the Bromley wastewater treatment plant is located on a sand ridge which is some 8 metres above mean sea level. In time the banks of the ponds facing the estuary will need armouring against storm surge.

## 10.8. Stormwater & Land Drainage

### General Comments

36 submitters commented on stormwater and land drainage investment.

18 submitters supported the proposed spend.

18 alternative submissions were received for stormwater and land drainage, with comments regarding flooding, and specific areas of concern

### Officer Response

There is strong support for ongoing Council funding for stormwater and waterways management activities and the 'green infrastructure approach' which address flooding and improves the health of our waterways. This includes:

- the programmes in the Opawaho/Heathcote, Puharakekenui/Styx and Otakaro/Avon River catchments (with the latter support noting the initiatives in the Otakaro Avon River Corridor)
- the erosion prevention planting programme for hillside and other waterways
- the Community Waterways Partnership
- the Whakaraupo Harbour/Whaka-Ora Healthy Harbour Plan.

Some submissions request additional funding to address:

- current flooding, and future risk of flooding (including in coastal areas)
- waterway ecological and water quality restoration and improvement
- stormwater treatment of existing urban areas
- sediment runoff from hillsides into waterways, including development and implementation of appropriate control practices and compliance monitoring, jointly by Environment Canterbury and Council.

## 10.9. Halls & Community Centres

### General Comments

36 submitters commented on halls and community centres.

6 submissions supported the proposed spend on specific halls and community centres.

5 submitters opposed, with some comments requesting less be spent on halls and community centres, while others suggested that more should be spent on them.

25 alternative submissions were received regarding halls and community centres, specifying halls or community centres that need improvements.

### Officer Response

#### Submission summary

13 submissions supported the development of new community facilities in neighbourhoods such as Diamond Harbour (Godley), Shirley, Redwood, Cass Bay and Linwood.

6 submissions advocated for the preservation/development of existing facilities; 2 for Hoon Hay, 2 for Coronation Hall and 2 for Yaldhurst.

7 submissions supported Council maintaining existing facilities, 6 of which said that this should be prioritised over the development of new facilities or other “nice to haves.”

#### Response

Council currently provides 95 community facilities city-wide at a capital value of \$99,811,000 and a proposed annual opex cost of \$1,326,704 in FY22.

In December 2020 Council adopted the Community Facilities Network Plan. In relation to the submissions, the Plan:

- Anticipates two future gaps in the network in the South West and North/North East.
- Supports the current proposed seed funding of \$500,000 to support a community-led community facility development in the “North” (between **Redwood and Marshland**) in the draft LTP in FY32.
- Assumes the repair of **Hoon Hay** and **Coronation Hall** will be completed within existing budgets set aside for this purpose.
- Supports Council providing sufficient resources to maintain its current portfolio of facilities. An increase of \$100,000 p.a. is proposed in the draft LTP.
- Supports new facility developments being community led in partnership with Council unless the community lacks capacity to lead.
- For Council to consider supporting a new facility there should be a demonstrated need identified through a Feasibility Study accompanied by a Business Plan detailing how the facility will be operated sustainably whole of life.

### **10 Shirley Road**

Three submissions support something to replace Shirley Community Centre at 10 Shirley Road as well as other local facilities. The Council now has an approved Community Facilities Network plan which guides decision making on capital expenditure to build and maintain these facilities.

Council commissioned a feasibility study on the development of a facility at **10 Shirley Road** in June 2018. This was reported to the Papanui Innes Community Board in July 2019. The Study could not justify a facility but recommended the land be retained in Council ownership and a transitional use identified. Both of these actions have been completed.

Staff are currently working with the Banks Peninsula Community Board to establish whether a portion of the reserve on which the former **Godley** House was located can be repurposed to provide for the development of a café/restaurant/community type facility for private or community-led development.

### **Papanui-Redwood Youth Park-Facility**

Once the LTP is confirmed staff will draw down three years' worth of individual projects or packages of work. The planning and investigation phase of Youth Park-Facility is currently scheduled to start in FY26, therefore it will likely be drawn down and set up as a specific programme in FY24 as part of the FY25/26/27 delivery programme.

### **Yaldhurst Hall**

A staff response to the **Yaldhurst Hall** will be included in the response to the proposed disposal of Council owned property considered potentially surplus to requirement.

### **Response from Chapter 14:**

#### **Yaldhurst Hall**

With one exception, all specific mention of the Yaldhurst Memorial Hall either want to see the decision about its future use delayed until further investigations are undertaken or retained by Council and repaired. There is some desire for targeted consultation

Some wish to see the hall returned to the community including the potential that the community takes over the restoration project. Submitters believe that there is or could be a current or future community use.

Some believe that Council is the best agency to protect the heritage values of the building and for seeking innovative and appropriate funding for maintenance and use.

One group has requested the ability to lease the hall. They are offering to repair the hall, then propose using 70% of the time for their group's cultural uses and making it available 30% of the time for the community.

Yaldhurst Memorial Hall is a Council owned facility that is currently closed due to damage and its seismic rating. For much of its history the facility has been operated by the community, and there were community contributions to the original funding.

It is not currently in use, and Council's strategies indicate that it is not needed as part of the community facility network. No money is on budget for its repair and upgrade, and it is unlikely that this would be a priority given the needs elsewhere in the network.

The community has expressed a desire for Council to retain the building and repair and upgrade it for use. There has been work undertaken with the community over a number of years to try to determine a way forward, however, this has not resulted in the development of a feasible plan. Others have indicated that the building has some heritage value as a memorial and an example of reasonably original 1950s community hall. There is no formal heritage citation for the facility.

Options for its future are:

- dispose of the property on the open market;
- retain, repair, operate and maintain; and
- transfer to the community through a Community Asset transfer option.

The future of the Yaldhurst Memorial Hall is likely to remain uncertain for the foreseeable future if it remains with Council. There is insufficient funding for maintaining community facilities and significant demand for both operating and capital expenditure across the portfolio. These facilities rarely generate sufficient revenue to cover their costs. Often these facilities receive less attention as part of a network than local communities would desire. From a staff perspective, focusing on overall financial pressures, activity requirements and community facility portfolio needs, the recommended option would be to dispose.

Clearly the community and some interest groups take a different view seeing local need for the property and additional values. They would like to see Council dedicate resources to the repair, upgrade and maintenance of the property. While the general community interest is not clear, there is a clear local interest in Council retaining repairing, operating and maintaining the facility. A middle way may be to undertake community asset transfer to a community group who is prepared to undertake the repair, upgrade, operation and maintenance of the facility. One such group has submitted and there may be others willing to do so. Any transfer would be conditional that there be no call on Council funds, the facility having a proportion of time set aside for public bookings, and Council having the first of refusal on future sale of the land at a similar concessionary rate to the initial transfer price or the ability for Council to share in the proceeds of future sale.

It is recommended that:

Council dispose all properties other than 27 Hunters Road, 42 Whero Terrace, 5 Worcester Boulevard, the Yaldhurst Memorial Hall

## 10.10. Libraries

### General Comments

17 submissions commented on the proposed libraries capital programme.

6 submissions supported the proposal, 2 opposed.

9 alternative submissions were received regarding libraries. These included comments requesting more funding for libraries, improving the facilities and services at libraries, and requests for more libraries.

## Officer Response

### Summary of Submissions

A number of submitters were keen for continuing our investment in libraries, especially those in lower socio-economic suburbs of the city and rural communities.

A few submitters felt that Libraries are no longer relevant and Turanga is mostly empty and inaccessible with no parking.

One submitter requested that Council fund a feasibility study for a new community library to be built in Diamond Harbour (on Stoddart Point). It is suggested that Library Built Asset R&R funding could be used.

One submitter suggested seeking new ownership for Shirley library and appointing a new designer within 12 months for community co-design and consultation.

One submitter advised that the true cost to ratepayers of operating Tūranga is rates from 4,000 residents.

### Response

There is no funding in the draft LTP for new or replacement libraries, apart from the current Hornby Centre project, nor is there funding for a feasibility study.

The Library Built Asset Renewals and Replacement funding is not intended for this purpose. This budget comprises the replacement and renewal of various building elements and fixtures and fittings for example fire systems, floor coverings, furniture, heating and ventilation.

Council is committed to providing library services in lower socio-economic and rural communities. Currently there is a network of 19 community libraries across the city and Banks Peninsula.

Visitor numbers to libraries in 2019/20 were in excess of 3.5 million. Tūranga, which is the central library for Christchurch, is a Metropolitan facility serving a population of close to 390,000 people. Turanga welcomed approximately 755,000 visitors in its first 9 months (2018/19) and 746,400 in 2019/20. This period included several weeks of closure during the COVID-19 lockdown.

The Council now has an approved plan which guides decision making on capital expenditure to build and maintain these facilities. South Library in particular is one of the larger repair projects planned to start in over a year.

## 10.11. Museums

## General Comments

5 submitters commented on the proposed capital spend on museums.

1 submission supported the proposed spend.

2 submissions opposed; one opposed the proposed spend on museums, and the other encouraged reconsideration of the timeframe of funding for the museum.

2 alternative submissions were received.

## Officer Response

Regarding the operating levy increase - the CEO responded to the Canterbury Museums Draft Annual Plan on 20 April 2021 as follows:

*On the basis that our Council has provided direction for a 0% operating levy increase to be included in our draft Long Term Plan (LTP) for public consultation (as allowed under the provisions of section 16 of the Canterbury Museum Trust Board Act 1993), and your Annual Plan is based on a 3% increase (effective 2.7% for CCC), we cannot provide the agreement you have requested.*

*Therefore under Section 16(1) of the Canterbury Museum Trust Board Act 1993, the Christchurch City Council is formally giving notice of objecting to the levies proposed and that they are held at an amount equal to the total levy made in respect of the previous year.*

Staff explored an option to possibly provide some relief by way of capital grant that would allow the Museum to continue funding projected operating deficits from other reserves. While this option is similar to the proposed Art Centre funding proposal the need to define what capital works the grant would support in order for Council to justify borrowing for it, and how this might impact of other funding authorities would be required. The Museum has stated below that it would only consider this for 2021/22.

Regarding the timing of the capital grant and our funding for the Robert McDougall Art Gallery: should the Museum be successful in attracting the balance of the redevelopment funding required to proceed, Council could reconsider the timing of its contribution and capital programme when there is greater certainty on the time of the redevelopment programme. As both are borrowed for it would only have a modest impact on rates in the year impacted.

## 10.12. Rec & Sport

### General Comments

38 submissions were received regarding capital spending on rec and sport facilities.

7 submissions supported the proposed spend.

11 opposed, with many commenting that there are too many swimming facilities.

20 alternative submissions were received, most concerning specific facilities.

## Officer Response

Five submitters supported the proposed capital programme for Recreation and Sport. Twelve submissions questioned the spend on swimming pools and sporting facilities.

The Papanui-Innes Community Board supported the proposed capital grant for the Edgeware Pool.

In the alternative suggestions the Coastal-Burwood Community Board requested a budget for retrofitting new accessible changing rooms and toilets at Taiora:QEII. This was estimated to be \$438,347 for total project cost. The staff recommendation is that this is considered in the next LTP after the completion of the full network of aquatic facilities.

There were also a number of alternative suggestions regarding the wind on the tennis courts at Ngā Puna Wai. During the construction of Ngā Puna Wai it was agreed that the wind-cloth installation on the fences would be the responsibility of Tennis Canterbury who are aiming to have this complete before the next summer season. The Parks Unit are considering a long term tree planting solution.

Polo also submitted a requested to support their move to Ouruhia Domain. There are funds within the Park Unit's capital programme for the general development of the Ouruhia domain, however not within the next three years. Staff will continue to work towards a solution for all parties with an interest in Ouruhia Domain and the Polo grounds at Ngā Puna Wai. Staff will also continue to work with the Ngā Puna Wai Trust to understand the scope of the proposed research into backyard play to enable this to occur. Staff will also continue to review the Masterplan and phasing of potential future developments and work collaboratively with the parties interested in using the Polo fields to enable recreation and sporting activity and events.

There is a plan in place which guides decision making on capital expenditure to build and maintain our Rec and Sport facilities.

## 10.13. Neighbourhood Parks

### General Comments

39 submitters commented on neighbourhood parks.

7 submitters supported the proposed capital spend on neighbourhood parks, 4 submitters opposed neighbourhood parks.

28 alternatives were received about neighbourhood parks, including requests for more playgrounds and improvements to existing neighbourhood parks.

## Officer Response

Council has struggled to deliver year on year the full capital works programme. It is recommended that no additional funding is considered as a consequence of the submissions. Changes to individual projects and programmes could be considered from yr 2 onwards and incorporated into the next annual plan process to address changes that are considered by elected members to be relevant.

### **Selwyn Street Reserve Landscaping Plan**

Context: response for the Community Board concerning the Selwyn Street landscaping plan and Masterplan actions to support revitalisation of the area.

Funding for this project was pulled from the LTP in error. Project funding can be accommodated from Community Parks Development (CPMS 61782). Forward works to the reserve should be able to be progressed whilst taking NZTA and Roding works plans to the area.

### **Arthur Adcock Reserve**

Context: response for an individual submission concerning temporary fencing of this area. There was cyanobacteria detected in Arthur Adcock reserve drainage pond. The bacteria was of the type and in concentration enough that it posed a threat to the health of animals. CCC is working with ECAN to make the area safe for the public, the fencing is temporary and is owned by Council, so we are not undertaking any hire costs. It will be removed when ECAN tests come back acceptable.

### **Rutland Reserve**

Context: an individual submission concerning renewal of this reserve, there were several other submissions from individuals and Boards asking for renewal and changes to play space equipment.

The playground is programmed for renewal FY29-31. Other landscaping is beyond the ten year programme. Doing these works earlier will require substitution with another project.

### **BBQs**

Context: this was an individual submission requesting a BBQ at a particular reserve/location. Suggestions such as these are considered case by case depending on the outcome being sought in a park. The community is invited to present their suggestions during the consultation phase of landscape plans for specific parks.

### **Dog Park for South West Christchurch**

Context: there were several submissions asking for dedicated dog exercise areas for this catchment.

605 & 910. Funding for a dog park in the South West area of Christchurch is beyond the ten year scope of the LTP and would require substitution with another new development in order to implement earlier. However, there is an existing off leash dog exercise area within Halswell Quarry Park. All other parks (including the large stormwater retention basins) are available to exercise dogs off the leash so long as they are under effective control, unless the parks are specifically

identified as requiring a leash or dogs are prohibited. These restricted areas are identified on the Council website <https://ccc.govt.nz/services/dogs-and-animals/dogs-in-parks/leashed-and-prohibited-areas/>

### **Playgrounds & Skate Parks**

Context: there were several individual submissions and a Board submission asking for renewal of existing skate parks /new provision.

Council playgrounds are renewed based largely on the condition of the asset, usually on a 25-35 year cycle. Some playgrounds last even longer. The playground in Templeton Domain is currently programmed for renewal in FY26-27, subject to prioritisation review after the first three years of the LTP.

Council playgrounds are renewed based largely on the condition of the asset, usually on a 25-35 year cycle. Some playgrounds last even longer. The playground at Ray Blank Park is not currently programmed for renewal.

The existing skate ramp in Cypress Garden Reserve is proposed for renewal in FY25-26. There is an existing bike track, playground and basketball court at the adjacent Bromley Old School Reserve.

Renewing Wycola Skate Park earlier will require substitution with another project to stay within current budget limitations.

### **Queenspark/Parklands**

Context: in response to an individual submission asking for specific play equipment.

A youth recreation facility is proposed for the Queenspark/ Parklands area in FY28-30, subject to prioritisation review after the first three years of the LTP.

### **Land Disposal & Acquisition**

Context: a Board submission called for the retention of a property that has been identified for possible sale.

Land for disposal or acquisition is assessed against identified community need, our Levels of Service, and available resources. Note there is an Outline Development Plan which identifies alternative open space to be provided in the vicinity of 66 Quaifes Rd.

### **Halswell Parks**

Context: there was a Board submission asking for more recreational space other than DC funded pocket parks for the area.

The location of recreation reserves for playgrounds and open space in the Halswell area are guided by the Parks Units levels of service and included in the Outline Development Plans of the District Plan. The Development Contributions Policy provides detail on the size and use of the land for reserves, which is information the developers can use when planning their subdivision layouts. The new reserve land in the Halswell Greenfields area is provided by the subdivision developers and is paid through the growth component of the reserve development contributions at no cost to the ratepayers.

The provision of recreation land in the Halswell area is within the guidelines and requirements of the District Plan, the Parks Unit Levels of Service and complies with the Development Contributions Policy.

## 10.14. Sports Parks

### General Comments

31 submitters commented on sports parks.

7 submissions supported the proposed capital spend on sports parks, 6 submissions opposed.

18 alternative submissions were received regarding sports parks, addressing specific requests for a range of sports parks.

### Officer Response

#### **Artificial turf**

Context: there were submissions from Mainland football and Canterbury hockey requesting investment in more artificial surfaces to support sport mainly football and hockey. Council's current plan does not include sufficient funding to accommodate this. This is considered a matter of quality standards for football as there are surplus natural sports fields available to meet demand citywide. For Hockey their request relates to a NZ hockey standard. Further analysis in regard to use and demand is required before significant investment should occur.

#### **Ouruhia Domain**

Ouruhia Domain has been identified as a potential opportunity for polo grounds. Planning is proposed to start for this park in FY25.

#### **Sports Pavilions**

Context: in response to a few submissions from Board/individuals to upgrade change room facilities on sports parks. \$540k has been allocated towards upgrading sports pavilions over ten years. This budget is heavily oversubscribed and projects will need to be prioritised based on building condition and community need.

#### **Tulett Park**

Context: there is a Board submission asking for extension of the sport fields to the park and for the required funding to be considered as part of this LTP. Tulett Park extension is currently unbudgeted.

#### **Roto Kohatu Reserve**

Context: in response to an individual submission.

There is currently a management plan being developed for Roto Kohatu Reserve. This will help direct future developments here. Any dog related issues should be reported to the Council as soon as possible.

### **Nga Puna Wai**

Context: RSU comment below on Polo and Nga Puna Wai Sports, there were submissions from clubs and individuals regarding the wind's effect on sport, particularly tennis requiring solutions. Council is exploring practical options to minimise the impact of wind on these sports. The wind-cloth installation on the fences is the responsibility of Tennis Canterbury as agreed during the project construction. They aim to install before next summer season.

Funding research regards 'backyard play': Council will continue to work collaboratively with the Trust to confirm the scope of the research and enable this to occur.

Master Plan review: Council will continue to work collaboratively with the Trust to enable the review of the Masterplan and phasing of potential future development.

## 10.15. Reserves

### General Comments

42 submitters commented on reserves.

9 submissions supported the proposed capital spend on reserves, 1 opposed.

32 alternative submissions were received, which discuss alternative spending at specific reserves.

### Officer Response

The submitters showed general support for the Reserve capital programme, with some requesting more plantings, more tracks and more amenities across various parks and reserves.

#### **South New Brighton Reserve**

\$261k is allocated to development of the South New Brighton reserves in FY22 to implement the approved development plan. Some of this will be available for planting depending on prioritisation of redevelopment. Increasing funding would require substitution with another project.

#### **Heathcote Towpath**

Funding for this area is beyond the ten year timeframe of the LTP. Bringing the project forward would require substitution with another project. A development plan is being prepared for the lower Heathcote including the existing towpath.

Implementation funding is beyond the ten year timeframe of the LTP. Bringing the project forward would require substitution with another project.

### **Ferrymead Park**

There is some funding in the draft LTP to progressively implement the approved Development Plan for Ferrymead Park, which includes the Woodhill site.

### **Urumau Reserve and Whaka Raupo Reserves**

Staff continue to work with the Uruamau Reserve Committee for a balanced approach for vegetation management in the Reserve. The reserve development is and will continue to be funded as part of Port Hill parks development.

The Lyttelton Reserve Management Committee as a subcommittee of the Community Board cannot take on the responsibility of the day to day management of the reserve. The Committee under the LGA can work with the Council Park Rangers to advise on the day to day operations.

Urumau Reserve has development funding allocated in FY23-25 to continue implementation of the approved landscape plan. A track linking to the Summit Road already exists.

It is the intention for Urumau Reserve and Whaka Raupo Reserves to be included in the future reserve management plan that will cover the Port Hills area. There are no resources available to progress this reserve management plan.

### **Kukupu school reserve**

The Parks Unit has looked into the commercial harvesting and sale of the mature pines at the former Kukupu school reserve and the venture is not financially viable.

### **Koukourarata**

The reserves status was revoked under the Ngai Tahu Settlement Act. Council Staff are working with Koukourarata and TRONT on the future management of Okeina land.

The Parks Unit and other Council Units will work together with Koukourarata to address the provision of public amenities in their area.

### **Stoddart Point Reserve**

The classification of the former Godley House site as a recreation reserve under the Reserves Act 1977 was not related to the District Plan zoning of the area.

The Parks Unit has submitted a request to the Department of Conservation to provide an indication whether they would support a partial revocation of the Stoddart Point Reserve. If supported by DoC the process to commence the revocation procedure for an area of reserve could proceed. Any future building on the site would be dependent upon a viable commercial proposition.

### **The Head to head Walkway**

The Head to head Walkway is a long term project that is progressively being implemented within the resources available. Additional funding will also require additional staff resources to deliver.

### **Beachville Reserve**

Beachville Reserve is not currently funded for any renewal works.

### **Steadfast landscape plan**

The development of the Steadfast landscape plan is in action now.  
There is some operational budget, within general parks budget to cover some pest control work.

## 10.16. Foreshore

### General Comments

20 submitters commented on foreshore issues.

4 submissions supported the proposed capital spend. 2 submissions opposed.

14 alternative submissions were received, addressing alternative spending in specific areas, and some encouraging consideration of the impacts of sea level rise.

### Officer Response

A number of submitters raised concern about seawalls. This is certainly likely to be an issue in future for protecting parks, roads and private assets. There is some funding in the LTP to address some of this work, but likely more will be requested by residents. The Councils work currently in action on Coastal Hazards Adaptation planning will assist clarify Councils response.

#### **Head to Head Seawall**

There is some funding in the draft plan to progress Head to Head seawall work, near Governors Bay.

#### **Head to Head Walkway**

The Head to Head capital project aims to enable walking around Lyttelton harbour, but not biking.

#### **Robinson's Bay**

Staff can work with progressing the Community idea of pontoons for Robinsons Bay and Takamatua, but no funding for these has been specifically allocated in the LTP.

#### **Waka Ora Healthy harbour**

Waka Ora Healthy harbour is supported through Parks maintenance work.

#### **360 Track**

The planning for the 360 track to determine exact location is ongoing to minimise environmental disturbance but is not yet resolved.

#### **Seawall Allandale**

The seawall at Allandale sea wall is programmed for repair and renewal FY23/24.

## 10.17. Cemeteries

## General Comments

9 submissions commented on cemeteries.

1 submission supported cemeteries.

5 submissions opposed the proposed capital spend, mainly discussing cemeteries in Banks Peninsula.

3 alternative submissions regarding cemeteries were received.

## Officer Response

Context: there were numerous submissions asking for increased burial capacity in Akaroa, see below for staff action.

A staff report was delivered to the Banks Peninsula Community Board regarding Akaroa Cemeteries. The Community Board issued the following resolution which will enable a review of burial provisioning for Akaroa:

*BKCB/2021/00026:*

2. *Request that staff proceed with the development of a memorial gate in the Akaroa Catholic Cemetery, subject to the necessary consent requirements.*

3. *Request that staff review the Christchurch Cemeteries Master Plan with regard to Banks Peninsula communities through a community engagement process, the results of which to be reported back to the Board.*

There is very limited burial capacity remaining at the existing Akaroa cemeteries which will be closed once they are full. Alternative options are being investigated and the Community Board has requested a review of the Cemeteries Master Plan for Akaroa.

Staff have met with the Community Board to discuss actions for the provision of additional burial capacity in Akaroa Township. The Board resolved to have staff review the Cemeteries Master Plan and further community consultation will inform actions on any future changes to burial provisions for that community.

Funding is allocated to continued development of the Diamond Harbour Cemetery in FY22 and FY25.

## 10.18. Public Toilets

### General Comments

16 submissions were received regarding public toilets.

1 submission supported the proposed spend on public toilets.

1 submission opposed the proposed spend on public toilets.

14 alternative submissions were received, all of which requested additional spending on specific public toilets.

## Officer Response

There were a notable number of submissions requesting provision or upgrading of toilets and sports pavilions. There is limited funding allocated for provision, upgrade, and renewal of toilets and works must be prioritised citywide based on a robust condition assessment and clearly identified need. Undertaking all the works requested through submissions will require substantial additional funding and staff resources.

There are 626 Council owned/maintained buildings and 238 privately owned buildings on Parks. Of the Council buildings that have been assessed (223), 85% of the facilities are considered to be in very good, good or moderate condition. 15% require remedial action.

The remaining 393 are still to be assessed. The condition assessment of the toilets are undertaken every 3 – 4 years, which is used to highlight any repair work or any toilets due to be replaced. We aim to maintain buildings to at least moderate condition.

Note there are public toilets in Barnett Park at the sports pavilion and additional toilets are not high priority. Improved signposting may help address demand in this area. If public toilets are required at the Duvauchelle Holiday Park, it would be preferable to investigate potential public use of existing toilets before providing more.

289. Hagley Park Toilets

Funding is allocated in 61713 for a prioritised programme of renewal of changing rooms and toilets in Hagley Park. An increase in this would require substitution with other projects.

### **Barnett Park**

Context: in response to several submissions to both reopen and further develop Community and Regional Park areas of the park for public recreation, suggest review of the park's management plan.

The Barnett Park Management Plan was adopted 1992 and although it would be beneficial to review it the Parks Unit have limited resources and there are a number of reserves that do not have management plans that require one as soon as possible.

Investigation work to enable the reopening of part of the Barnett Park walkway is ongoing and funding for this can be covered within the draft Regional Park capex budget.

## 10.19. Wharves

## General Comments

16 submitters commented on wharves.

9 submissions supported the proposed capital spend on wharves, mainly discussing support of the Naval Point Development.

7 alternative submissions were received.

## Officer Response

Most submitters are supportive of the planned developments especially Akaroa and Naval Point.

No new launching ramps are currently planned or funded for in the draft LTP. There is budget for maintenance and renewal of existing ones. A clear need for additional boat launching facilities would need to be identified, planned, and funded and would require substitution with other funded projects. Staff have been in contact with Koukourarata re ownership of wharves in Port Levy and possible assistance.

## 10.20. Social Housing

### General Comments

26 submitters commented on social housing.

10 supported the proposed spending on social housing, 4 opposed.

12 alternative submissions were received about social housing, with most emphasising the importance of the council having and maintaining social housing.

## Officer Response

The number of submissions related to social housing is lower than the last LTP. Response is mixed, with some clearly supporting Council having a role, while others wanting Council to exit the activity. Those wishing Council to exit the activity see it as a Central government responsibility, which should be funded from taxes. Submitters supporting the activity talk about need and the benefits they observe.

A small number of submitters wish to see improvements to the quality of social housing, particularly around warmth and dryness.

In terms of supply the majority of submitters on the topic want to see an increase the amount of social housing, with suggestions of up to 500 over the life of the LTP. This could be through funding, taking an assistance, support or partnership role rather than delivery, using Council's land holdings to facilitate growth, and ensuring supply in both rural and urban areas. One submitter talked about an increased range of stock to address broader needs in the community. Comments on funding are mixed, with some submitters saying that this investment is important and wanting Council to do more. There is some criticism of social housing being a rates neutral activity, while others do not want to see Council spend rates on this activity. Some are willing to defer other projects to allow the use of rates funding and borrowing to increase the quantity of social housing. One submitter would like Council to debate in the rates neutrality policy in public.

One submitter argued that new housing should be built in the east of the city to replace that lost through the earthquake sequence. Others suggested that properties being reviewed through the LTP would be suitable for community housing, however, others are opposed to using surplus land for this purpose.

One submitter suggested that a specific complex should be sold to support urban development. Based on the information in this submission, the property is the Alma Place complex, which is owned by Ōtautahi Community Housing Trust.

## **Discussion**

The matters raised by submitters fall within the following topics:

- Council role;
- Quality;
- Quantity;
- Funding; and
- Location.

### **Council role**

Council has recently considered its role in community housing and reaffirmed that it wanted to continue to play a role in the activity, albeit with an increasing focus on facilitating outcomes rather than directly delivering services.

### **Quality**

The Council is committed to improving the quality of its social housing portfolio, and has recently, together with partner Ōtautahi Community Housing Trust (OCHT), undertaken a major exercise to improve the warmth and dryness of its units. This exercise has meant that the Council and OCHT is on track to meet its regulatory obligations well before the 1 July 2023 deadline.

Council by choice and obligation – the lease with Ōtautahi Community Housing Trust requires that Council applies its rent for maintenance and upgrades until all buildings are brought up to an appropriate standard – is committed to continuing to lift the standard of units. It recently made changes to maintenance delivery arrangements with the twin aims of improving tenant experience and reducing costs (with a reallocation of savings to maintenance and upgrades).

### **Quantity**

While there is demand for new community housing, and an objective of the Community Housing Strategy is to restore the amount of Council-owned housing stock to its pre quake levels, the Council is not currently able to fund this in accordance with its Revenue and Financing Policy. The policy states that funding should predominately come from user charges (i.e. rents). Any surplus after costs is paid into a reserve, the Housing Development Fund.

There is currently insufficient accumulated funds in the Housing Development Fund to build additional housing. Indeed, modelling shows that over the next 70 years, while there is sufficient revenue to operate, maintain and replace existing housing, there is not enough to increase the supply in any meaningful way.

An alternative to using accumulated funds is to borrow to finance new builds and fund repayment through rent revenue. As Council is not eligible for government subsidies, such a course of action is relatively risky. Without guaranteed subsidies there is a high risk that Council would not generate sufficient revenue to cover all costs. Alternatively rents set at a level sufficiently high to meet all costs are likely to be too high for eligible tenants.

While not immediately able to increase the amount of Council-owned community housing to pre-quake levels, Council is better positioned to meet its Long Term Plan target of facilitating and/or funding a the supply of a total of at least 2,650 units within the next ten years.

The Council could consider borrowing and on lending to community housing providers such as OCHT. This option is less risky as community housing providers are eligible for subsidies that almost guarantee sufficient revenue to cover all costs. The Council has used this approach already – approving \$55 million of finance for OCHT - resulting in over 130 new units built to date and more in construction. Future borrowing for this purpose is limited by the Council’s total financing limits, debt policies, partners’ ability to provide appropriate security and priorities.

The Council is also exploring other mechanism to achieve this target including the potential use of the balance sheet of Council owned organisations and changes to security arrangements for OCHT borrowings. These look promising mechanisms.

### **Funding**

Council does not currently use ratepayer funding for social housing. While it no longer has the explicit policy of being rates neutral, the Council has signalled its intention to fund the activity through user charges (i.e. rent from OCHT, which is derived from tenants rents and Government subsidies). The basis for this approach:

*“the benefit of [housing] is considered to accrue mostly to the housing tenants. It is therefore considered appropriate to fund the Activity mostly from user charges (housing rents) plus Income Related Rent Subsidies (IRRS). These are intended to be sufficient to cover operating costs without subsidy from rates or other sources.”*

With the low number of submitters on this matter, and the mixed views, there does not seem to be a compelling case for change to funding mechanisms.

### **Location**

The location of any new housing is partially driven by specific objectives in the Community Housing Strategy and Council’s existing property portfolio. The Community Housing Strategy requires the Council to “prioritise locating new community housing developments close to community hubs, transport and services”. The existing property portfolio includes any land owned by Council being considered for reutilisation as well as land already used for housing. In effect the Council already considers using its “surplus” land for housing purposes. This is achieved through notifying major public housing providers of any appropriate surplus Council land. With its more “facilitative” approach Council could also consider notifying its partners that there is some community desire for additional social housing in the east of the City.

### **Other**

One submitter suggested that a specific complex should be sold to support urban development. Based on the information in this submission, the property is the Alma Place complex, which is owned by Ōtautahi Community Housing Trust. Council is not able to make a decision about a property that it does not own.

### **Recommendations**

It is recommended that the Council notes that

1. there is ongoing focus on improving the quality, including warmth and dryness, of council-owned community houses through the maintenance and upgrade activities undertaken jointly with the Ōtautahi Community Housing Trust;

2. it has an objective of increasing the supply of Council-owned community housing to pre-quake levels, and a target of facilitating and/or funding the supply of a total of least 2,650 units across the Long Term Plan;
3. staff are already working with Christchurch City Holdings Limited and the Ōtautahi Community Housing Trust to find ways to fund and finance new community housing at no cost to the ratepayer and meet the Long Term Plan target;
4. there is no compelling case for changing funding mechanisms as suggested by submitters;
5. community housing use is considered for the majority of land surplus to Council's requirements; and
6. the desire for additional social housing in the east of the City be conveyed to partners considering building new community housing.

## 10.21. Heritage

### General Comments

38 submitters commented on heritage.

15 submissions supported the proposed capital spend on heritage. 11 submissions opposed, with suggestions that less should be spent.

12 alternative submissions were received regarding heritage, with many addressing specific heritage projects.

### Officer Response

Our Heritage portfolio has progressed with the repair of Old Municipal Chambers underway and the team working with a group of governmental and non-governmental agencies on the future use of the Canterbury Provincial Chambers Buildings.

Parks Heritage includes a range of places, buildings, public artworks, monuments, artefacts and ornamental fountains.

The heritage buildings in Christchurch are an important part of New Zealand's heritage and should be restored where possible for future generations.

#### **Citizens War Memorial**

The Council has agreed to the moving of the Citizens War Memorial and preparations are underway.

#### **Canterbury Provincial Chambers**

Planning and discussions are on-going for the future of the Provincial Chambers with Heritage New Zealand. The Canterbury Provincial Chambers funding commences in FY2028 through to FY2051.

#### **Penfolds Cob Cottage**

The Penfolds Cob Cottage has the original cobs and is being partially restored to enable the public to view the construction of the walls and into the cottage.

### **Yew Cottage**

The Community Board approved the restoration and lifting of Yew Cottage to keep it out of the flood levels.

### **Kukupu School Building**

The former Kukupu School building in Pigeon Bay has funding in FY2025 for restoration of the building. The Parks Unit with the Property Consultancy Team are working through the process to find a future use and person or group to take over the building. Preliminary investigations of the building indicate more funding may be required for restoration. The EOI process hasn't provided an applicant that would be willing to lease the property once restored. Enquires are continuing for a viable lessee.

The large trees around the former school building do need to be removed as they are close to the building, creating shade and damp conditions. There is the potential for the trees to drop limbs on the building. There is no commercial interest in milling the trees, the removal of the tree would need to be funded by the Council, which has not been included in the restoration budget.

### **Rolleston House**

Rolleston House is protected through the District Plan as a scheduled heritage item. To date no future use has been identified.

# 11. LTP Strategies & Policies

## 11.1. Financial Strategy

### General Comments

8 submissions were received for the financial strategy.

2 submitters supported the proposed Financial Strategy.

6 submitters provided alternative options relating to borrowing, funding and prioritising.

### Officer Response

Several submitters support looking for new sources of revenue / alternative funding and fundraising mechanisms including using special purpose vehicles or further capital release from CCOs.

Council is regularly involved in discussions at all levels (local/regional/national) in considering alternative funding source opportunities to minimise the impact of rates on ratepayers.

## 11.2. Financial Risk Management Strategy

### General Comments

1 submission was received in support of the Financial Risk Management Strategy.

### Officer Response

One submission in support. No submissions opposing proposal.

## 11.3. Revenue & Financing Policy

### 11.3.1. General Comments

2 submitters oppose the proposed policy, proposing asset sales and changing the basis of rating for water supply

2 submitters provided alternatives, with one conceding lack of opinion, while the other reminding the Council to explore other sources of revenue to reduce the debt burden.

### 11.3.2. Officer Response

Council was presented with information on the funding basis of targeted rates as part of the LTP process and had discussions around the level of UAGC and Capital value base for rates.

No submissions against proposed policy.

## 11.4. Infrastructure Strategy

### General Comments

1 submitter supported spending to have sound infrastructure.

3 submitters offered alternative options.

### Officer Response

The draft Infrastructure Strategy is our plan for future investment and provides the framework to address the issues that have been raised through these submissions.

# 12. Strategic Framework

## 12.1. Strategic Priorities

### General Comments

35 submissions were received for strategic priorities.

14 submitters supported the strategic priorities with half indicating support for overall framework and others identifying specific aspects.

3 submitters opposed who want more emphasis community and people-centred priorities.

18 submitters provided alternative options on a wide range of topics including international education, Pasifika focus, business enabler, housing, community engagement; prioritising wastewater, climate change, public spaces, arts and needy communities.

### Officer Response

Submissions supported the overall Strategic Framework as a whole as well as specific Strategic Priorities.

#### **Enabling active and connected communities**

Several submissions highlighted the importance of the strategic priority 'Enabling active and connected communities to own their future' and spoke of the importance of building social capital and the need for 'less talk more action'. One submission recalled a working group with residents' associations members set up about 14 years ago and suggested reinstating this group would help give effect to this priority.

The Council is committed to supporting active communities to have their say in and contribute to decision-making, working in partnership with the Council. Active, connected communities have played a critical role in the context of the COVID-19 pandemic, in supporting vulnerable community members, and the Council wants communities to continue to be partners in social recovery as we work out our 'new normal'. We recognise the important role the Council has in enabling active, engaged and connected communities.

Several submissions highlighted the importance of the strategic priority 'Enabling active and connected communities to own their future' and noted that proposals which would decrease the ability of people to connect with each other were at odds with this priority. Examples given are the Mobile Library, Wharenui Pool and Riccarton bus lounge.

#### **Partnering with tertiary education organisations**

The University of Canterbury (UC) recommended a more structured approach to partnering with Tertiary Education Organisations, particularly UC, in advancing the Council's strategic direction. UC invited the Council to allocate resources to such a partnership and recommended working together on research and development. UC recommended Council support for the *Knowledge Commons*, a project started in 2020. This project is founded on the concept of collectively sharing knowledge and aims to take

an intersectoral approach to exploring the problems the city faces. The Council is committed to an evidence-based approach to policy development and would welcome the opportunity to explore expanded partnership opportunities further with UC. There are a number of existing partnering opportunities where we are collaborating on research projects, including internship opportunities that could be strengthened.

Two submissions both from the University of Canterbury suggested that international education needed greater prominence in the LTP. The Council is committed to promoting the city's role as a premier education hub, through ChristchurchNZ. The Council recognises the importance of international connections for the city, and welcomes UC's interest in continuing to work with the Council on this. UC is one of many key partners in the Council's International Relations Policy Framework (2019), which is all about internationally-focussed organisations across the city working together to achieve more impact on the international stage.

### **Developing the creative economy**

The University of Canterbury (UC) submission supported the film incentive that Councillors have included in the LTP through the economic development activity management plan. The performance measure of at least one production relates to the film incentive, i.e. financial grant to attract productions. There is a further level of service related to screen attraction through Screen Canterbury which is '100 enquiries attracted and supported'. Together these set performance targets for the Screen Canterbury activity.

### **A stronger focus on enabling business**

The Chamber of Commerce proposed modifying the Strategic Framework to include the business community as one of the Strategic Priorities and suggested the Council play a stronger, more proactive role in being an enabler of business and reducing barriers. Hospitality New Zealand made similar points, asking the Council to remove unnecessary burdens on business.

The Council's Strategic Priority on 'Accelerating the momentum the city needs' aims to capture our commitment to maximising the city's potential, attracting new investment and ensuring a vibrant central city. The Council wants local businesses to be able to build the economic, social and environmental competitiveness of the city.

The Council funds ChristchurchNZ to deliver economic development and city profile services for Christchurch. This investment is made to help build a sustainable and successful city business environment. In addition the Council is committed to investing in maintaining and progressively improving our core infrastructure networks which are fundamental to a well-functioning business environment. Investment in our infrastructure networks is focused on improving network resilience and reliability.

Business resilience and success is fundamental to the work the Council does in its urban regeneration and district planning functions. The Council's new procurement policy takes a strategic approach to procurement decision-making with local value (supporting local businesses to secure wider economic benefits) introduced as a core procurement consideration.

The Chamber's comments on including business resilience under Resilient Communities is noted and can be raised when the Council reviews its community outcomes.

**Equity lens**

Te Whare Roimata emphasised the importance of applying an equity lens in making budget cuts. The Council acknowledges the challenges faced by more vulnerable parts of the community. It is committed to an equity focus in its work via a ‘health in all policies’ approach it takes with partner agencies. Equity is also part of the Council’s Strengthening Communities Strategy, defined as ‘ensuring people have what they need, making things fairer so they can reach their full potential’.

**Pasifika communities**

Ōtautahi Pacific Communities emphasised that Christchurch is a Pacific city and noted the importance of relationships with the Pacific community. The Council is committed to ensuring the diversity and interests of communities across the city are reflected in decision-making.

**Other**

One submission noted the series of acute crises the city is recovering from (earthquake, terror attack and pandemic) alongside chronic challenges (climate change, poverty and prejudice), and emphasised that the Council needed to continue to invest in social and physical infrastructure for the city. The Council’s draft LTP recognises the importance of the services, facilities and spaces we provide for the community, and the need to continue to invest in infrastructure. It also recognises that we need to be in a position to respond and adapt to climate change and to build our resilience and ability to meet the other challenges we will face.

Submissions suggested Council proposals in the LTP were out of step with its priorities as set out in the Strategic Framework.

One submitter noted that while fixing the roads may feature prominently in survey responses, this is not necessarily what people care most about.

## 12.2. Community Outcomes

### General Comments

26 submissions were received for community outcomes.

5 submitters supported the community outcomes with 2 supporting overall outcomes, and specific mentions of engaging communities, climate change and biodiversity.

2 submitters opposed, not to the outcomes themselves, but the reduction in delivery of outcomes related to community placemaking.

19 submitters provided alternative options with wide-ranging suggestions such as prioritising well-being, arts and culture, healthy water bodies etc.

## Officer Response

Submissions supported the overall Strategic Framework as a whole as well as specific Community Outcomes. Some submissions also applauded Council commitment to the four wellbeings.

CDHB noted the significance of local government to the health and wellbeing of communities, welcomed consideration of public health issues in relation to water infrastructure, and emphasised other public health priorities for consideration: flood protection, strengthening communities, libraries, accessibility of transport and community facilities. The Council recognises the significance of its work for community wellbeing. Our Community Outcomes capture what we aim to achieve in promoting the wellbeing of everyone in the city. The Council developed a socio-economic recovery plan to foster the wellbeing of communities as we recover from the impacts of COVID-19.

### **Strong communities**

One submitter emphasised the importance of a focus on stronger communities. The Council recognises that wellbeing and quality of life often depends on having caring and supportive networks, and that good relationships within neighbourhoods builds a sense of belonging and promotes social cohesion. We want to encourage vibrant and resilient community and volunteer groups that provide support, encourage participation and mobilise resources for the common good.

### **Healthy Environment**

The Opawa Heathcote River Network submitted that it is fundamental that the CCC LTP ensures that the environment is protected and able to continue to function to support the quality of our lives over the next 10 years, and that the health of urban waterways is vital to the health of communities. They submit that the Ōtākaro Avon River Corridor is to receive major funds from the Council, which they support but are concerned about the disparity between this and the lack of support for the Ōpāwaho Heathcote River and its catchment.

Council recognises the importance of honouring Te Mana O Te Wai and sees the Heathcote River as a catchment that deserves attention to improve the quality of the receiving environment. Towards this goal the Council is constructing a number of stormwater/sediment detention basins in the headwaters of the catchment to improve water quality. Under the Comprehensive Stormwater Network Discharge Consent, Council is funding the Community Waterways Partnership and the associated education and awareness programme. We are pleased that the Ōpāwaho Heathcote River Network is party to this programme.

A submission from the ECan Chair notes that Council has adopted the Canterbury Water Management Strategy work programme and is implementing this in areas of stormwater, wastewater, drinking water, biodiversity and mahinga kai. These initiatives are supported, including through behaviour change programmes, in particular the Community Waterways Partnership.

Under the Comprehensive Stormwater Network Discharge Consent, Council has committed to funding the Community Waterways Partnership and the associated

education and awareness programme. We are pleased and looking forward to working with ECan in this partnership programme.

A small number of submitters mentioned the challenge and opportunities to improve our urban waterways and prevent further pollution of our rivers so that people can enjoy swimming and fishing in them. Two submitters mentioned making the agriculture sector more accountable for their environmental impact.

The Council continues to work Environment Canterbury to ensure that land activities do not have an adverse impact on surface water quality, including both urban and rural land use activities. In accordance with the Comprehensive Stormwater Network Discharge Consent and the Integrated Water Strategy, Council is working to reduce contamination of our surface waters from stormwater and reduce wastewater overflows

### **Prosperous Economy**

Hospitality New Zealand noted the draft LTP did not provide specific information on how the Prosperous Economy set of outcomes will be achieved and asked the Council to enable development and growth by delivering core services with excellence and removing unnecessary burdens on business. As with the strategic priorities section, submitters referenced the Community Outcomes in opposing some proposals.

### **Sports**

One submission emphasised that sports are important as well as culture. This is recognised in the Council's Community Outcome Celebration of our identity through arts, culture, heritage, sports and recreation. For the Council, this should mean that everyone feels welcome in the city and has a place or an activity where they can be themselves, and that arts, cultural, sporting and recreational opportunities are available to all our communities.

### **Mental health**

The Christchurch Youth Council referred to issues facing young people, particularly in terms of mental health, and recommended the Council consider funding education or events about mental health. The Council recognises that there are many dimensions to individual and community wellbeing, which all need support including mental wellbeing. The Council supports mental health education initiatives, for example the Reading in Mind scheme for mental health which is delivered through Christchurch City Libraries in collaboration with Pegasus Health, the Mental Health Education Resource Centre and HealthInfo Canterbury/Waitaha. The Council's recreation and sports network has a health and wellbeing focus which includes providing physical activity opportunities through play, active recreation and sport, resources and information to support mental wellbeing. The Council's Strengthening Communities Strategy is currently being reviewed and a mental health impact assessment will be done as part of the review.

## **12.3. Climate Change**

### **General Comments**

163 submissions were received for climate change.

52 submitters supported the Council’s climate change response with majority urging the Council to take broader and in-depth actions and to prioritise mitigation in service delivery and provide more specific actions.

26 submitters opposed stating that Council should let the Central government do the heavy lifting.

85 submitters provided alternative views including managing rising sea levels and if batteries in EVs are good for the environment and plan for charging stations.

## Officer Response

There is strong support for the council prioritising climate action, and using a climate change lens across the LTP. There is support for Council to focus on both mitigation, and adaptation (both issues addressed in the draft Ōtautahi Christchurch Climate Change Strategy). While it’s vital to urgently take action to reduce emissions, the Council also needs to increasingly plan (and budget) for the impacts of climate change on our communities, and on council infrastructure.

A major focus of submitters was on the need to reprioritise our transport funding towards initiatives which support active and public transport, and away from BAU initiatives which are viewed as continuing to support single occupancy vehicle travel. Continued investments in cycleways and public transport infrastructure in the LTP shows Council is committed to improving these areas. A key pillar of the new Christchurch Transport Plan (currently being developed) is to support the move towards low emission transportation. The draft Ōtautahi Christchurch Climate Change Strategy has a ‘Low – emission transport system’ as a key programme of work. These both align with the views of the majority of submitters.

There was strong support for both the Sustainability and Biodiversity Funds. There is an opportunity for the Council to play a key co-ordination and support role in native regeneration efforts already underway by various groups on Banks Peninsula. Linking landowners, and funders with the many groups/charitable trusts interested in assisting with this will be a focus of the ‘carbon removal and natural restoration’ programme in the draft climate change strategy.

The support for improvements to urban form which encourage healthy lifestyles and community wellbeing, and reduce the need to travel long distances for everyday needs aligns with other council goals for a more liveable and sustainable city, and supports local community connections.

## 12.4. Greater Christchurch 2050

### General Comments

3 submitters supported the Council’s role in Greater Christchurch 2050.

1 submitters opposed noting that the plan is too growth-oriented which is incompatible with climate and biodiversity crisis.

## Officer Response

Greater Christchurch is New Zealand's second largest city and the largest urban centre in the South Island. We have the opportunity to provide greater wellbeing for current and future generations of Christchurch residents and contribute more to national wellbeing overall.

Greater Christchurch 2050 is about looking at how the Greater Christchurch partners can work together and with others to enhance intergenerational wellbeing; to look at the best mix of solutions to respond to complex and inter-related challenges. For example, how do we transition our economy so that people have access to quality economic opportunities that are environmentally sustainable and how do we achieve sustainability while maintaining housing affordability within our urban form.

Critically important to this work, is how to growth in Greater Christchurch – both population and economic growth, can be managed or focused to maintain and enhance intergenerational wellbeing and contribute to our ability to improve overall environmental sustainability and natural ecosystems both locally and nationally.

We also want to emphasise the value we place on the collaborative work undertaken through the Greater Christchurch Partnership and the need to work together to respond to the challenges and opportunities ahead of us.

As a Council, we are committing to the development of Greater Christchurch 2050 to respond to what we heard from our communities - that people want Greater Christchurch to be sustainable, green, safe and affordable – a place where it's easy to get around using public transport, walking or cycling, and where nature is protected and respected.

We are also committed through this Long Term Plan to take some initial steps to help address the issues identified through Greater Christchurch 2050, and move us towards our shared aspiration for the future.

## 12.5. Other

### General Comments

14 submitters provided alternative views relating to the Strategic Framework including housing, arts and regulatory environment.

### Officer Response

TBC

# 13. Planning & Strategic Transport, Urban Design, & Urban Regeneration

## 13.1. City Planning

### General Comments

63 submissions were received about city planning issues.

3 submissions supported our approach to city planning, 16 submissions opposed.

44 alternative submissions were received, with many discussing issues such as housing density and urban sprawl.

### Officer Response

#### Industrial

One submitter raised concern about the unsightliness of scrap metal businesses in Garlands Road, Woolston.

The District Plan enables industrial activities to operate without undue constraint within industrial zones other than where located at the interface with residential and other sensitive zones where additional controls are in place to provide a higher level of visual amenity. In this case, the scrap metal operations, whilst highly visible from Garlands Road, are sited away from the residential interface. The visual impact of these operations is likely to be less once the large site at 50/76 Garlands Road is developed (consent granted in November 2019 for a Bunnings Warehouse – RMA/2019/1159).

#### Quarrying

A number of submitters raised issues about quarries in the district including:

- Requesting a 1km minimum setback distance from residential land;
- Questioning the appropriateness of allowing quarries to establish on the City fringe which may be needed for City growth in the future.
- Suggesting that a specific quarry zone be identified for quarries instead of providing for them generally in the rural environment.

These matters were all canvassed during the last District Plan Review, with the Independent Hearings Panel concluding that the proposed management approach for quarries to be the most appropriate.

Staff add that the western part of the City where the quarries establish on the old Waimakariri flood plain, has not been identified as a long term City growth option as it is constrained as a result of the airport and Ruapuna noise contours, designated Prison land, ecological parks, flood protection, Waimakariri Recreation Reserve etc.

### **Zone changes**

One submitter (questioning the benefits of rates) suggested that their property was rezoned to industrial without consultation. The property address was not specified. It is noted that the expedited plan review process did preclude consultation with individual landowners however it was a public process with an extensive public engagement campaign.

### **Short Term Accommodation**

Currently, the Council is proposing to change its District Plan requirements for visitor accommodation in residential units through Proposed Plan Change 4. Following consideration of submissions, the Council's planning officer is now recommending that unhosted visitor accommodation in residential units in residential zones in Akaroa is a Permitted activity (does not require a resource consent) for the first 180 nights per year for up to six guests. Hosted visitor accommodation in a residential unit is permitted year-round for up to six guests at a time. The hearing is scheduled for May 2021 and a report from the Hearings Panel with a recommendation for a decision by the Councillors is expected in July 2021.

### **Telecommunication Utilities**

Council have notified a plan change to provide for antenna associated with telecommunications at an appropriate scale.

### **Film Studios**

The District Plan enables film studios in a range of locations as amended by a Section 71 proposal.

### **Industrial Farming and Water Quality**

A submitter seeks that CCC work with Environment Canterbury to prevent industrial farming from polluting aquifers. The Council has no jurisdiction to manage the effects on water quality from farming activities. Those effects are managed by Environment Canterbury under its Canterbury Land and Water Regional Plan. However, the Council has no objection to working collaboratively with Environment Canterbury to protect freshwater.

### **Rural Urban Fringe Intensification**

A submitter seeks that CCC change the minimum site size requirements for the Rural urban Fringe Zone from 4ha to 1ha. This issue is managed through the District Plan. The purpose of the Rural Urban Fringe Zone is to provide a buffer between metropolitan Christchurch and the wider rural environment and to provide a distinction between activities that are urban and rural. One of the key mechanisms to achieve this outcome is minimum site size of 4 ha for any residential activities in this zone.

### **Akaroa Drinking Water Supply**

A submitter seeks a full review of the District Plan rules be undertaken in response to the drinking water restrictions that were imposed on residents of Akaroa over the most recent summer. The District Plan contains no rules that regulate the taking and using of water for drinking water supply. Those rules are contained in Environment Canterbury's Land and Water Regional Plan. However, where new allotments are proposed via subdivision, the District Plan requires that there is adequate provision on site for access to drinking water

(either private, or via Council's reticulated network), with sufficient capacity to serve the proposed development.

### **Improving the Regulatory Framework**

A submitter seeks that CCC improve its regulatory and compliance framework to ensure that native vegetation is protected. The Council is committed to maintaining its District Plan to ensure it is fit for purpose. Plan Change 7 to the District Plan, which seeks to better protect and maintain indigenous vegetation, is one of a number of upcoming Council plan changes, and is proposed to be notified in May 2019.

### **Mapping and Identification of ONLs**

A submitter seeks that CCC undertake a comprehensive mapping exercise of all Outstanding Natural Landscapes (ONLs) in Banks Peninsula and includes these in its District Plan.

All ONLs in Banks Peninsula were mapped and identified in the District Plan during its review in 2015. The ONLs were identified by Boffa Miskell landscape studies undertaken in 2007 and 2015 and were found by an Independent Hearings Panel to be robust.

A submitter seeks that engagement with the owners of sites in Appendix 9.1.6.1 Schedule B continue with a view to move those sites to Schedule A.

Engagement with landowners of Schedule B sites is on-going and these sites will be moved to Schedule A by way of a plan change to the District Plan in the future. In the meantime, these sites are protected by the general clearance rules in the District Plan.

### **Whakaraupō**

A submitter seeks that CCC undertake a review of the District Plan in so far as it relates to Whakaraupō. The Council is committed to the Whaka-Ora Healthy Harbour Plan to achieve the vision for Whakaraupō. In addition, Whakaraupō is identified in the District Plan as an area of high natural character and includes a bespoke rule framework to protect those values. Council will continue engaging with Runanga and other stakeholders on implementation of Whaka-ora and addressing issues through the District Plan as appropriate.

Approximately 40 'Growth' related submissions on the draft LTP have been counted. A number of sub-themes are identifiable under the overarching theme of 'Growth'.

### **General Growth**

The current residential, commercial, rural and transport zoning provisions contained in the Christchurch District Plan (the 'Plan') were introduced through a formal statutory review process that led to the Plan becoming operative in December 2017. Under the Resource Management Act 1991 (RMA), district plans must be reviewed and updated every 10 years. However, in addition to allowing the Council to make changes to the operative Plan, the RMA allows anyone to seek changes to this Plan through a request for a private plan change.

### **Residential Intensification**

Council is currently investigating further intensification areas in the City to address growth needs (giving effect to the NPS on Urban Development). Key parts of this work include assessment of infrastructure capacity / constraints / needs (including any required streetscape improvements), district plan provisions to promote high quality development and consideration of funding implications and mechanisms (including the use of development and financial contributions). This work will inform areas appropriate for additional intensification including consideration of heights and densities.

The NPS on Urban Development directs council to focus intensification in and around centres and other areas of high demand and accessibility, recognising the benefits of locating more people close to shops, services and other amenities that is well serviced by public transport. It limits the extent to which council can limit intensification to preserve existing amenity like trees and low density character, other than where certain specified circumstances.

### **Commercial Growth**

There are no current plans for additional new retail complexes but under the RMA any individual is permitted to apply for a resource consent or plan change for additional retail development, should they wish (as per the current plan change request for expansion of Homebase Retail Park).

### **Car parking**

The new NPS on Urban Development will preclude Council's ability to require car parking for new developments (other than for the mobility impaired). The council's suburban car parking policy provides a toolkit for managing on-street parking impacts from intensification if required.

### **Spatial planning**

Council, with its Greater Christchurch Partners is currently preparing a Greater Christchurch Spatial Plan which will consider future growth needs and aspirations across the sub-region. This work will include consideration of different options for meeting growth needs including through intensification, brownfields redevelopment and green field opportunities.

### **Trees**

Council's Tree Policy provides guidance for the planting, protection, maintenance and removal of trees on land owned and maintained by the Council. Furthermore, Council is currently developing a Tree and Urban forest Plan which will provide a long-term vision and strategy to maximise the health and sustainability of the city's urban trees and forests and the benefits we receive from them. Furthermore, it is our understanding that the ability to apply blanket tree protection is not available under the RMA.

### **Productive soils**

The Government has proposed a National Policy Statement for Highly Productive Land (NPS-HPL) to improve the way that highly productive land is managed under the Resource Management Act 1991. One of the purposes of this NPS is to protect highly productive land from inappropriate subdivision, use and development. Pending approval by Cabinet, this proposal will likely take effect in 2021. The RMA requires that Council's district plan give effect to all national policy statements.

### **Affordable housing**

Council has adopted a new Community Housing Strategy 2021 – 2031 in January to reflect the need to think more broadly on assisted housing. Council are working with the Greater Christchurch Partnership on the Social and Affordable Housing Action Plan to address the Our Space actions agreed to by partner Councils, and this will likely contribute to the upcoming Greater Christchurch 2050 work programme. Council has also co-authored the LGNZ remit on affordable housing with Hamilton City Council to encourage central government to enable additional tools for Councils to implement affordable housing initiatives, including inclusionary zoning. Council are actively pursuing these options through staff involvement in the LGNZ working group which involves local and central government actors and community housing providers to inform the RM reform process and potential interim measures.

### **Tiny houses**

The '[Tiny House information: questions and answers](#)' document (available on Council's public facing website) contains details regarding the building code, zoning and consenting issues for tiny houses.

## 13.2. Strategic Transport

### General Comments

108 submissions were received on strategic transport.

13 submissions supported our current approach to strategic transport, while 11 opposed.

84 alternative submissions were received, with many comments discussing electric vehicles, and encouraging the use of active or public transport.

### Officer Response

#### **A strategic direction for Transport**

Approximately 20% of the submissions directly related to the transport initiatives proposed in the Long Term Plan are in favour of the direction being set through the draft Christchurch Transport Plan. Overall there was good support around invest programmes that focusses on sustainable and clean travel options to encourage mode shift and reduce transport emissions.

Just over 10% of the submissions directly related to the transport initiatives proposed in the Long Term Plan are not in favour of the direction. Respondents main concerns were that the current strategic direction for transport costs too much money and the proposed priorities being addressed do not solve our current congestion and travel demand patterns. Additionally, sustainable transport options are not always inclusive to everyone therefore the proposed programmes needs to give more consideration to all ages and abilities.

70% of the submissions directly related to the transport initiatives felt that the Long Term Plan vision for transport needs to be bolder and our supporting investment needs to do more directive to meet our climate change targets. Many of these responses felt that a radical change is needed to reduce our emissions and the LTP should look beyond the 10

year period. The urgency to reduce our car dependency and the desire to build and support a compact urban city was a common theme for respondents. Respondents noted that to reduce our need to travel we need more services that can be easily accessed by sustainable modes, making these options more attractive than the private car. To achieve a radical change in travel behaviour it was recognised that similar incentives to discourage car use in European countries should also be considered.

Of the 70% of submissions there was an overall concern that our transport provision going forward should take a holistic approach to planning to ensure our transport system supports a range of range of services that benefits our people, our place and our economy. Some additional programmes that The Long Term Plan should consider are: pedestrian friendly environments, recognition of micromobility and the need to adapt our infrastructure, wider behaviour change programmes and recognition of Covid-19 travel trends and how this has change demand.

### **Response**

The majority of submissions are seeking Council to be more directive in the proposed transport programme. There is a sense of urgency that the proposed transport programme is not ambitious enough to meet our climate change targets. There is also a greater focus on how land use and transport work together to achieve our strategic direction.

Council staff are preparing a new transport plan which will replace the Christchurch Transport Strategic Plan 2012. The Christchurch Transport Plan 2021-2051 will outline our thirty year plan for investing in our transport network. It will also drive and guide our long term planning process going forward.

We have local targets of a 50% reduction in gross GHG emissions by 2030 and net zero GHG emissions by 2045. We also have a national target of net zero GHG emissions by 2050. We recognise that transformational action is now required to achieve change of the scale needed to meet our challenging reductions targets.

The Transport Plan will provide a pathway to ensure transport plays its role in meeting these targets, it will also provide an opportunity to review our direction and what changes are needed a decade after the earthquakes. In particular, it provides an opportunity to adopt the direction set by the Government in 2019 in the national road strategy, Road to Zero, as well as to consider how we can better align our urban form and transport aspirations.

### **Parking**

Just over half of the submissions related directly to parking support the Council's parking proposals. Respondents were supportive of Council's investment decisions but signal a stronger response is needed to manage parking. The significant financial cost of parking provisions is highlighted and there is support for removal of all free parking, with capacity to be provided in off street parking buildings instead.

Just under half of the submissions related directly to parking are against the Council's parking proposals. Respondents felt that more parking should be provided and that it should be free, convenient and accessible to those with restricted mobility.

### **Response**

Council's Draft Central City Parking Policy is setting out a future direction for parking management for on street parking, that balances the competing uses of valuable on-street space. Using rates to fund the provision of free on-street parking provides an incentive to drive to these on-street car parks. With limited on-street capacity, this results in spaces

filling up close to popular destinations and being unavailable to people who really need them, and undermines the market in commercially provided off-street parking provision. The Draft Central City Parking Policy also provides a framework for managing areas of high demand to ensure that spaces are available close to where people need them, and being cognisant of Council's other strategic objectives around climate change. It also signals a review of mobility parking to ensure that the right amount of the right type of mobility parking is provided in the right locations.

### Transport Emissions

Approximately one quarter of the submissions relating directly to transport emissions support the direction of Council investment, acknowledging the large contribution that transport has on the city's emissions and that we will fail to meet our climate targets unless we encourage *"people out of their cars and into active and public transport"* Approximately two thirds of the submissions relating directly to transport emissions support the direction of Council investment but state that **more** needs to be done in order to meet our targets. The submissions focus on greater investment in public and active transport to reduce car dependence. There is split opinion on the role of electric vehicles in the future transport priorities to meet our climate targets with electric vehicle infrastructure being seen as both critical but also distracting from the required focus on public and active transport. There is also call for the Draft Christchurch Transport plan being *"a game-changer and doesn't just promote incremental change"*. Alternate financing models are suggested to enable this change from additional fuel taxes to increased debt thresholds to meet the challenge of climate change.

Two of the submissions relating directly to transport emissions are against the direction of Council investment, one stating that electric vehicles are the solution to emissions reduction rather than public transport and the other stating that resolving congestion will make it easier to drive smoothly and therefore reduce emissions.

### Response

The majority of submissions relating to transport emissions are in favour of doing more to reduce our transport emissions. The vast majority of transport investment over the last few decades has enabled people to travel further and faster, predominantly by private vehicle. This has provided people with access to a large number of opportunities if they have access to a private vehicle. However, the adverse impacts of private vehicle travel is becoming better understood, in particular with road transport comprising 36% of our emissions as a city.

The strategic direction of the Draft Christchurch Transport Plan and the spatial planning work underway aims to provide people with access to more opportunities closer to where they live, reducing the need to travel, and making public and active transport the modes of choice when travel is necessary. This is aligned with the views of the majority of submitters requesting a stronger response to climate change, and is consistent with many of the current programmes within the Long Term Plan. These programmes include the completion of the major cycle routes and connections and the implementation of the preferred programme of public transport investment.

The Long Term Plan also included budget for travel demand management and behaviour change programmes. Increasing funding for public and active transport infrastructure, and for behaviour change programmes would further strengthen alignment with both the strategic direction of the Draft Christchurch Transport Plan, and with the views of the majority of submitters.

Whilst greater numbers of electric vehicles will reduce the city's transport emissions, they will not improve the adverse impacts of private vehicles such as congestion, safety, pollution (tyre wear, noise pollution) or reduced amenity.

## 13.3. Mass Rapid Transit

### General Comments

55 submissions were received regarding mass rapid transit.

52 submissions supported mass rapid transit, with many discussing the need for light rail.

3 alternative submissions were received.

### Officer Response

The Regional Public Transport Plan 2018 reviews the current network and proposes an improved ten year connected network for Greater Christchurch. This approach focuses on growing patronage by concentrating investment on more core routes, increasing service frequency and improving customer services. Implementing this represents a significant step towards achieving the 30-year vision and supporting planned urban growth.

The next step would be moving towards rapid transit to enable even more people to access economic and social opportunities. Rapid transit will support intensification and regeneration in the Christchurch central city and around Key Activity Centres along the corridors. In time this will provide the right conditions for the public transport system to further grow patronage and become more successful.

Transforming the network starts with this Plan, by signalling investment in the core routes both in terms of priority measures and increasing service frequencies, as the two go hand in hand. It will be an evolution of infrastructure and services. The transformation will also take place on services connecting to the core routes.

How fast this transition to deliver the connected network will depend on the rate of funding that can be achieved from rates, fares and central government subsidy. The Greater Christchurch Partnership Committee, which comprises the Council, Environment Canterbury and neighbouring authorities are currently investigating broad Mass Rapid Transit scenarios – and what part, if any such systems might play in the population, economic and employment growth of the sub- region in the coming decades. This work is taking place alongside other initiatives to improve existing bus-based services across Greater Christchurch, which themselves feature in the Regional Public Transport Plan (Environment Canterbury) and the individual Long Term Plans of the regional partners.

At present therefore there is no funding in the Council's draft Long Term Plan for the implementation of mass rapid transit, beyond that associated with the ongoing investigations as to its potential role and business case completion.

## 13.4. Urban Regeneration

### 13.4.1. General Comments

76 submissions were received regarding urban regeneration.

10 submissions supported our approach to urban regeneration, while 8 submissions opposed.

58 alternative submissions were received for urban regeneration, with most requesting a regeneration focus in specific areas.

### 13.4.2. Officer Response

#### **Enliven Places**

Through Toi Ōtautahi, the Arts Strategy, the Council and partner agencies are committed to supporting creativity, including recognising the role street art activity and artists have played in regeneration and placemaking. The Strategy emphasises developing creative opportunities locally.

Support is noted from several submissions for continued and increased commitment to placemaking and creativity, for placemaking organisations and for an associated range of financial mechanisms to continue.

- \$342k per year opex is allocated in the Draft 2021-31 LP to support city placemaking. Traditionally, this budget has been used to support The Green Lab, Gap Filler and Life in Vacant Spaces and, more recently, the Central City Business Association. Staff will provide a report on the allocation of the available funding and recommendations on multi-year funding of organisations following adoption of the LTP.
- \$300k capex is allocated for capital delivery to support placemaking through the Enliven Places Programme and its continuation is supported by several submissions.
- The contestable Enliven Places Projects Fund (EPPF) ends on 30 June 2021 and several submissions seek its continuation. Small grant funds are also available for the community to participate in quick turnaround projects through the Discretionary Response Fund. Staff will be reporting on mechanisms to streamline small contestable placemaking grants. The EPPF has previously supported a range of community-led initiatives.
- The rates incentive for owners that provide partial rates waiver to support temporary activation of vacant sites is supported in submissions. Staff will provide a report on its potential continuation, including consideration of connecting the incentive directly to the Vacant Sites Programme. Other mechanisms to incentivise owners are possible (refer vacant sites targeted rate commentary) and the draft LTP is seeking views from the community and property owners about the best way to proceed.
- A vision/approach for the Central City through improved partnership around 'place' is in discussion as a collaborative cross-organisation exercise. This aligns with the direction raised through engagement for the new Strengthening

Communities Strategy and could be considered further as part of future, multi-year Grant Funding Agreements.

### **Barrier sites**

The Council continues to contact owners of derelict sites through its Barrier Sites programme, which comprises a mix of development support, heritage grants and regulatory compliance action. Statutory regulation does not offer strong tools to drive action unless property presents a danger to the public.

### **Suburban Centre revitalisation**

Following consideration of the 'Urban Regeneration Priorities Heatmap', the Council agreed key revitalisation priority areas. Approximately \$23 million is allocated in the Draft 2021-31 Long Term Plan to deliver capital improvement projects identified in the Suburban Centre Master Plans; a post-earthquake initiative for the revitalisation of suburban commercial centres and neighbourhoods.

For the immediate suburban revitalisation priorities of Linwood Village/Inner City East (which includes Phillipstown), New Brighton, Ōtākaro Avon River Corridor:

- Funding is included in the Long Term Plan to implement projects in these locations.
- In Linwood / Inner City East,
  - o The Council is also supporting a community-led revitalisation project and a cross-agency community safety initiative.
  - o The streetscape project is funded only for works within the commercial area; no further works to include connection to Ōtākaro Avon River Corridor are currently funded. Project specific consultation is scheduled in August.
  - o A submitter's proposed step-by-step codesign process for the Linwood Village Streetscape Enhancement (funded for 2021/22) is beyond the scope of the project as presently funded, while noting that engagement will include involvement from the community and stakeholders to develop the design for approval and implementation. Staff from various units of Council are continuing to support regeneration in Linwood Village/Inner City East.
  - o There is no specific allocation of capital funding to support the Greening the East plan in the LTP, however, other projects may support this aspiration including the Ōtākaro Avon River Corridor, the Council's updated tree policy, the Draft Urban Forest Plan (currently in development) and Project 8011 – Central City Residential Programme.
- In New Brighton, both the Council and ChristchurchNZ continue to play an active role in revitalisation and over \$15 million is allocated in the Long Term Plan to deliver projects from the New Brighton Master Plan:
  - o Street design, including kerb and channel design, is considered during the project planning phase. The undergrounding of assets owned by other parties, such as power lines, can have significant financial implications as costs are not able to be capitalised. These factors need to be considered

- when determining project costs and are often not outweighed by the transport safety and amenity benefits achieved.
- ChristchurchNZ is progressing housing development feasibility on its New Brighton sites.
  - Land acquisition for the proposed Oram Ave road extension is a priority project and funding is allocated for the road extension and other Public Realm Improvements FY25/26. The timing of the Oram Ave road construction and new open space link reflects the Councils' capital programme prioritisation. In order to 'bring forward' these projects, other Council capital projects would need to be deprioritised and rephased.
  - The original Community Advisory Group (CAG) operated on a voluntary basis and, if sufficient interest exists, it could be reconvened without Council funding.
- The Ōtākaro Avon River Corridor (OARC) funding has been designed to meet the needs of the OARC Regeneration Plan. This plan underwent extensive public and engagement and consultation. Lighting will be carefully considered as part of the OARC implementation planning and design. The ecological and other benefits of reducing artificial light will be balanced against the community need for personal safety and crime prevention through environmental design.

Other capital budget is allocated to support suburban development. The timing and phasing of other Master Plan projects closely reflects the Council's current suburban revitalisation priorities. Projects funded in later years of the Long Term Plan and unfunded projects are lower priority.

- Over a million dollars is allocated to deliver projects from the Ferry Road Master Plan, including completion of the Woolston Village street upgrade.
- Budget for tree renewal, and for land development and acquisition for city parks, has been allocated in the LTP. The Council has recently adopted the Tree Policy which commits to increasing the tree population throughout the City. The Urban Forest Plan (in development) will also commit to increasing the tree population further.
- Funding is allocated in the Draft LTP to deliver the Christchurch Coastal Pathway. Some funding is also included towards the end of the LTP capital programme to deliver Esplanade streetscape and open space enhancements (P1.2.1 & P1.2.3) from the Sumner Village Centre Master Plan.
- The timing / phasing of Selwyn Street Master Plan projects reflects the Council's capital programme prioritisation. In order to 'bring forward' the Street and Movement project (S1) or to reinstate funding for Selwyn Street Reserve Landscaping (N1), the Council would need to deprioritise and rephase other capital projects.
- Funding is allocated in the Long Term Plan (LTP) to projects from the Main Road Master Plan. Redcliffs Village safety improvements and speed limit reductions are being investigated as part of the Coastal Pathway (Moncks Bay section). Funding is also allocated in FY21-23, to Moncks Bay Parking and Bus Stop Enhancements (M7) and several other Master Plan projects are funded from FY30/31.
- Funding is included in the Draft LTP for a range of projects in Diamond Harbour including Cemetery Development, Inner Harbour Road Improvements and Planned Wharf Renewals.

- The allocation of \$613,120 for Project ID 60387 reflects the phased delivery of the Diamond Harbour Village Plan over the long-term, balancing with the Council's other suburban centre revitalisation priorities.
- The Reserves Act 1977 would not permit new accommodation facilities on the former Godley House site, unless part of the reserve had its reserve status revoked. An application is with the Department of Conservation (DOC) to consider a partial revocation of the recreation reserve in the vicinity of the former Godley House site, to enable a commercial business to operate. The Godley House site is a registered archaeological site and an NZHPT authority required the original foundation and exterior steps to remain in situ when Godley House was demolished in 2011-2012.

Other suburban revitalisation support:

- Private sector development support, especially in regard to vacant sites, is anticipated to be prioritised to Inner City East and New Brighton as noted above, along with Sydenham, Lyttelton and Woolston.
- Through Toi Ōtautahi, the Arts Strategy, the Council and partner agencies are committed to supporting creativity. In developing the Strategy, the community and arts sector recognised the role street art activity and artists have played in regeneration and placemaking. The Strategy emphasises developing creative opportunities locally.
- The Council's Enliven Places Projects Fund has previously supported street art murals in the central city and suburban areas. The Fund ceases on 30 June 2021 and staff will be reporting on mechanisms to streamline small contestable placemaking grants.
- The Long Term Plan includes discretionary Community Board funding which the Boards distribute to support neighbourhood projects and community-led initiatives.
- The Council's Shape Your Place Toolkit is also an intended resource for community-led projects.

Other priority locations will be progressed as and when Council resources allow. Initially these may include Linwood Eastgate and the Ōtākaro Avon River Corridor.

Locations noted by submitters that are not currently priority locations for suburban revitalisation:

- Requests for public toilets are guided by the Council's Public Toilets Policy. Sumner is not included in the list of priority locations for more public toilets. New requests are considered in consultation with the Community Board and other stakeholders and assessed against additional criteria.
- Brooklands: The reallocation of funding to implement the Community-Led Action Plan would require the reprioritisation of projects within the capital programme.
- Russley; Avonhead; Waltham; Aranui; Burwood; Parklands; Queenspark; Northcote; Shirley.

Sundry responses to comments in submissions on suburban revitalisation

- Construction for the Hornby Library, Customer Services, and South West Leisure Centre has begun. It is anticipated that the passive surveillance from the facility being there, its lighting and opening hours will assist with safety in the area. The landscape plan will more than double the number of trees in this part of the park.
- Regarding queries on a comprehensive plan for Halswell and suggested action of developing a Halswell Liveability Plan, the adopted South West Area Plan is the relevant comprehensive plan for Halswell, and is based on principles for sustainable and liveable communities.

### **Central City revitalisation**

The support and concerns of several submitters is noted. The Central City is a current regeneration priority and the Council will continue the key initiatives set out in the cross-agency Central City Action Plan and the Socio-Economic Recovery Plan, particularly in creating the right preconditions for regeneration and growth. Although recovery from both earthquakes and pandemic leaves the Central City fragile, post-Covid19 lockdown Central city spending exceeded expectations. Attracting people to visit, enjoy and live in the Central City will increase its vibrancy, supporting business viability and growth. Getting our major facilities opened and supporting the delivery of more homes are works in progress that will further encourage people and stimulate business.

### Regarding investment, barrier sites, vacant sites and resident population:

- The Central City remains a priority for public investment, which can be expected to stimulate further private investment as major facilities come online. A number of owners in the vicinity of High Street have signalled that with the commitment to the Arena now having been made, confidence to plan for new investment is improved. Creating activity around the new Convention Centre and adjacent Cathedrals are opportunities to be seized. The Performing Arts Precinct (adjacent Te Pae, Tūranga and New Regent Street), to which the Council has committed more than \$30 million in the LTP, will further support these clusters of activity and stimulate new offerings. A key challenge beyond the delivery of the remaining major projects (including the Arena and MetroSports facilities) is to grow the flows of people and activity to connect with current hotspots like the Promenade.
- Council has been following up with owners of derelict buildings via its Barrier Sites programme since 2017.
- New activity and development within the Central City continues to be encouraged and there is demand for land for development – especially residential. Low amenity vacant land is an ongoing challenge. In December 2020, Council initiated a Vacant Sites Programme whose aims are to encourage permanent development of vacant sites and, in the interim, improve the appearance of vacant sites (where development may not be immediately feasible). By reviewing the provisions for gravel car parking and, potentially, establishing a targeted rate to fund a service to improve vacant sites, there is increasing incentive for owners to act.
- Maintenance and upkeep of the public spaces in the Central City are regularly reviewed, reflecting the importance of this area as guided by feedback provided by the Central City Business Association’s regular street audits.
- Council will continue to strike a balance between the need to make the Central City a vibrant destination, while recognising that its resident population is an important contributor to that vibrancy. Growing the diversity and volume of

evening activity relies heavily on the number of people living and visiting the Central City.

Regarding specific points – residential development, library hours, one hour free parking, regulation, Ōtākaro Avon River Corridor:

- The District Plan contains rules relating to residential housing development in the Central City. The Central City Residential Programme (Project 8011) aims to facilitate more affordable and diverse housing, as well as more cohesive neighbourhoods and communities. The Council's support of the community-led housing development at Madras Square (via financial loan) is one such example. Funding is also included in the Long Term Plan for Central City land acquisition, for new parks and open space as well as transport improvement projects. The Council only uses the Public Works Act when it can meet the purpose, objectives and requirements of the Act.
- A key reason for proposing to open Tūranga on five public holidays per year is to activate this part of Cathedral Square and to support the vitality of the CBD. Reducing opening hours between 7pm and 8pm was selected because of the relatively low numbers of visitors at that time.
- An evaluation of the one hour free parking scheme in 2020 concluded that the rate funded subsidy cost \$500 per additional car and was not extended beyond its 3-month post-lockdown period.
- On regulation, further discussion is invited to understand specific instances of where excessive regulation is a barrier; noting that regulation which reflects wider community outcomes may be equally as valid as business outcomes.
- On the Ōtākaro Avon River Corridor (OARC) which runs from the central city to the sea, a chair was appointed in January 2021 of the Christchurch Red Zones Transformative Governance Group (Te Tira Kāhikuhiku). Comprised of community members, iwi and local community board members, the group will provide advice and make recommendations to the Council and Government on initiatives, ideas and activities to transform the city's red zone land in Brooklands, the OARC, Southshore, South New Brighton and the Port Hills.

### **Greening the East**

There is no capital funding allocated in the LTP to support the full delivery of the Greening the East plan. However, other projects may support this aspiration (e.g. Ōtākaro Avon River Corridor planning, Linwood Village Master Plan). The Council's Tree Policy and Urban Forest Plan (in development) will commit to increasing the tree population throughout the City.

Funding is also allocated in the LTP for:

- general tree renewals and for land development and acquisition for city parks, both of which will help to improve the liveability of neighbourhoods;
- 'accessibility' projects including new footbridges (Medway St and Snell Pl), the Dallington 'riverside landing', the Avondale east-west bridge and the Ōtākaro-Avon ('City to Sea') Major Cycle Way.

With regard to other eastern greening initiatives: The northern end of Stanmore Road in Richmond has not been prioritised for urban regeneration over and above what is included

in the Otakaro-Avon River Corridor Regeneration Plan. The Council considered its priorities with reference to the 'Urban Regeneration Priorities Heatmap' and identified the Central City and Linwood/Inner City East as current key revitalisation priorities. Note: Reference to the Heat Map 2020 - this is the Council's spatial regeneration prioritisation tool combining social, economic and environmental data layers, and does not indicate urban heat islands.

## 13.5. Heritage

### General Comments

67 submissions were received on our strategic approach to heritage.

10 submissions supported our approach.

31 submissions opposed, a number of these objecting to council funding for the restoration of privately owned properties.

26 alternative submissions were received, many discussing specific heritage buildings.

### Officer Response

A number of submissions sought an increase in the recognition of more diverse forms of heritage. The Heritage Strategy, "*Our Heritage, Our Taonga Heritage Strategy 2019-2029*" was developed in partnership with Manawhenua and the communities of Christchurch City, including Pasifika, and based on values articulated by them including: Kaitakitanga, Rangitiratanga, Manaakitanga, Wairuatanga and Tohungatanga. Council is working with Mana whenua and Christchurch communities to implement the strategy.

In past Long Term and Annual Plans, funding for privately owned heritage buildings has been provided through grants and/or loans. Submission views varied with many in support of funding retention for maintenance and restoration, in line with the Heritage Strategy, but a number oppose further funding for Council and privately owned heritage buildings. Views in favour of and against specific buildings and building types were noted including private residential villas, post-1945 architecture, the Christ Church Cathedral, the Arts Centre and the Council owned former Municipal Chambers building. The backdrop of the earthquakes and the demolition of a significant number of heritage buildings, particularly in the central city, was reflected in the views expressed.

The 2021-2031 LTP does not include Heritage Incentive Grant funding for private heritage buildings and a number of submissions sought the reinstatement of this funding. Heritage Incentive Grant funding has incentivised investment by private owners in retention, upgrade and maintenance of their buildings in the past. The LTP includes Intangible Heritage Grants and Heritage Festival Grants which will provide enabling funding for a not only Council outcomes, but also outcomes sought by submitters. The LTP includes a proposed targeted rate for the Arts Centre and other Council-owned heritage buildings; Council has already resolved to provide \$10m funding for the Christ Church Cathedral. Including funding for Heritage Incentive Grants would have a direct impact on rates.

The city has many internationally renowned iconic buildings such as the Arts Centre and these act as a visitor attraction but also establish a sense of place and an identity for the city on a national and international scale. These buildings are not only scheduled in the Christchurch District Plan but also on the Heritage New Zealand Pouhere Taonga list of nationally significant heritage places. On a local scale, many heritage buildings are well known and appreciated by the local residents and used by youth and other community groups.

Protection for all heritage buildings is achieved primarily via District Plan rules, which include specific requirements for different categories of buildings and activities. Council has an on-going process of identifying suitable new heritage items to add to the District Plan – which occurs via district plan changes. In some cases protection is also achieved by conservation covenants, a requirement by Council on approval for a heritage incentive grant, and in other cases with specific legislation.

Submissions sought more rapid repairs of damaged buildings including those owned by Council. All metropolitan and most community heritage buildings have an identified future use; repairs are proceeding consistent with this use. Decisions on private building repairs are the responsibility of individual owners.

# 14. Other Topics

## 14.1. Potential disposal of surplus Council-owned properties

### General Comments

253 submitters support the disposal of surplus properties, while a small number among these did not want heritage buildings to be sold

54 submitters opposed disposal of surplus properties, as they do not want heritage or (potential) residential or community spaces properties sold

180 submitters gave alternative options, many wanted more information, while others wanted repurposing to housing or community use and not dispose of heritage buildings

### Officer Response

There has been a significant response on this topic both generally and around specific sites

#### **Support**

Those in support have indicated that they wish to see market sales and the reinvestment of returns into other assets. Some caution Council to ensure that it considers all its needs first. Others want Council to make sure that it considers long term leasing as an option.

A few submitters suggested that Council offer the land to Ngai Tahu first.

Some submitters have suggested additional properties that could be considered for sale (e.g. Sockburn Pool site; inner city laneways).

Turning specifically to the two heritage assets, some supporters of sale wanted Council to avoid funding of new owners. Others commented on the need for the return from the disposal of heritage assets to be used for heritage funding. A common theme was that additional protections for heritage assets should be in place before sale.

#### **Oppose generally**

There were those who opposed the sale of properties generally. The most common general argument was that we can only sell the property once. There were suggestions that Council could make other cuts first.

There were various suggestions for alternative uses of properties generally and specifically. These included use for parks, community housing, community, creative, arts and alleviating climate change uses. Some suggest that these uses should be at low rents. A submitter suggested that Council convert the Sockburn Service Centre site to a park and ride facility.

There were general comments about heritage buildings belonging to the people of Christchurch and assumptions that sale means loss of value.

Several submitters disagreed with the process and preferred to look at properties outside Long Term Planning process and to consider properties individually.

#### **Other**

Some submitters suggested Council should not sell leased properties as these generate a return. This submitter was supportive of selling vacant properties.

There were suggestions about how properties should be disposed with some suggesting gifting heritage properties to the Historic Places Trust. Others suggested that properties should be sold or gifted to the community and not for profits. One person did not want the properties sold to overseas interests.

A submitter suggested that we should only dispose of those properties purchased or with buildings constructed by Council. They did not want Council to dispose of gifted properties.

### **Yaldhurst Hall**

With one exception, all specific mention of the Yaldhurst Memorial Hall either want to see the decision about its future use delayed until further investigations are undertaken or retained by Council and repaired. There is some desire for targeted consultation. Some wish to see the hall returned to the community including the potential that the community takes over the restoration project. Submitters believe that there is or could be a current or future community use.

Some believe that Council is the best agency to protect the heritage values of the building and for seeking innovative and appropriate funding for maintenance and use.

One group has requested the ability to lease the hall. They are offering to repair the hall, then propose using 70% of the time for their group's cultural uses and making it available 30% of the time for the community.

### **Hasketts Road**

There has been a mixture of conditional support and opposition for selling these properties. Those supporting would like to see the land rezoned prior to sale to ensure that it could not be used for quarrying or a preference be given to activities compatible with motor sport.

Those who oppose are also concerned about using the land for quarrying or industrial uses, and would prefer revegetation with native trees as a carbon sink. Others wish to see a "holistic approach" lead by the community.

### **Coronation Hall**

The Council proposed to lease the land under Coronations Hall and gift the building to the Suburbs Rugby Football Club. The Rugby Football Club would then repair the building and use it for clubrooms and other community purposes.

There are mixed views on this proposal. Some were supportive, noting the benefits to the club and community.

Other took the view that Council should retain and repair the building. There was a fear that the sale could lead to the potential for future demolition of the property.

Several felt that specific targeted consultation should be undertaken as they felt that that LTP process did not allow for sufficient scrutiny of the proposal given the size of the document.

Some submitters opposed the disposal but indicated that if the Hall was to be sold then it should have additional heritage protection before sale.

One submitter expressed concern that the disposal would impact on the Christchurch Folk Music club. They appear to utilise the nearby Irish Society Hall at 29 Domain Terrace, Spreydon so should not be affected by this proposal.

### **5 Worcester / Rolleston House**

Where specifically mentioned, submitters generally oppose the sale of Rolleston House.

The specific concerns relate to potential loss of heritage and aesthetic value under new ownership or occupation. Some submitters express the view that Council shows its leadership in heritage protection through ownership. There is some support for sale if the heritage values can be protection increased. Others indicate that while opposed, if

Council chooses to dispose, then they would like to see the level of protection for heritage values be increased.

Some submitters want to Council to give consideration of this property within the wider precinct.

There is a desire that an alternative use be found for the building, particularly for Council, community, youth, creative or arts purposes. There has been a specific proposal by one group for use of the site for an arts education purpose. Another has suggested that it should be retained for future low cost traveller accommodation.

### Discussion

For the majority of properties presented there have been no compelling reason not to proceed with disposal. The exceptions are discussed below or in a separate response (Hunters Road and Whero Avenue).

In term of addressing more general issues:

Issue	Response
Council needs	The list has been circulated internally several times with the aim of identifying alternative uses. Any needs identified since the consultation started will be presented separately through the Chief Executive's report.
Use of returns	Council's general approach is to include any sale revenue in consolidated funds. There does not seem to be compelling reason raised to change this approach.
Use for community housing	The list of properties was circulated to several major community housing providers, who have separately indicated a desire to discuss some of the properties with Council should they become surplus to requirements.  It is possible that some of the properties will end up being used or held for this purpose.
Use to alleviate climate change	While some of these properties could be used for revegetation purposes, the majority are small and urban and less suitable for this purpose.  Council still retains significant land holdings, which may be better suited for this purpose, particularly in association with existing revegetation programmes.
Offer to Ngai Tahu	The list of properties was circulated to Ngai Tahu (corporate and property) and the six local Rūnanga. Council will enter into discussion with these groups if they express any interest.
Additional properties	It is intended that this process be undertaken each year as part of either a Long Term or Annual Plan process.
One-off return	Council acknowledges that there is a one off capital revenue from the sale of properties, however, disposal will lead to recurring savings including rates, maintenance, and insurance costs.

Issue	Response
Process	<p>In late 2020, staff canvassed the process with Council through both a briefing and a formal report. The new process increases opportunities for community consultation, links decisions to financial planning and is more efficient. The Council endorsed the new process.</p> <p>Consulting on the properties individually outside of Council's formal planning process could involve 50 – 60 individual processes, at additional time and cost to Council. Additionally decisions will be made outside of the financial planning framework reducing the ability of Council to prioritise the use of scarce resources or to dedicate funding for retention and development decisions.</p> <p>Overall staff believe that the process has worked well with a wide set of views gathered and key issues to guide decision making identified.</p> <p>Notwithstanding this, there are lessons to be learned from this process particularly around access to information. These lessons can be applied in the next iteration of this process.</p>
Selling leased properties	<p>Philosophically Council should not retain land that is not being or likely to be used for a public purpose.</p> <p>Practically, often these properties are only leased for holding purposes and may not generate a significant or any return to Council. Additionally the capital return from these properties may be recycled to help deliver Council's objectives.</p>
Gifting	<p>Gifting to community groups is a legitimate approach that Council has undertaken on an ad hoc basis. Work is underway to develop a policy framework around these community asset transfers, however, this is not yet complete. For some of the properties under consideration community asset transfer is option that Council may wish to consider.</p>

### Yaldhurst Hall

Yaldhurst Memorial Hall is a Council owned facility that is currently closed due to damage and its seismic rating. For much of its history the facility has been operated by the community, and there were community contributions to the original funding.

It is not currently in use, and Council's strategies indicate that it is not needed as part of the community facility network. No money is on budget for its repair and upgrade, and it is unlikely that this would be a priority given the needs elsewhere in the network.

The community has expressed a desire for Council to retain the building and repair and upgrade it for use. There has been work undertaken with the community over a number of years to try to determine a way forward, however, this has not resulted in the development of a feasible plan. Others have indicated that the building has some heritage value as a memorial and an example of reasonably original 1950s community hall. There is no formal heritage citation for the facility.

Options for its future are:

- dispose of the property on the open market;
- retain, repair, operate and maintain; and
- transfer to the community through a Community Asset transfer option.

The future of the Yaldhurst Memorial Hall is likely to remain uncertain for the foreseeable future if it remains with Council. There is insufficient funding for maintaining community facilities and significant demand for both operating and capital expenditure across the portfolio. These facilities rarely generate sufficient revenue to cover their costs. Often these facilities receive less attention as part of a network than local communities would desire. From a staff perspective, focusing on overall financial pressures, activity requirements and community facility portfolio needs, the recommended option would be to dispose.

Clearly the community and some interest groups take a different view seeing local need for the property and additional values. They would like to see Council dedicate resources to the repair, upgrade and maintenance of the property. While the general community interest is not clear, there is a clear local interest in Council retaining repairing, operating and maintaining the facility.

A middle way may be to undertake community asset transfer to a community group who is prepared to undertake the repair, upgrade, operation and maintenance of the facility. One such group has submitted and there may be others willing to do so. Any transfer would be conditional that there be no call on Council funds, the facility having a proportion of time set aside for public bookings, and Council having the first of refusal on future sale of the land at a similar concessionary rate to the initial transfer price or the ability for Council to share in the proceeds of future sale.

### **Hasketts Road**

These properties were purchased due to the noise impacts of the adjacent Ruapuna motor sport facility. They have been grazed since, and are not needed for any Council purpose. While there was mixed specific feedback this can be addressed through covenants on the property relating to quarrying as well as noise.

### **Coronation Hall**

Currently Council has already decided to lease the building to the Suburbs Rugby Football Club for the purposes of a club room and community use. The revised proposal which we consulted on involves gifting the building to the Club and leasing them the land underneath.

The reasons for the proposal is that while reinstatement of the building is being undertaken by the Council, there are internal fit out requirements and ongoing operating costs that the Council does not have adequate budget for. The Club has proposed that they could fit out and fund the ongoing maintenance if they owned the building through a gifting. The Club will support ongoing community use of the building.

The Community Board has supported the gifting proposal.

While there has been mixed views expressed about the proposal, the concerns can be generally be addressed through the details of the gifting arrangements. This could include specific heritage protections.

### **5 Worcester / Rolleston House**

Originally built as a private residence in 1900, the property has been used as residential hostel since 1919. The Council purchased the property around 1974. It was leased to the Youth Hostel Association for accommodation purposes until the YHA lease was surrendered effective at 30 November 2020.

Council costs in relation to the building for the financial year ended 2020 were approximately \$71,000. This includes basic maintenance to maintain status quo. No estimate has been made for the cost of converting the building to another use.

It is listed on the District Plan as a 'Group 3 Heritage Item'. It is not listed by Heritage New Zealand Pouhere Taonga. Council staff have proposed that a heritage covenant be registered on the title if it were sold. While the District Plan provides good protection a covenant on the title would add an extra layer of protection. That covenant can say whatever we want as we would put that in place while we own the property, but bind future owners. Typically, at a high level, it would prohibit any work that would affect the heritage fabric and values of the building without agreement from Council heritage planners.

It is not listed with Heritage NZ but that is not an issue as the above two mechanisms on their own would provide adequate protection.

A key part of the heritage value of the property is its long use as a residential hostel. The Council has been in contact with organisations who might have been interested in using the building temporarily or permanently as a residential hostel. When these were unsuccessful, the Council reviewed its own potential uses, with no immediate unmet needs identified. These latest attempts follow a previous public process in 2017 which only attracted interest from the YHA. Based on these preliminary investigations, no identified Council need, and within the context of seeking ongoing costs savings, staff included this property in the consultation for properties requiring decisions.

There has been a strong response indicating that the heritage values of the property need to be protected and an indication that the community may have alternative uses for the facility. Given this it seems sensible to retain the building at present and explore the possibility of adaptive reuse.

The buildings zoning will guide the adaptive reuse. The Building is in the Guest Accommodation Zone, which allows for 'Guest Accommodation' as a permitted activity. If not used for Guest Accommodation then the Residential Central City Zone Rules apply.

These provisions are very restrictive on non-residential uses and would generally only allow a work from home situation or an activity no greater than 40m2 as a permitted activity. However, as the building is a Heritage Item the exemptions in Heritage Chapter – Appendix 9.3.7.4 apply. This exempts the site from compliance with residential rule 14.6.1.1 P8 or the 40m2 restriction. Therefore it is possible that the site could be used for activities other than Guest Accommodation, such as retail, offices, community facilities, healthcare facilities etc.

Both the exterior and interior of the building are listed in the District Plan as highly significant heritage item. This means that any alterations to the building required for a possible change of use (e.g.: removing internal walls to make larger spaces) would require resource consent under 9.3.4.1.3 RD1 as a restricted discretionary activity. Any signs for a new activity are also likely to need a consent.

Given these restrictions, the cost of adaptive reuse may be significant.

Council will have to carefully consider the financial implication of retention. Under the commercial lease with YHA, Council was able to cover costs for the building. The ability to recover a commercial return is less likely from a community, arts or cultural use, and Council may need to subsidise the occupation.

There is already insufficient funding for maintaining community facilities and significant demand for both operating capital expenditure across the portfolio. These facilities rarely generate sufficient revenue to cover their costs. Often these facilities receive less attention as part of a network than local communities would desire. From a staff perspective, focusing on overall financial pressures, activity requirements and community facility portfolio needs, the recommended option would be to dispose.

A possible path forward is for Council to call for expressions of interest for adaptive reuse proposals that can be delivered at no cost to Council on an immediate or ongoing basis.

**Recommendation**

It is recommended that:

Council dispose all properties other than 27 Hunters Road, 42 Whero Terrace, 5 Worcester Boulevard, the Yaldhurst Memorial Hall;

Note that 27 Hunters Road and 42 Whero Terrace are the subject of a separate briefing;

Implement the following recommendations for named specific sites:

Site	Recommendation
Yaldhurst Memorial Hall	<p>Undertake an EOI process to identify a community based group able to own, upgrade, operate and maintain the hall at no cost to Council.</p> <p>The property can be transferred as a community asset transfer to an appropriate community group for a less than market price subject to the new owners repairing the hall to a minimum 67% of NBS standard, and operating and maintaining it for community purposes for a minimum of five years. The repair, operation and maintenance of the facility would be at no cost to ratepayers.</p> <p>A mechanism can be included to allow for Council to recover a fair -value for the land transferred should it be sold within a nominated period after transfer.</p>

Hasketts Road	Dispose with covenants to prevent quarrying as the primary use
Coronation Hall	Continue to dispose by long term lease of land and gifting of the building to Suburbs Rugby Football Club.
5 Worcester	Undertake an EOI process calling for heritage sympathetic, adaptive reuse proposals that can be undertaken at no cost to Council and do not require a subsidy. Proposals could be on the basis of sale or long term lease

## Support

## 14.2. COVID-19 Socio-Economic Recovery

### General Comments

- 1 submitter supported the Council’s approach and commitment to this issue.
- 2 submitters gave alternative suggestion to widen response to other expected and unexpected crises.

### Officer Response

Two submitters commented on the impact of COVID 19 on the city. One commended the Council for focusing on resilience rather than taking an austerity approach. The other submission, from DPA, noted adverse impacts various crises had on disabled people. DPA submitted that disabled people and disabled persons organisations should be involved in Council decision-making.

Council employs a Disability Coordinator, with “lived experience” in the sector. Council also has a Disability Advisory Group (DAG) including community representatives from a variety of disability communities. This groups provides feedback to a variety of Council units on upcoming projects and services.

Council provides funding to disability-focused organisations from the Strengthening Communities and Discretionary Response grants schemes.

## 14.3. Water Reform

### General Comments

- 18 submitted on water reforms regarding the following issues:-
- 7 submitters favour of keep chlorine out of the water supply
- 8 submitters would like waters kept under local control.
- 4 submitters noted the impact on rates and expenditure due to the uncertain outcome of the water reform.

## Officer Response

Feedback from the public has been mixed. There is some support for central government reform but the majority would prefer Christchurch to retain control of water services delivery. Most feedback relates to water quality with some focus on what would provide the best value back to Christchurch rate payers.

Water reform is included with the Council's Long Term Plan consultation as a mechanism for increasing public awareness about central government's Water Reform programme. Central Government stated in December 2020 that the status quo for water services delivery was not sustainable. The Department of Internal Affairs are currently determining their proposed multi-regional entities for water services. The proposal is expected to be confirmed before August 2021. In late 2021, local government led consultation will be required before a decision is made by each local Authority either remain opted into the Government's water reform proposal or to opt out. Although a formal decision is not yet required, feedback is focused on whether or not Christchurch should remain part of the central government reform programme.

The feedback includes commentary on the water services bill, chlorination and fluoridation. It is a reminder that although Central Government has separated water reform into three separate poe (pillars), this may not be clear to members of the public. Clear communications will be necessary to ensure that consultation on the creation of new water entities will not be conflated with feedback on either fluorination or the Water Services Bill, which are in place for all entities whether or not they are part of the reform proposal.

## 14.4. Water Meter Readings

### General Comments

- 1 submitter supported water meter reading
- 2 submitters opposed water meter reading with different reasons.
- 1 submitter would like all water be "user-pays".

## Officer Response

Very little comment on this topic. Strong support for metering from the Canterbury District Health Board as this supports drinking water security and safety.

## 14.5. Governance

### General Comments

- 5 submitters supported the Council's delivery of governance such as working well with communities and engaging with regional organisations.
- 6 submitters opposed the Council's delivery of governance including not working well nor consulting credibly with communities.

59 submitters gave alternative options relating to governance, citing examples of which community groups the Council should work with. Some relate to issues which more appropriately belong to other organisations in Canterbury. A few would like participatory democracy, live streaming of subcommittees, working groups and community board meetings

## Officer Response

This theme captures many diverse and interesting reflections on governance. The majority of submissions broadly covered Councils collaborative approach to working with other organisations, agencies and community groups; often in partnership. There were mixed views on how successful this has been:

Submissions were supportive of Council's approach in respect of the following organisations:

- Community Boards.
- Community Park Working Groups.
- Zone Committees.
- The Regional Transport Committee.
- Mayoral Forum.
- ECAN.
- Collaborative approach to regional transport (ECAN).
- Collaborative regional approach to Civil Defence.
- Collaborative approach to the OARC.
- Greater Christchurch 2050.

Submissions that supported an additional focus (improvement) in the collaborative relationship with:

- Tertiary Institutions – and the use of their consultative frameworks.
- Department of Conservation.
- Rod Donald Trust.
- Reserve Management Committees.
- Community Boards.
- Red-Zone co-governance.
- Forest and Bird.
- The older-adult community.
- The wider community of Banks Peninsula.
- Public Transport Stakeholders.

5 submissions commented on the need for a participatory democracy and a “resident’s forum” or similar. Proportional representation (STV) was favoured by one submission and the live streaming of community board meetings by 3 submissions.

Views on ECAN were mixed with some submitters seeking their abolition and some seeking greater cooperation.

7 submissions specifically mentioned the need to work more inclusively with Māori and other multi-cultural communities. Similarly a need was expressed to work closely with the older adult community to cater to this increasing demographic.

A small number of submissions talked to Council's relationship with Banks Peninsula. Views were mixed with some positive, particularly investment in the natural environment. Most supported additional commitment to the Peninsula and purveyed a view that

proposed levels of service were higher in Metropolitan Christchurch and that this was inherently unfair.

### Response

Council's commitment to a collaborative, inclusive and partnership-focused approach to working with the community is paramount in Council's **Strategic Framework**. As such this approach is cascaded through the organisation. Processes such as strategic planning, decision making, community engagement, operational delivery and community funding are all underpinned by Council's collaborative approach.

In 2019 Council signed a **Governance Partnership Agreement** with Community Boards to ensure that decisions are made at a level as close to the community they affect as possible.

Council uses a range of tools to engage the wider community in decision making such as the increased use of hearings panels, public forums, deputations and a comprehensive suite of engagement opportunities for significant decision making processes.

The Council has established a joint committee with Ngāi Tahu, the **Te Hononga Council Papatipu Rūnanga Committee**. It also has a services agreement, at the staff management level, with Mahaanui Kurataiao Ltd (MKT), a company that represents the six Ngāi Tahu Rūnanga within the Christchurch territory. This agreement outlines how the Rūnanga, represented by MKT, can participate in the Council's decision-making process around resource management, and the preparation of policy statements and plans. MKT also provides services to increase the Council's knowledge around protocol, translation and relationship-building.

The agreement is a key step that the Council is taking to fulfil its obligations under the Local Government Act 2002 and give effect to requirements under the Resource Management Act 1991 to consult with iwi. It also assists the Council to obtain information on matters relevant to tangata whenua interests.

The Resource Management Act has specific requirements for Councils to take into account an Iwi Management Plan when preparing or changing their District Plans. The six Rūnanga in Christchurch have for the past three years worked to bring their values and aspirations into a single planning document. The Mahaanui Iwi Management Plan was formally presented at a ceremony on 1 March 2013.

While Ngāi Tahu is mana whenua in most of the South Island the Council has also established a working relationship with and meets regularly with Te Rūnanga o Ngā Maata Waka who represent a large number of Taurahere Māori in Christchurch.

Council supports a **Multicultural** Committee which steers Council's approach to implementing the multicultural Strategy. The Committee is in turn advised by a 15 member Multicultural Advisory Group and an INFORM network of about 200 members. Council maintains a working relationship with about 45 ethnic-based organisations. Within the Council organisation its self a Diversity @ Work Policy sets out Council's commitment to supporting diversity in the workplace.

Council maintains a relationship with a number of city-wide organisations and forums including but not limited to, Age Concern Canterbury, Presbyterian Support, the Methodist Mission and Elder Care Canterbury Provider Forum. In addition Community Boards will interact with a number of forums locally.

Notwithstanding Council's approach there are there are challenges. For example the 2021 Residents Survey showed that 33% of residents understood how Council makes decisions. Whilst this was an improvement of 4% on 2020 it is short of the 42% target.

Opportunities for Council to review aspects of its governance and representation following the LTP include but are not limited to:

- A review of the committee structure following the LTP process.
- The Representation Review.
- A review of community board delegations, aligned to the Governance Partnership Agreement.

## 14.6. Public Information & Participation

### General Comments

7 submitters expressed support for the consultation process.

21 submitters opposed. A number saying that the Council does not listen well, communication was late, engagement was poor.

33 submitters gave alternative views including less consultation, better consultation, late letters, participatory democracy, problems with the submission form.

### Officer Response

#### Overall consultation

Submitters said that consultation should be coordinated, prioritised and phased – both within Council and with external organisations. The amount of consultation in April is putting pressure on voluntary organisations to respond to them all. Another submission called for less consultation, and a second for it to be streamlined because of its cost. There were also several comments about the timeframe for the draft Long Term Plan consultation being too short. As a result communities did not have time to make meaningful submissions.

Another submitter was disappointed that there were no specific questions about the council's approach and priorities.

Those commenting on consultation emphasised the importance of genuine engagement – listening to what the community is saying.

Another submitter expressed appreciation for everyone's efforts towards the overall aims of the Long Term Plan.

#### Long Term Plan Online Search Tool

Generally submitters welcomed the introduction of the tool. Descriptions ranged from excellent to quite helpful, with one submitter describing it as “too gimmicky”. Submitters commenting on the tool would like to see it developed further to provide more detail around specific projects and thereby increasing transparency. One submitter said while they loved the idea of the tool, more information was required around specific projects to allow them to make a submission.

#### Consultation document

There was a common call for better information in the document on spending on specific projects. Several submitters called for a brief summary of every project on a ward by ward basis. Other issues raised included lack of support documentation so people could get a clearer picture of what is being proposed. Another said it was difficult to understand what projects that previously had LTP funding allocated to them had dropped off. A 70-page document was too long for residents was a comment from one submitter. Two of the submitters said information about the level of rate increases was confusing.

One submitter described the document as excellent, while another commended the inclusion of a statement saying that everything had a climate change lens over it.

### **Consultation Process**

A general call for Council to listen to its residents – hear their concerns and respond accordingly rather than going through the motions of consultation. A submitter said that the Council needed to have constructive engagement with ecological groups. Council was accused of doing what it pleased and spending money to the benefit of a few. Another submitter wanted to know how submissions are weighted because it often appeared those groups creating the clamour were given more weight than others.

A specific questions related to a proposal to close the Riccarton bus lounge, saying it was hard to find in the consultation document and that there should have been better communications around this proposal.

The Christchurch Youth Council sent a submission thanking the Council for highlighting areas of interest to young people which helped them deliver a youth-friendly survey to gather feedback on key aspects of the plan.

### **Length of consultation period**

Those commenting on the length of the consultation period felt that given the overwhelming amount of information in the draft plan, more time should have been allowed for consultation.

### **Consultation around the proposed land drainage targeted rate for rural properties**

All of those submitting on this issue challenged the timeframe of consultation. They said that while consultation opened on 12 March, the Council did not send a letter to individual ratepayers about the proposed land drainage targeted rate until 30 March. This gave them little time to respond before the consultation closed on 18 April. Consultation meetings had already been held when people received the letter. One asked that consultation be extended. The claimed that the process had not been thought through and could have been done better.

### **Consultation around the disposal of surplus land**

One submitter said that residents were not aware of the process to dispose of Council land in Diamond Harbour. Had it been more widely publicised, the submitter felt that others would have submitted.

### **Cost of consultation**

Two submitters said that Council spent too much on consultation – the process needed to be streamlined.

### **Making a submission**

One submitter said it was irrelevant to ask for age and gender information. The other three had difficulty making their submission because the tool did not save their content as they were writing. Their work was lost before they could submit.

### **Long Term Plan – campaign and communications**

A submitter questioned the use of “game plan” in the campaign. Another said that the Council should spend less on marketing, while two submitters said that more money should be allocated for communication so that necessary information could be provided

to the community about the Long Term Plan. More channels should be used – not just newspapers and online.

### General

One submitter said the Council had made it clear that its focus was on urban areas in the draft Long Term Plan. Another said that the Snap Send Solve app. is a good way to engage with the Council

## 14.7. Public Transport

### General Comments

27 submitters support public transport, improving public transport, including free bus trial, free in CBD, better bus infrastructure, to mitigate climate change.

29 submitters oppose but mostly not opposition to public transport per se. They are mostly criticising how inefficient the current public transport network is, or inappropriate for them or relatively expensive and inconvenient.

113 submitters with alternative options relate to express buses, ownership of PT system, frequency, electric buses, smaller buses, free in CBD, free/cheaper for schools and students, improve routing, connecting Banks Peninsula, allowing dogs, cleaner, better maintained buses.

### Officer Response

#### Free Bus Fares, Painting of Buses

Environment Canterbury (ECan) is the lead agency responsible for the funding, planning, operations and procurement of public transport services across the Canterbury region. ECan works closely with the Council and our neighbouring Councils (Selwyn District Council, Waimakariri District Council), who are in turn responsible for providing the public with the public transport infrastructure (including bus shelters and bus stops, bus lanes, the Central Interchange), in order to support those services. Co-ordination is achieved in greater Christchurch through a Public Transport Joint Committee, which includes representatives of the Council.

Therefore, issues such as individual bus fleet operations, liveries, routes, frequency, timetables and the setting of fares are matters for ECan, through their procurement and performance management of the individual bus service providers.

#### Mass Rapid Transit (MRT)

The Greater Christchurch Partnership Committee, which is comprised of the Council, ECan, and neighbouring authorities, is currently investigating broad MRT scenarios, and what part, if any, such systems might play in the population, economic and employment growth of the sub-region in the coming decades. This work is taking place alongside other initiatives to improve existing bus-based services across Greater Christchurch, which themselves feature in the Regional Public Transport Plan (ECan) and the individual Long Term Plans of the regional partners.

At present, there is no funding in the Council’s draft Long Term Plan for the implementation of Mass Rapid Transit, with the current business case work yet to establish what investment is likely to be required within the next ten years of the draft Long Term Plan.

### **Investment in PT System, Reliability, Increased Frequency, Patronage Growth**

A business case that supports investment in improvements to largely bus-based public transport services across the city was endorsed by the Council in December 2020. The majority of recommendations from the business case are included within the Council’s draft LTP, and amounts to \$96.7 million to improve public transport infrastructure and facilities across the city.

Improving journey time and reliability of public transport services relative to private vehicles is one of the three key objectives of this planned investment. This includes providing integration of real time information on buses and the traffic signal network to provide priority to buses if behind schedule, provide bus priority lanes, and with improved bus frequency provided on those corridors. These combined measures are expected to improve the travel time reliability of bus services across the city, especially on the busiest core corridors.

The business case specifically recommends an increase in bus frequency on city-wide core routes. Increased bus frequency will increase the passenger capacity of those routes, along with reducing overall travel times due to less waiting time at bus stops, in turn improving reliability for passengers. Environment Canterbury, as the lead agency for commissioning and managing the bus services, will be responsible for service procurement.

The business case estimates a growth in patronage to 20 million boardings per year by 2028 – an increase of 44%.

### **Real Time Information at Bus Stops**

The current Public Transport Real Time Information (RTI) system that provides traveller information to bus passengers is jointly managed by the Council and Environment Canterbury. Environment Canterbury is responsible for the Interchange technology and the “on board” technology on the individual buses. Council is responsible for the on-street infrastructure assets, commonly referred to as Bus Finders.

The RTI technology and infrastructure familiar across the city’s busier bus stops is at the end of its life, and at risk of significant failure. Council and Environment Canterbury have therefore collaborated to investigate replacement options to both meet Christchurch’s public transport requirements now and into the future with the anticipated growth of services.

This work is substantially underway, and the new system is likely to begin to appear on the street around the middle of this year.

### **Park and Ride**

A business case that supports investment in Public Transport was endorsed by the Council in December 2020. The majority of the recommendations from the business case are included within the Council’s draft Long Term Plan, and includes \$96.7 million to improve public transport infrastructure and facilities across the city.

However, Park and Ride facilities have not been identified as a cost effective measure to improve bus patronage across greater Christchurch as a whole, compared with other alternatives, such as increasing bus frequency, improvements to bus priority and improvements to bus stop infrastructure. Park and ride facilities were recommended in

the Selwyn District and Waimakariri District Long Term Plans, which is a matter for the Selwyn and Waimakariri Districts. This promotes people to park and ride near where they live compared to driving most of their journey and taking the last couple of kilometres on public transport.

#### **Diamond Harbour Ferry**

The Diamond Harbour ferry is operated by Black Cat Cruises. This forms part of the wider Christchurch public transport network. The journey time is around eight minutes with greater frequency throughout the day. In combination with buses from Lyttelton to downtown Christchurch, this allows residents of Diamond Harbour to commute to the city. The Diamond Harbour Wharf renewal project (CPMS ID #54276) is underway to provide a fully accessible ferry service.

#### **Central City Free Bus Shuttle / Free Buses on Weekends / Free Buses for Youth**

There is no current plan to return the shuttle bus to the central city. The operational cost to run this service is in the region of \$1 million per year, and there would be significant capital investment required to set up the infrastructure to support this service. ECan is responsible for the setting of bus fares along its routes.

## 14.8. Tarris

### General Comments

25 submitters oppose the airport development at Tarris, because it's a high risk investment, wrong priority for the Council, climate emergency.

### Officer Response

Submissions concerning divestments and investments by Christchurch City Holdings Limited (CCHL) are a matter for the Board of CCHL.

## 14.9. Fluoridation

### General Comments

10 submitters support fluoridation for dental health.

14 submitters oppose fluoridation due to health concerns, healthy teeth can be achieved by other means.

1 submitters gave an alternative option of free fluoride toothpaste to children.

### Officer Response

The majority oppose the addition of fluoride to drinking water largely on the basis that they would like their water to be 'pure'. Those who support do so for the health benefits.

As the Government has proposed a law change, (expected to be passed by the end of the year), to the effect that water fluoridation is to be controlled by the Director-General of Health instead of by local authorities, the matter will therefore fall outside of Council's responsibilities.

There would therefore be no point in a survey of residents, nor other additional work started.

*(Note: Council does not have a policy on fluoridation)*

## 14.10. Procurement

### General Comments

7 submitters gave alternative views on procurement, competent consultants/contractors, ensure effective tendering processes, employ local, living wage for contractors' employees, contractor safety adherence and effectiveness and efficiency.

### Officer Response

#### Procurement Policy

The Office of the Auditor General's Guidelines require Public Entities to develop their own procurement policies tailored to their own needs, but to take into account their core principles of Accountability, Openness, Value for Money, Lawfulness, Fairness and Integrity.

In May 2018 the Council resolved to adopt a new Procurement Policy.

The Elected Members wanted to ensure the procurement policy was aligned to the Strategic Framework as this sets out the vision for Christchurch. The Elected members also wanted to ensure we prepared ourselves in readiness for a change to the Local Government Act which was expected in the first half 2019. At that time the LGA stated that the purpose of Local Government was to deliver activities "in a way which was most cost-effective for households and business". The change to the LGA (Local Government (Community Well-being) Amendment Bill 2019) reverted back to the purpose of Local Government being the promotion of the four well-being (social, economic, environmental and cultural)

The policy includes 8 objectives;

1. Value for money
2. Environmental sustainability
3. Social responsibility
4. Economic benefit
5. Ease of doing business
6. Build and maintain a reputation for ethical behaviour and fair dealing
7. Achieve the Council's strategic aspirations
8. Promote opportunity, innovation and participation

The Policy sets out these eight objectives, to ensure we:

1. Meet the legal requirements of the Local Government Act 2002
2. Follow the basic principles governing all public spending outlined in the Auditor-General's Procurement Guidance for Public Entities, June 2008; and

3. Align our strategic procurement principles with our vision, strategic priorities and community outcomes.

A Procurement Framework consisting of specific rules underpins the Procurement Policy, there are 107 rules covering several categories;

1. Procurement Governance
2. Health and Safety
3. Procurement Planning and Strategy
4. Scope and Specifications, contracts and performance measures
5. Market Approach and evaluation
6. Market communication
7. Contract award processes
8. Operational Contract Management
9. Transactional rules - supplier on boarding to payment

The Procurement Framework rules include specific guidance and direction for Council staff to use to ensure;

1. Consistency
2. Delivery of positive outcomes

The procurement Policy and Procurement Framework undergoes regular reviews by experienced and qualified staff, along with regular audits by Council's Audit and Risk Team and external bodies such as Audit NZ.

Council (as part of the Procurement Framework) have various forms of engaging with a supplier and continually review and select the best form of engagement for the type of project/work and the stage of the project/work or requirement for supply of goods is at.

**Example of aspects considered;**

Sub-contractors are the responsibility of the main contractor and our Local Market relies heavily on the main contractors utilising expert sub-contractors. The work we give to our contractor will include clear requirements around things like Safety in Design, Site Specific Safety Plans and onsite management.

Any main contractor who wins a tender is responsible for the performance and actions of their sub - contractors. Sub-contractors are normally required to be listed by the main contractor for acceptance when submitting their tender.

Main contractors have sub-contractor agreements to align them to the main contractor's Health and Safety Policy, Inspection and Test Plan etc.

Auditing of the performance of the main contractor also includes the performance of their sub-contractors carrying out work on their behalf.

Early contractor involvement may be chosen at the design and preparation of tender documents to ensure the scope of work is fully captured and documented so as the risk to contractors tendering for the work is greatly reduced and a realistic tender price is submitted, reducing the potential for variations during construction.

Timeframes and urgency may dictate that the work cannot be scoped before going to tender and this needs close management, and a decision on who will share risk as the project progresses. For example a Lump Sum contract will transfer the risk to the contractor who will factor this in their price. If the contract is a measure and value or time/cost then the risk is reduced for the contractor, but the final contract price may not be well defined until the scope and detailed design is complete.

Council Contracts include specific measures in terms of responsibilities for Health and Safety. This includes specific measures for on and offsite management of Health and Safety.

Council has a Health, Safety and Wellbeing Risk Classification process which determines the prequalification requirements for all contractors.

We use three health and safety risk classifications;

Classification 1: High risk – Worker and public safety are at risk without adequate controls and/or work undertaken is either hazardous and/or conducted in a hazardous location e.g. construction demolition/excavation.

Classification 2: Medium risk - Minimal risk of harm occurring to anyone and the work conducted is not hazardous or carried out in a hazardous location, e.g. planting/gardening, general maintenance work, general office cleaning.

Classification 3: Low risk – Minimal level of risk occurring to anyone. Companies or individuals engaged to provide services of products where the work is neither hazardous nor in a hazardous location e.g. consultant or supplier working from a desk, office based training or auditing.

Council construction contracts normally have various sections relating to Quality Assurance. This often requires the contractor to produce a ‘Quality and Test Plan’ outlining key critical areas that need to be checked and signed off before proceeding further with the construction. This is important in areas where the work will be backfilled and permanently covered.

Auditing is also carried out by random sampling and testing as and when required.

Contracts normally, after construction is complete, have a defects liability period where the contractor is liable for any defects in workmanship or materials. The contractor may be required to carry out maintenance during the defects liability period like watering and weeding the landscaped areas.

Specifically relating to savings, Council has a clear Contract and Project Management process which ensures efficiency from a total value perspective including savings, a quality in delivering the service/goods and timeliness.

Council staff responsible for Contract and Project Management have clear set targets related to this.

### **Sustainable Procurement Outcomes**

We are seeking to influence our Suppliers to change their organisations for the greater good because Council cannot deliver sustainable outcomes in isolation. We will do this by considering both how a supplier proposes to sustainably deliver a service to us and how a supplier is supporting our outcomes in their day-to-day business activities.

Council has a minimum 10% weighting in tenders for the sustainable procurement criteria for all work tendered over \$100k. We are also working to ensure specific sustainable measures are included in our contracts.

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Sustainability is the term we use to describe our focus beyond the traditional procurement targets of time, quality and cost. It allows us to use our substantial market position as a “force for good”.

Sustainability is divided into three key categories, each of which is reflected in our Procurement Policy:

**Environmental Sustainability:** Our commitment to enhancing the environment by conserving resources, saving energy, and minimising waste, thereby protecting health and resources for the future and enhancing environmental quality and safety.

**Social Responsibility:** Our responsibility to broaden social equality in Christchurch through the promotion of opportunities for the under-represented and disadvantaged,

and to build stronger and more resilient communities. It can include the direct or indirect engagement of social enterprises.

Economic Benefit: Our drive to foster local business and recognise the advantages of using local suppliers, through exploring initiatives to provide more economic and employment opportunities to local Christchurch enterprises and employers. Some of the Social Responsibility elements we consider and want our suppliers to demonstrate to us are;

- Inclusive Employment and Training
- Actions that support the community and encourage participation and the involvement of residents and stakeholders and that embrace the principles of the Treaty of Waitangi (Partnership, Participation and Protection).
- Actions that support meaningful career development and paid employment opportunities for a diverse workforce.

**Example of how Council continue to support these objectives;**

Council actively liaises with the contracting industry to provide insight in regard to the forward construction programme so as to give certainty to contractors and enable contractors to recruit and sustain staff levels. Council acknowledge they are a major player in the economic growth of Canterbury and continue to invest in a capital rebuild programme to support the construction industry.

As part of the tender evaluation process there are certain attributes that contractors need to provide in order to have a valid tender for consideration. Staff resources is one of those attributes and this would involve staff CV's, qualifications, and the personnel team who will be working on the project. Under the Health and Safety attribute in a tender Council ask for confirmation that the contractor has a Site Specific Health and Safety Management Plan. This should cover all areas of safety for staff working on the site.

This is audited by Council staff during construction to monitor that construction staff are issued with the right PPE and that procedures are in place to reduce the risk of incidents happening on site.

## 14.11. Insurance

### General Comments

1 submitter would like the Council to have the right insurance cover for horizontal infrastructure.

### Officer Response

Council regularly reviews the risk profile of our asset portfolio and the level of insurance required. This takes into account the condition of the assets and the cover available in the global insurance markets.

## 14.12. Biodiversity

## General Comments

There was 1 submission received on general biodiversity issues. This submitter would like to see protection for the black-billed Tapāpuka gull nesting on Armagh Street.

## Officer Response

The former PWC site is private land and not a responsibility of Council.

## 14.13. Cruise Ships

### General Comments

4 submitters with alternative recommendations to deal with cruise ships, especially increase wharf fees.

### Officer Response

A number of submitters expressed liking the lack of Cruise ships in Akaroa and the desire for better tourism management in future.

Initial work is being done to scope/ assess the feasibility of a possible destination management plan for Banks Peninsula.

Akaroa District Promotions are undertaking some work around destination marketing of Akaroa. They have had an application to the Council's Business Improvement District grant scheme approved which will fund a share of this work. A condition of the funding is that the outputs should be able to be incorporated into any Banks Peninsula destination management plan.

Council Parks staff have no mandate to direct Cruise ships to use Lyttelton port, however it is expected some larger vessels will use Lyttelton now the berth is available there. Some will still use Akaroa when borders reopen for Cruise ships. We intend to continue to work with ECAN on ships using the Council's wharf at Akaroa. The traffic management plan for Cruise ships is submitted and reviewed annually (when Cruise ships use Akaroa). There is a small increase planned for Cruise ship fees.

# Sheldon Park Netball Courts & Pavilion

## General Comments

85 submissions were received regarding the Sheldon Park netball courts and pavilion.

83 of those submissions were in opposition, requesting for the parks renewal, specifying issues including the public toilets and the poor quality of the courts.

## Officer Response

### **Sheldon Park Netball Courts**

There were a notable number of submissions requesting renewal of the netball/tennis courts and the adjacent pavilion in Sheldon Park, Belfast. The courts are used by the Belfast Netball Club primarily for training by the lower senior teams and junior teams Tuesday to Thursday evenings in winter. The courts are also used by Belfast School as a play space during interval and lunch breaks, and by Eclipse Marching for training in summer.

The courts at Sheldon Park are in poor condition, the surface is aged and worn with cracking all over. The courts are mostly level except for court two where there is a noticeable change in level in the middle of the court.

The estimated cost of renewing the courts is \$130,000. The supply and ownership of netball hoops is to be discussed with the club.

Renewal of the courts is included in project 61795 and is planned for delivery in FY24-27. To complete the renewal earlier will require additional funding or substitution with another hard surface renewal.

Other projects within the hard surface renewal programme that could be considered for substitution are Central City and Heritage Parks path renewals (FY22-23) or Linwood Park path renewals (FY23 \$120,000).

Alternatively, a substitution could be made with project 43697 Recreational Surface Renewals in FY22 (\$38,000 to relevel the basketball court in South New Brighton Park) and FY23 (\$90,000 for repairing cricket wickets around the city).

### **Sheldon Park Pavilion**

Belfast Netball Club and Belfast Rugby club are currently using the toilet/changing facility on an informal basis. A formal lease agreement is required.

There is some moderate cracking in the building, however, it has been assessed as safe to occupy. No major damage or critical structural weaknesses have been identified. The toilets are in good working order but require cleaning and would benefit from redecorating.

The cost to repair the building and redecorate has been estimated at \$71,000. The funding allocated to building renewals in community parks (project 61793) is well over-subscribed as seen through a number of other submissions. Sheldon Park pavilion has not been prioritised for funding and would require additional funding or deferral of other planned building renewals. The club may choose to do some fundraising themselves. The buildings are closed for public use and the Council does not have a regular cleaning schedule in place. It is expected that the user groups undertake the cleaning themselves as is the case with other sports pavilions.

#### **1124 Fields and Irrigation**

One submission referred to irrigation and the condition of the sports fields at Sheldon Park. Renewal must be prioritised on a city wide basis within the resources available as we have a large backlog of renewals required to bring sports fields up to the condition desired by sports users. Funding sources are oversubscribed and the renewal programme is constantly being reviewed. Sheldon Park is not ranked within the most urgent priorities.

# Greening the East

## General Comments

34 submissions were received regarding Greening the East plan, supporting the implementation of the plan and encouraging funding to be set aside in the Long Term Plan for the planting of trees and the enhancement of biodiversity in the area.

## Officer Response

### **Greening the East**

There is no capital funding allocated in the LTP to support the full delivery of the Greening the East plan. However, other projects may support this aspiration (e.g. Ōtākaro Avon River Corridor planning, Linwood Village Master Plan). The Council's Tree Policy and Urban Forest Plan (in development) will commit to increasing the tree cover throughout the City.

Funding is also allocated in the LTP for:

- general tree renewals and for land development and acquisition for city parks, both of which will help to improve the liveability of neighbourhoods;
- 'accessibility' projects including new footbridges (Medway St and Snell Pl), the Dallington 'riverside landing', the Avondale east-west bridge and the Ōtākaro-Avon ('City to Sea') Major Cycle Way.

### **Other eastern greening initiatives**

The northern end of Stanmore Road in Richmond has not been prioritised for urban regeneration over and above what is included in the Otakaro-Avon River Corridor Regeneration Plan. The Council considered its priorities with reference to the 'Urban Regeneration Priorities Heatmap' and identified the Central City and Linwood/Inner City East as current key revitalisation priorities.

Note: Reference to the Heat Map 2020 - this is the Council's spatial regeneration prioritisation tool combining social, economic and environmental data layers, and does not indicate urban heat islands.

# 27 Hunters Road, Diamond Harbour

## General Comments

141 submissions were received for the land situated at 27 Hunters Road, Diamond Harbour.

3 submissions supported the sale of the land.

80 submissions opposed the sale of the land, with many requesting that this be removed from the LTP and go through a consultation process with the community. The reasoning behind this includes concerns about future development if the land is sold, and many have been involved in plating on the land and constructing walking tracks through the land which are frequently used by locals.

## Officer Response

### Background

Since 1913 Council has owned these properties intended for the development and expansion of Diamond Harbour. For at least 40 years these have been zoned for potential residential development.

Council has no plans to use the land for these expansion purposes, and they are not required for infrastructure or service delivery. Generally Council does not take on the risks associated with residential development directly.

In the absence of plans and direction Council has leased the land for the grazing and has allowed the revegetation of the gullies. Grazing produces insufficient revenue to cover the costs of rates on the land, resulting in a net ongoing economic loss to Council from ownership. The loss is currently about \$15,000 per annum.

The land does generate social and environmental benefits, through paths used for school access and recreation, and the revegetated gullies. Council is in the process of protecting the gullies through conservation covenants.

With no plans for any Council use, it has sought the communities' views on the future of the land through the 2021-31 Long Term Planning process. There has been significant response on the future of the land, particularly from Diamond Harbour residents.

### Themes and Issues

There has been significant levels of general support for disposing of properties no longer required for their original use. Many of these submitters have referred to the ability to use the capital revenue from sales for offsetting rates increases or reinvestment.

There has also been a lower level of general opposition for disposals, particularly as this is perceived as a one off opportunity to generate revenue. There has been a significant number of submissions specifically relating to the properties at 27 Hunters Road and 42 Whero Avenue, Diamond Harbour.

Key themes from the submissions relate to a desire to protect the natural value and public access particularly of the revegetated areas. Some submitters have indicated that they are less concerned about development of the flat land as long as the reforested gullies are protected. Others have expressed concerns about their ability to influence development outcomes.

Some have suggested that they would like to see specific forms of development of the land, including housing for those who wished to age in place in their communities. Others have indicated a desire to see land set aside for future education needs. Many have expressed concerns about the impact of development on infrastructure. Concern about changing the character of the area is also commonly expressed.

There is also a perception that the Long Term Plan (LTP) consultation is not “consultation” and preference for an alternative process. This includes concerns that the LTP process is a “fast track” process that prevents Community Board and public consultation.

### Discussion

The gullies will be protected for public benefit regardless of a retention or disposal decision. The Council has decided to protect the revegetated gullies with a conservation covenant registered against the title. The work to implement this protection has been undertaken with the local Reserves Management Committee and is well advanced. If Council did decide to sell, then this would not occur before the covenants were in place. Public access is possible from both formed and unformed legal road.

Council could consider further protecting the gullies by subdividing these from the main property and protecting them as reserves. In addition Council could consider formalising the track through a right of way.

Council could consider developing the property itself or through a subsidiary. This would allow more community input in to the design of a development, but would involve Council (or the Council family) taking on development risk. Council does not have significant experience in managing residential development risk.

Anyone wishing to subdivide this land would need to apply for a subdivision consent. Decisions about public consultation would ultimately depend on the design of any subdivision. A subdivision that complied with zoning rules would be unlikely to require notification.

The LTP is the appropriate vehicle for making decisions about the future of property that is not being used for its original purpose. A LTP provides for integrated decision-making, allowing decisions about the future of property to be made in the context of the Council’s financial ability to implement decisions. Decisions to retain property will be made as part of the financial planning process so Council can set aside funding for holding and/ or development costs. Equally a decision to dispose at this time will result in more accurate revenue budgets.

The LTP process requires extensive consultation, ensuring that there is a wide variety of input into decisions. Local interests can be considered, through individual submissions and Community Board input, as well as whole of City considerations, through full Council making final decisions.

The process being used is not a fast track process – it is a process designed to get better decisions based on community input and with proper consideration of the financial implications of the decision. The previous process referred to by submitters did not include a mandatory public consultation process unlike the new process.

### Options

Six possible options have been considered. These are not necessarily mutually exclusive options.

1. **Do nothing:** Council could decide to continue to let the flat land for grazing, accept the access track, protect the gullies through conservation covenants, allow revegetation and operate the property at an economic loss.
2. **Dispose with additional protections for the paths:** Council could decide to dispose of the site following the completion of the conservation covenants for the

gullies and with additional protection (e.g. right of way covenant) for the paths. The land is held for development purposes and Council has no plans for development, so rather than leaving capital tied up in underperforming land, it should dispose of it. While the community has identified concerns, Council disposing of the land does not mean that development will occur.

3. **Retain as a park, managed by Council's Parks Unit:** Council could decide to retain the land as a park. In the short term this would result in no change with the gullies continuing to be revegetated through community partnership and the flat land leased for grazing.  
Parks have advised that they definitely want to see the gullies protected and also the community built track that runs along the lower part of the land to the school. They have no plans for the remainder of the site at this stage, it is not required to meet their Levels of Service and they are not aware of any evidence-based community need for the land to be developed as a park.
4. **Develop:** Council could consider developing the property, in consultation with the community, either directly or through ChristchurchNZ's urban development staff. This is likely to carry significant financial risk (i.e. the revenue gained may be less than the cost of developing to the community's needs) and is not Council's core business.
5. **Transfer to the Community:** As the land is not needed for Council purposes but is valued by the community it could be transferred into community ownership. This could be at a less than market price subject to Council having a value claw back mechanism to recover the capital value of the land should the community decide to dispose or develop it.
6. **Withdraw from process and undertake a targeted consultation process:** the local community has indicated a desire for specific targeted consultation on the specific property in addition to the wider approach taken for the whole portfolio. Given the level and variety of interest this is considered desirable. With this option Council could test community views and gain more information about what the community want.

### Recommendation

Based on there being no current or proposed Council use for the site, its current poor financial performance, the ability for the values of the site to be protected through other mechanisms, and a strong desire expressed by the community that the property should not be used for the purposes it was originally acquired and for which it is currently held, staff advice is that the property should be declared surplus and sold.

Notwithstanding this, implementing such a decision is likely to be difficult and risky.

Taking a pragmatic perspective, it is recommended that:

1. Council defer making a decision about the properties at 27 Hunters Road and 42 Whero Avenue Diamond Harbour until a targeted consultation process can be undertaken to gather additional information to support the material gathered through the LTP consultation process.
2. Council creates a project in the first year of the Long Term Plan 2021-22 Annual Plan and set aside a budget of \$65,000 for this purpose. The budget would be used for relevant studies to support the consultation and to cover staff time for project funded staff.
3. That the options including disposal, retention as a park, residential development and community asset transfer be included in the targeted consultation

4. To ensure that final decisions can be made in the context of Council's financial planning process, this matter be reported back to Council for a final decision as part of the 2022/23 annual plan process.

# KartSport Canterbury Race Track

## General Comments

10 submissions were received regarding the KartSport Canterbury Race Track in Halswell.

All submissions were against the Race Track moving, with many commenting that it is a part of the community.

## Officer Response

### **Submission summary:**

Nine of the 10 submissions received oppose moving the Kart Club from Carrs Reserve. The reasons for this ranged from wanting a well-established and well liked activity to remain on the reserve, to wanting the money spent on Halswell's roads instead. One submitter believed the local developers to should be responsible for the relocation. There was also confusion over what funding is in the LTP.

### **Response:**

The Kart Club's Resource Consent application to move to Mclean's Island is still on hold while staff are looking into the feasibility of other sites, including relocating within the existing site through the use of noise bunding.

The funds to relocate the Kart Clubs and the Greyhounds has been combined into one total sum of \$3.948m and pushed out to 2024/25.

# Wharenui Pool

## General Comments

162 submissions were received for Wharenui Pool, with 159 against the proposed closure of the pool.

The main concerns were that it is an integral part of the community and easy for many locals to access.

## Officer Response

The 2006 Aquatic Facilities Plan identified that Wharenui Pool would be at its 'end of life' in 2020. Following the earthquakes in 2011 the aquatic facilities plan was updated and new facility plans were identified and confirmed via subsequent LTPs. The Aquatic Facilities plan included the staff recommendation for the decommissioning of the Wharenui pool once Parakiore Recreation and Sport Centre and the Hornby Centre is open. Correspondingly no capital funding was planned for Wharenui Pool within the 2015 LTP and each subsequent LTP. Council staff have engaged with the Wharenui Swimming Club, the lease holder of the Wharenui Pool, since 2014 about the plan to decommission the facility.

From late 2022 Christchurch city will have the benefit of an increased network of aquatic facilities across the city. The area of aquatic programmable water within the city will more than treble from 2017. Christchurch will have shifted from 145 residents per m2 of indoor Council pool provision to 50 residents per m2 by 2023. This includes space for swimming, sports, leisure, swim lessons, therapy and more. Pre the earthquakes 67% of Christchurch's population lived within 3 kms of at least one pool. This will improve to 79% of residents by 2023, enabling equitable access for the community. The expanded cycling network will provide improved access options, buses serve the current and planned network, and car-parking is provided for those that drive. Decile 1-6 schools, years 3-8 are currently able to access a transport subsidy administered by Council for their learn to swim lessons during school time.

Council staff are working with the club to ensure the services provided at Wharenui will continue to be available from the new and existing facilities, similar to what other communities can access throughout the city now and in the future. Council has recently assisted Wharenui to offer swimming sessions for groups that benefit from different levels of privacy, as occurs within the current and expanded Council network. Current users of Wharenui will be able to access within four kilometres, two current pools and two new pools from late in 2022; Pioneer and Jellie Park Recreation & Sport Centre, plus Hornby and Parakiore Recreation and Sport Centre.

Council fees and charges for the services tend to be similar or more affordable than the Wharenui Swim Club rates. Council rates also have a 25% Community Services Card discount which means Learn to Swim at Council can cost \$10/lesson compared with \$15.50 at Wharenui. Learn to swim customers of Council programmes are also able to swim for free as part of their membership, at any Council pool so they can practice the skills they are learning.

Council have been completing only essential maintenance on the Wharenui facility since the plan to decommission the pool was confirmed within the 2015 LTP. This practice is to ensure the service can continue until Parakiore and the Hornby Centre opens however does not invest funds in a facility beyond this date.

Staff are working with Swimming Canterbury and their clubs to develop options within the expanded aquatic facilities network to ensure an improved opportunity for people who want to swim competitively. Staff are also supporting the Wharenui Swimming Club to investigate the feasibility of their organisation taking over full responsibility for the maintenance and operations of the facility from 2023 or develop other partnership opportunities. The option of the club taking on the responsibility of the facility will be a challenge as the costs involve capital upgrades, annual maintenance and operational costs. The capital upgrades are estimated to cost circa \$2.8 million over the next ten year to replace like for like. The maintenance costs Council currently funds, until the planned decommission, average \$75,000/annum over the past ten years. The club is also facing sustainability challenges and currently supports their operations and services by circa \$93,000/annum over the last five years. This has been funded by their equity which has reduced from \$510,000 at 31 March 2016 to \$46,000 at 31 March 2020.