Annual Plan 2023 – 2024

Thematically coded submission content
& responses from officers

Full Report

April 2023

How to use this report

This report summaries the submissions received on the annual plan by category. Officers have responded to submissions by category, and their responses and advice is provided with the relevant submission content for each category.

Within each category, submissions are grouped by following:

Support: Submitters who support what we have proposed.

Oppose: Submitters who oppose what we have proposed.

Alternative Proposals: Submitters who have provided alternative proposals to what was in the draft plan.

Other/General Comments: Any other or general comments about that category. These may include issues not covered in the draft plan, or general comments about the topic. Where a submitter did not discernibly support, oppose, or provide an alternative, their comments have been coded to this category.

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Rates

Residential Rates

General Comments

374 submissions were received on our residential rates proposal.

157 supported the proposed average rates increase of 5.79%, with many noting that this was below the level of inflation.

75 submitters opposed this proposal, 75 provided alternative proposals, and 81 provided general comments about rates.

Officers Response

Submissions supporting the proposed increase to residential rates note that the increase is reasonable given inflation (which is higher than the rates increase) and the cost of living crisis. This achieves an appropriate balance between raising rates and maintaining services. The Council has done well to limit the rates increase to the proposed level. Don't cut existing services (e.g. South Library project).

Some thought the rates increase should be higher – often submitters said it should at least match inflation. Great services are required to attract people to live in the city. Keeping rates lower would restrict making Christchurch a more resilient city for the future. Rates have been kept chronically low at the expense of long term infrastructure maintenance and development. We should stop thinking short term, and start thinking about long term investment in infrastructure so it is fit for purpose. Concern about the impact of climate change often accompanied this view.

Most who opposed the rates increases considered it excessive, and that Council should better manage its spending. Many people are struggling to pay rates – rates are increasing more than incomes. Areas of excessive spending include "management and consulting", consultations and the lengthening of project timelines. Contractors waste time and money - management of subbies needs to be better. Too much re-doing work. Sometimes capital work does not seem to be very strategic in the way it is rolled out. ,There is too much spending in the central city and west of the city. Council should down-size and get rid of excessive salaries. Focus on core services. Reduce inefficiencies and unnecessary bureaucracy. "I don't want to have to sell my house because I can't afford the rates or to water my garden". Roads are still sub-par in the east. Rates in Christchurch are higher than in Auckland and the Gold Coast (Australia).

Some were concerned about the revaluation causing a rates increase on top of the 5.68/5.79% increase.

Council should think creatively about using other forms of revenue – e.g. a billboard tax, selling assets, taxing fossil fuels, and new build levies.

Be more proactive about low income rates assistance.

Provide a tool allowing residents to see rate changes for an inputted address (rather than only considering averages).

Some suggested using land value (rather than capital value) for rating. Capital value rating acts as a disincentive for development and encourages land banking.

Many comments focussed on spending priorities:

- Need to address climate change – reduce emissions and invest in adaptation/resilience (urban trees, flood protection, stormwater management)
- Help provide a more "people friendly" city with safe walking, biking, public transport, fewer cars
- Cycleways (Wheels to Wings especially mentioned)
- Cycleways are pointless and poorly designed
- Resilience in terms of infrastructure
- Quality of our green spaces
- Roading, housing, parks
- Libraries. Specifically the South Library project.
- Community facilities
- Child friendly suburbs and activities
- Resolve water issues
- Provide what people want, even if it is an expensive cathedral and stadium
- Some oppose both the cathedral and the stadium
- Reduce salaries of overpaid managers and councillors. Reduce bureaucracy
- Clean gutters and drains regularly
- Utilities and roading infrastructure. Roads in the east
- Sell assets to reduce rates.
- Don't sell assets.
- Focus on basic requirements. Cut the "wish list". Rein in out-of-control spending
- Renew Templeton playground
- Cut unnecessary nice-to-haves like funding social, cultural, heritage and arts
- Borrow to fix problems
- Improve services in New Brighton: street cleaning, public bins upgraded and emptied regularly, street planting and maintenance.
- Fund biodiversity
- Reduce governance cost
- Cut unnecessary spending on arts and sports

Council has tried to balance our spending with affordibility for our ratepayers. We acknowledge this is a difficult balance. Inflation in the year ended March 2023 was 6.7%.

Rates comparisons between local authorities are notoriously difficult and problematic. The Taxpayers' Union publishes a Ratepayers' Report which provides a rates comparison between

councils – the latest is based on rates for 2020/21. On residential rates Christchurch City Council is slightly above average, but still mid-pack. A new version for 2021/22 is expected shortly.

Council has considered different types of revenue source, but we are restricted by the rating mechanisms available to us under legislation - e.g. we do not have power to tax fossil fuel transport, and we are not able to rate properties outside our district.

Staff are considering ways we could be more proactive in promoting the various forms of rates assistance, especially the government-funded rates rebate (up to $700 per property in 2022/23).

In parallel with the release of the Draft Annual Plan 2022/23, we have prepared a tool allowing residents to see the proposed rate for next year for an inputted address (CCC only, not Ecan).

As part of the LTP, Council will consider potential options around rating (e.g. land value rating)

Support

101 - Abhi S

I am happy with this. I would like our infrastructure to be fit for purpose.

103 - Brenda O'Donoghue

I have no problem with the rates rise, which are probably on the low side given inflation is at 7.2%. Rates unfortunately need to keep pace with inflation and to ensure that great services are provided so that it results in Christchurch being a great place to live and attract more people to live in the city. Keeping them low is not a good idea as it is a restriction on making Christchurch a more resilient city for the future and the climate emergency risks it presents.

104 - Elizabeth Ough

Thank you very much for working hard to keep our rates within an acceptable level for the people of Christchurch. It is a very modest rates increase compared to many other cities and towns around New Zealand. This has required a very hard look by many areas of the governance of the city and congratulations to all those involved who have managed to make considerable savings to keep this increase at this level.

106 - Rowan Gibson

It is great to see Council and councilors working hard to keep rate increases to a minimum, thank you.

108 - Mary Crowe

I think that this is reasonable, given the current economic climate.

113 - Pat McIntosh (Redcliffs Residents Association)

Acceptable.

12 - Arthur McGregor

This is acceptable

122 - Joey Ibarra

fair

126 - Daria Martin

OK

13 - Vivienne Allan

[Other/Special Interest Topics>Water Reform]

If you are able to achieve what you have identified in the plan, then I dont have a problem, except - why is CCC continuing with 3 Waters when we dont know what is going to happen with that project?

14 - Adelaine Hansson

It is fine.

140 - Bill Carroll

I am pleased with that figure although I recognise it is probably going to give rise to greater increases in the future.

146 - brian donovan

Not happy but realistic about the situation and not keen on services being effected

149 - Julie Kidd

I agree with this.

152 - Rob Ingram

I think that given inflationary pressures it is a reasonable rise and that the council has worked well to keep it that way.

154 - Jessica Smale

Totally fine if it keeps up all our community services and infrastructure projects

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board acknowledges that the country finds itself in a cost of living crisis, and so it is a very challenging time for many rate payers to pay their rates on top of their everyday costs associated with living a healthy, dignified life.

The Board appreciates the tremendous efforts that have been applied to keeping the rates increase to a minimum without compromising on the levels of service Council provides to what it means to live a healthy, dignified life. The Board understands the importance of upkeep and improvement of where we live and work as a key component to our health and dignity.

158 - Paul Young

The rates increase is slightly smaller than the nationwide CPI increase and is appropriate in the current economic environment

159 - Marc Gibson

I would have prefered the 5.42 but it is better than it could have been. Thank you for keeping them as low as you can.

16 - Tyler Cleverley

fine

160 - Paul Peryman

I'm disappointed in any increase, but accept that there are some reasons for an increase.

166 - Kim Button

its ok

169 - Peter Dobbs

rates increase acceptable

170 - Glen Whittaker

Acceptable increase.

171 - Scott Butcher

Seems reasonable

173 - Benjamin Greenway

This seems reasonable given the current economic climate.

177 - Glen Ford

I think that this under the circumstances that this is a good figure that has been achieved it could have easily been a lot more

179 - Hammond Peek

Obviously as a rates payer I don't like seeing rates increases but I realise that they are sometimes necessary.

180 - Michael Wilson

Well done for keeping the rates low - I appreciate all your efforts in doing so.

191 - Matt Sprigings

Acceptable

192 - Daniel Holland

In light of general rates of inflation this increase is reasonable.

20 - Raymond Lum

great just don't make it any higher

200 - David Grogan

Agree

202 - Murray Jones

Minimal Increase no problem

207 - ian wood

It is necessary

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board appreciates the effort the Council has made to keep the rise as low as possible, and encourages the Council to keep up the good work and keep the rise as close to the LTP figure as possible. The Board reiterates comments made to previous Annual Plans, that rate rises might seem small in isolation but they do not occur in a vacuum and many of our residents are struggling financially.

The Board thanks Council staff for their ongoing efforts to identify cost savings.

213 - Richard Suggate

That is acceptable given current levels of inflation

214 - Kristen Smith

As expected under the current climate - everything is going up so rates will need to.

216 - Ben Norman-Larter

While not happy with any increase, I am realistic about the rising costs involved in providing CCC services.

[Other/Special Interest Topics>Te Kaha]

I am happy to see the progress in the new Te Kaha stadium, and see this rates increase as part of the compromise with this progress.

217 - Liam Byrne

There is a lot of work that needs to be done, so I can live with the slightly higher rates increase

224 - Ester Vallero

I'm happy to support Council work paying higher rates to accelerate climate change actions and increase the city resilience, ensure essential services like libraries community facilities remain open and well resourced and continue promoting coming connection and an inclusive city.

225 - Trev Garrett

seems reasonable

226 - Lisa Mcgonigle

Fine.

229 - Sophie Morton

I think it is a good balance of managing household financial burden alongside not gutting essential services such as libraries

242 - Pip Greer

Providing appropriate services and facilities js likely to require higher rates givent he current economic climate so this seems reasonable

246 - Warrick Mason

just fine

247 - Ged Robinson

thats fine i understand the surrent economic development

25 - John Batchelor

Does not need to be any higher. Spending must be at a level that us tax/rates payers can manage.

251 - Rikke Betts

I agree with the rate increase

255 - Laurence Freeman

I think that it's best to keep doing things now, as the price will only go up higher if they are deferred. I agree with a slightly higher increase rather than cutting back

257 - Teresa Allpress

Due to rising interest rates this is not an unexpected rise. In order to maintain and improve vital city infrastructure and areas of public interest, this rise in rate payments is necessary .

26 - Marilyn Yurjevich

OK by me. We need to provide for what the people want, even if it is an expensive cathedral and stadium.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.1. The Board accepts that in the current economic climate the proposed average rates increase of 5.68% for 2023/24 is realistic.

1.2. The Board recognises that it is a difficult task to balance expenditure against revenue/ borrowing to meet the costs of maintaining and developing the city, particularly in these uncertain times with supply issues and rising costs, while keeping rates at a level that is affordable to residents.

266 - Elise Arnst

Given the economic circumstances I think a reasonable balance has been reached between raising rates and maintaining services.

267 - David Pigou

It is in line with what inflation is so acceptable I guess. Some people will find it hard.

268 - Georgia Palmer

I am happy for rates to increase provided I see more cycleways and public transport infrastructure is put in.

271 - Mark Radford

no issue

274 - Alison Scott

I have no issue with increase in rates given that we need ongoing infrastructure support and improvements.

275 - Catherine Warren

Fine

287 - Johanna Stockman

i am not keen on the idea but understand things have to be done.

29 - Sarah van der Burch

If it has to be, it has to be.

290 - Nina Koele

I think that is totally fine.

299 - Harry Scrymgeour

love it

31 - Janine Holland

Glad increase has been kept under 6%

310 - Blair Kenton

Needs must. Everything is getting more expensive....

327 - Jason Lea

Good.

329 - Tony Dale

This increase is OK.

332 - Edward Norton

Ok I understand needs and costs are increasing

334 - Helene Arker

not ideal but liveable for myself

338 - Anthony Planicka

As a rate payer the increase is reasonable providing the council delivers what it says it can.

339 - Amy Evans

[Other/Special Interest Topics>Revaluation]

I understand the need for an across the board rates increase. I think the valuation increase in my property - a 50% increase was way too big a jump!

347 - Vasily Khrapov

No one is ever happy with rates rises, but I understand the need to do so. No objections.

351 - Riley Brosnahan

i think, given inflation, this is a reasonable increase

353 - Simon Kingham

Fine

354 - Richard Smith

I support the rates increase. There is a lot of work the council has to do. It needs the funds to be able to do this.

363 - Helen Jacka

[Other>Asset Sales]

Don't sell any Council assets. Rates rises are preferable to the long term losses that selling would bring.

366 - Therese Fisher

OK I agree with this

367 - Jonathan Gregg

fine

371 - Albert Webb

This seems like a reasonable increase to improve local infrastructure, providing that planned goals are achieved

379 - Pat Annett

[Other>Staff Matters]

If we need the services we have to pay them BUT the Council's employment structure is top heavy - we need more foot soldiers on the ground - roading, housing, parks etc. We do not need to be paying huge salaries to a very few at the detriment of the many.

38 - Reuben Campbell

I agree with the rate change, it will benefit the greater community and whanau

392 - Stephen Judd

I support this.

395 - Quinn Ledgerwood-Gee

I agree with the increase

4 - Vanessa Irvine

It's fine - I'd rather pay more for better services, so higher is ok

400 - Robert Fleming

It's about the cost of a packet of crisps per week for us. We're ok with it. Quality services and long term planning and improvements are important to us.

401 - Merav Benaia

I support the average rates increase. We need the council to be able to invest in our city infrastructure to future proof it. In the absence of other revenue streams rates increases are inevitable.

41 - Mat Morrow

its ok, id rather pay a lottle more for less water issues. The city is no longer the garden city.

49 - lynn liu

5.78% OK

491 - Peter Galbraith

Fine

492 - Rachel Smith

[Transport>Cycleways; Public Transport Infrastructure], [Strategic Framework>Climate Change]

I support proposed rates increases. I feel that this increase will allow for funds to mitigate for future extreme climate events as well as continue with work to decrease our carbon emissions such as cycleways and improved public transport systems.

50 - Jerome Dufor

No issue, investment in infrastructure is required so costs will go up.

502 - Reuben Cavanagh

Absolutely fine.

506 - Lerks Stedman

Acceptable.

507 - Isabel Milward

No increase would be good in the current climate; in spite of what post-covid media has claimed, incomes for the majority have not increased but outgoings have considerably. But you know this. So I accept that this rate rise is necessary.

509 - Tom Gilbert

high but i dont mind if the service is good.

512 - Byron Clark

I'm in favour of the proposed increase

525 - Ian Chesterman

This is understandable given current inflation.

529 - Marion Leary

I am happy with the increase in rates

533 - Katie Gallagher

its reasonable for the work that needs to be do e

535 - Ann Gillies

I support this figure. It shows you've acknowledged the community's concern over large rates in increases in the current environment.

536 - Pam Richardson

[Strategic Framework > Climate Change]

I acknowledge the effort to keep the rates as low as possible and that a number of projects have been pushed out to later dates . This will see some serious issues eg Climate Change to be addressed in the Long Term Plan . Rates will have to be higher at some stage and the CCC needs to ensure all avenues to address rising rates have been researched and evaluated for the benefits - times are a challenge for us all.

538 - Kim Anning

necessary evil, as long as used appropriately

540 - graeme woodward

Unfortunate, but necessary.

541 - Peter Haywood

Seems fair.

545 - Jotham Barmentloo

Seems reasonable. I have no issues with it.

553 - Jocelyn Papprill

Whilst few people welcome rate rises, our city has a number of projects that need to be advanced now rather than further down the track, particularly those that are providing resilience in terms of infrastructure or improving the quality of our green spaces for the well-being of our natural and human communities.

559 - Ruth Grey

Although all increases are hard on the budget, I'm just grateful that the council has kept the increases as low as possible, so thank you for that!

570 - Helen Mann

I'm privileged to have discretionary money and I understand cities need money to make them the kind of places I want them to be - safe, well appointed and with the resources all communities need - not just the wealthy ones. So a rate rise is not a concern to me. This city has a lot of needs and the council needs funds to do this work.

571 - Jack Gibbons

[Rates>Uniform Annual General Charge]

I think raising rates is fine. Council should feel free to raise residential rates more. But shift away from fixed rates charges towards relying more on capital value rating, or better land value rating.

573 - Bill Greenwood

Over all I support the balance that has been made in providing services at an afordable price for the wellbeing of our community.

575 - Donelle Gryphon

A rates increase is understandable in the economic situation

576 - Matthew Reid

I'm pleased to pay more rates to ensure Council services are open, well resourced and free or low cost, such as libraries (my family and I use them a lot, I want them to be available and high quality for all) and other community facilities (we also use the pools frequently).

577 - Andrea Kofoet

I don't have an issue with this increase, it seems fair and at the moment we are lucky that this will only have a small impact on our household.

579 - Tanya Didham

[Other/Special Interest Topics>Governance]

An acceptable increase. Christchurch generally has low rates compared to the rest of the country, major decisions should not pivot on a few points increase/decrease.

597 - Cameron Bradley

This is perfectly acceptable and lower than it should be to ensure future residents of Christchurch can afford the same levels of service that the past several generations have afforded.

6 - Gerry Mitten

That is acceptable.

60 - Dea Majstorovic

As a homeowner, I'm happy for this rate increase to go ahead, as I hope it goes towards activities that contribute to a sustainable, accessible, enjoyable city - activities such as cycleways, pedestrian safety, child-friendly suburbs and activities

609 - Vicki Cross

It is realistic.

610 - Karen Colyer

I am happy to pay increased rates even though I am in the low income bracket.

[Transport>Footpaths and Streetscapes; Cycleways; Public Transport Infrastructure]

To help provide a more "people friendly" city with safe walking, biking and public transport and a reduction in the number of cars.

Christchurch and the Peninsula are fantastic to live in and for visitors to enjoy. Let's keep building on the good work done post earthquake.

613 - murray victor

OK

623 - Glen Koorey

Considering the current inflationary and other external pressures currently on Council, this is a very good effort and to be commended.

624 - Malcolm McKellar

oK

627 - Sue Patterson

I don’t have a problem with that if it means better provision of services.

628 - Peter Davies

I accept that it is necessary

631 - Brandon Wyatt

Fine. I would rather invest in the future than postpone sorely needed projects due to lack of funding

634 - Michael Davidson

Ka pai

667 - Jonathan Nicolle

[Other/Special Interest Topics>Te Kaha],[Grants and Funding>ChristchurchNZ Funding; Funding for Other CCOs],[Libraries>Libraries (Capital Building)]

No one likes paying more rates, but the headwinds facing the Council from climate change and higher costs of borrowing makes this a no brainer. Many Christchurch residents have benefited from much higher property valuations over the past two years and reflecting that financial gain in rate rises is fair. We need to ensure our city attracts young people and retains our youth. Spending money on the new stadium, attracting external events and rebuilding Christchurch South library and ensuring the Adventure Park stays open are excellent ways to do so.

671 - Bridget O'Brien

Ok, I don't mind if it's higher

692 - Kay Robertson

Yes, I think it needs to be done.

695 - Prue Stringer

Agree that this rates increase is needed in order to maintain spending on services, especially active and public transport infrastructure.

697 - Mel Graham

I support the rates increase. Many council projects are evidently struggling for funding, which is a constant source of frustration for the residents of Ōtautahi. We have lost our faith in the ability for projects to be completed within the predicted time and budget, and to the standard that had been promised.

While many residents may feel a sense of annoyance to have more of their personal money going towards rates, once that money has been pooled together, it can do so much more for each and every resident

70 - Ainara Scott

reasonable

702 - Mel Himin

not too much higher than signalled - so do not have issue with this.

710 - charlot hudson (Sumner Community Residents' Association)

Given the current economic climate I feel this is appropriate

720 - Fiona Bennetts

[Other/Special Interest Topics>Capital Programme (General)]

I think the proposed average rates increase is acceptable given the current rate of inflation. I'd be happy to pay slightly more in rates if it resulted in the faster delivery of climate action, e.g. cycleways and bus lanes.

721 - Matt Edwards

[Our Proposed Spending], [Strategic Framework>Climate Change], [Transport>Cycleways], [Other/Special Interest Topics>Tree Canopy], [Three Waters>Stormwater and Land Drainage]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

723 - Dave Evans

An average rates increase of 5.68% is acceptable. I would not support trying to cut the rates further by slashing services.

724 - Rosalee Jenkin

Rates help to pay for crucial services that we all need so am happy with the increase.

729 - Lynne O'Keefe

I am happy with the rate rise to achieve to level of service and infrastructure we have come to expect in our city.

734 - Sonya Hodder (Spreydon Neighbourhood Network)

Yes.

74 - Alexandra McDonough-Killick

Rates increase seems reasonable.

743 - Roman Shmakov (Generation Zero)

We believe the increase in rates is necessary to ensure that we can move Canterbury towards a just sustainable future. Some people might believe that we should be reducing rates to ease financial pressure on households. But as seen by recent weather events that have hit our country, the cost of doing nothing is far greater when climate change puts people's lives at stake.

744 - Jenny Healey (Cass Bay Residents Association)

Its is good that this is being retained at the lowest rate possible while still providing the funding for services we need.

75 - John Lieswyn

Fair enough

750 - Pubudu Senanayake

Given the current economic conditions, difficulties in the supply chain, and the deficit of infrastructure as a result of chronic underfunding, I believe the increases are fair enough.

751 - Penny Carnaby

Support increase 5.86%

752 - Logan Brunner

I believe this is a necessary increase but would like to see that it is being spent on futureproofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board supports Council's proposal of an average rates increase of 5.68% across allratepayers and an average residential rates increase of 5.79%.

76 - Benn Dickie

Of no concerns, our household can afford this.

789 - Michael Allan

I accept the proposed rate increases of 5.68% and 5.79%.

790 - Penelope Wright

What do you think of our proposed average rates increase of 5.68% across all ratepayers (which is higher than the 5.42% signalled in the Long Term Plan 2021–31) and an average residential rates increase of 5.79%?

No problem

81 - Stephan Lloyd

I support the increase of rates.

82 - Luke Thomas

I am comfortable with the increase.

85 - Abigail Johnson

I think the rates increase is manageable given the increasing costs of providing core services, it's below current inflation rates too. It's very relieving to not have to face a 14.6% or 8.9% increase. The real concern is how this revenue is spent to best provide for all residents who pay rates.

92 - George Laxton

The fact is, the council has got the rates down from a 16% increase but we are just spreading the cost of the rates rises over the next 10 years instead of paying them all at once.

From what I understand the council had to pull a lot of major levers to get the rates rises down as well and I hope that there will not be adverse affects on the future. I always hate how short term thinking rules over long term planning.

Make $5 today or $100 next year. People always vote against their own self interest.

In other words I am happy with the rates increase and have don't care that the cost is higher than what was signalled in the LTP 2021-31 as from what I understand that was just a indication not a guarantee of what the rates increases would be.

95 - Phil Brady

It is encouraging to see adjustments and good planning to achieve an acceptable increase in rates for the city's financial and growth needs.

99 - Amanda Neil

I think the CCC has done well to keep the increase under 6%, especially considering that inflation is over 7%.

Oppose

124 - Steve Mcneill

The proposed rates rise is far too high.

Councillors need to revisit the levels of service in order to look for real rates-cut opportunities. It is decades since these were set - after extensive public consultation at that time – but priorities and "real need" value for money opinions change over time.

125 - Emma Maciaszek

Ridiculous, there needs to be cuts somewhere to manage this. Residents cannot keep forking out money as rates (and every other expense in life continues to rise).

138 - Kerry Houston

Oppose

164 - Jemma Harnett

I think that this is a bad idea and looks really out of touch when we're in the middle of a financial crisis.

17 - Mark Penrice

[Other/Special Interest Topics>Te Kaha]

I would rather you cancelled the stadium and spent the money on something that makes christchurch diffrent to the other cities in NZ. Building a similar stadium just makes us more like a poor man's Auckland.

>>>

I'd rather you cancel the stadium rather than tax people more money.

193 - Kenneth Matthews

Rates increases are making Christchurch an unliveable city for most people. The Council MUST seek ways of cutting expenditure, particularly by downsizing its organisation and reducing some of its exorbitant salaries.

196 - Peter Fletcher

Not great!

204 - Ra6y Craig

Much too high. Council has a responsibility to work with other authorities to eliminate rates for other income streams. Tax, for one.

21 - Emma Jamieson

You have no right to increase the cost to Christchurch ratepayers of providing services to the Canterbury region. Wasn't the current mayor elected on a platform of changing this.

222 - Lana McLeod

[Transport>Operations]

too high, what about some user tolls ok the main roads that selwyn and Rangiora use to help cover costs on ise road that they use.

223 - Genesis Buckley

I don't know how I will afford these increases or how anyone who isn't wealthy will be able to

227 - Dani Atanasova

i personally think this is too much of increase. I have seen how contractrs waste time and money by doing council jobs. I think council needs to work more on efficiencies and managing their subbies better. Also concultancies fees wayyyy to high.

228 - Leanne Mahon

It's a bit rough considing some of us are already struggling to keep ontop of bills. This will just cause more stress to ratepayers who have been trying to get ahead in life.

23 - Phil King

I think the rates here are outrageous. I moved from the Gold Coast Australia where the rates on my $1.8m property were $2300 per year. The rates on my $900k Christchurch property are nearly $6k per year.

>>>

People may have been able to put up with outrageously hig rates in the past. With the current cost of living crisis its unacceptable to put this additional burden on your constituents.

CCC needs a radical rethink if it is really going to become the most desirable city to live in.

236 - Jono de Wit

I think that it is too low. We should be investing more in the city rather than trying to cut costs everywhere. The city is still in rebuild phase, we need to keep momentum.

240 - Roman Zaporozhets

i dont support it.

249 - Madeline Howe

Too much we are struggling all at the moment

28 - Andrea Davis

[Other/Special Interest Topic>Revaluation]

Not happy to pay more rates. The house values which were done when there was a big blip of inflated house prices in 2021/22. This means that when we get our flood, the house will not be worth 1 million but the insurance or CCC or EQC will have to buy us out at the elevated price.

284 - Ben Robinson

I'm not happy about this, particularly when we are still living with sub par roads from the earthquakes on the east side of town.

285 - Luke Jansen

thats not good

286 - Marianne Erickson

in the current economic climate it is not appropriate

293 - Eva Ross

[Revenue>Excess Water Charge]

I dont think it's good- inflation and living costs with 3 childten is already hard to manage. Its so frustrating to first be slammed with ridiculous water fees (our 5 person household here pays , our neighbours (2 person household and on a shared meter!!!) don't have to - who comes up with these arbitrary number of 8 people in a house only get a relief ! And now this rate hike - I pay you almost $6000 a year . Where does it go ? We live in the East of Christchurch and I cant see any improvement on roads / parks / playgrounds . Where is the money going? If I pay it should be evenly distributed between all areas but I feel the central city and west of the city are always prioritized . Medium wage earners have only more costs- there's no relief ! So I dont approve of it at all.

3 - Hayley Young

I think that the cost of living is very high for me as a single person living alone and my mortgage rates are set to increate so much that the increate in rates is a very big worry for me. I was hoping for a very small increase rather than a 5.68% increase which is very large over the course of the year and means I have had to sacrifice my health insurance for next year and that will mean no dental treatments for me for 2023/4 onwards. This is really unfortunate. Phil promised lower rates and did not deliver.

304 - Jan Bierman

[Other/Special Interest Topics > Revaluation]

Any rates increase is difficult during a cost of living crisis, especially for people on fixed incomes. And, the latest property valuation has given my property a capital value increase of 62% - a higher capital value than the average (and significantly higher than neighbouring properties)! (An objection has been raised with QV). As you tag rates to the valuation the future will not sustainable for me.

At the very least I think at this time, to keep faith with your populace, the LTP 2021-31 should remain your benchmark.

308 - Diane McInnes

[Other/Special Interest Topics > Revaluation]

Disagree, rates are already to high complete to other cities. Also the recent valuations are too high resulting in inflated rates charges

318 - Jennie Brittenden

[Other/Special Interest Topics > Consultation Process/Engagement and Communications]

I feel concerned that the proposed rates rises are needed because of unnecessary spending in other areas such as consultations and the lengthening of times and thus money to finish existing projects in the city.

319 - Kim Willems

Unhappy with proposed rate increase. Many people are struggling, and I believe costs could be trimmed within council without cutting services, particularly at management and consultant level.

32 - Yao Yao

I think 5.68% this is outrages increase for us, and to mention we understand the increase, however it is still too much for us.

324 - Nikki Griffin

not entirely happy about it

330 - janice Ford

[Parks>Playgrounds & Play Equipment]

I am against the city council raising our rates when they have put the quarry and seem to allow anything that gets them money to be in Templeton but wont even renew the playground that has been there for over 40 years.

34 - Amanda Evans

Not overly impressed. Lots of employees on huge salaries in CCC and new jobs created fir water charging!

358 - simone waters

It's not very good. I'm sure expenses could be better managed.

36 - Jared Brookes

Not super happy since we are getting extra costs added from everywhere and we as a family are about to go to 1 income with my wife going on maternity leave. Based on percentiles of house values that have now increased, the council should be getting x amount extra without increasing the base percentile.

360 - Justin Murray

Despite the inflationary environment, I think this increase is grossly excessive

39 - Melanie Vincent

our rates are already high enough and we are paying for lack lustre roading and cholorinated water. We are not getting value for money on the basics nor services.

40 - Cyndy Carey

not good when we still can't get basics right

42 - Tracey Mclean

its bs. Major for in on a promise not to do this. It was false campaigning. Pay council staff less

47 - Jan Edwards

Way too high. Its about time this Council cut its cloth and reduced unnecessary spending on nice to haves

>>>

Sell assets to reduce our ludicrous rates. Just like any family would be forced to do if finances were tight. Otherwise we ratepayers will be forced off our land

494 - Sjaan Bowie

Too high

495 - Penny Cherry

Honestly its making owning a home nearly impossible in CHCH. We are a family of 6 on one income with 2 children with mental health issues and disabilities. The cost of living is huge, insurance etc and now the CCC have increased our land value and rates will go up. I'm not sure how families can continue to pay everything, eat well and stay healthy. As well as water charges and terrible roads in the east that keep breaking our cars, this is becoming quite a joke). We know people who earn so much less than us, dont own homes, are in huge debt and always getting a hand out. middle income are always the ones who are effected.

498 - Matthew Broughton

[Transport>Cycleways]

seems excessive and mostly driven up by pointless poorly designed cycleways

5 - Elle Evans

It's certainly too high considering my income and wages have not increased equally and that I'm already behind from the effects of inflation. It will reduce my standard of living and cause me to make financial sacrifices.

51 - Paul May

it’s outrageous and council must instead reduce its wage bill by removing inefficiences and unnecessary bureaucracy. Rate payers do not have unlimited ability to pay rates. The annual growth rate of rates is unsustainable and seem we will be talking about house poverty where its the rates people cant afford to pay.

it is time for councils to live within its means and focus on core infrastructure and cut the uncessary nice to haves funding social, cultural, heritage and arts. Roads, three waters and parks is where 80% of thebspending should be focused.

>>>

where is the option to have no rates increase? You dont even let us see what that would look like. What would it cost if only roads, parks and threewaters was funded as well as libraries, recreation facilties and stadium. I think council should provide that option.

517 - Timothy Rowlands

I disagree with any proposed rates rise. The Christchurch City Council needs to start reigning in their out of control spending and stop relying on rate payers to keep funding the ever rising number of vanity and useless projects.

530 - Michael Brathwaite

I am appalled by the rates increase. My rates are already more than I can afford, even with the subsidy.

54 - Bono F Beeler

I would like explained to me, that after the QV increase which means extra rates income; the council still needs a 5.79% increase during a cost of living crisis.

When households have to tighten their belt enormously why doesnt the CCC Council? At least for this year after a QV increase

Quite feankly i wont know how to find the extra money to pay for this rate increase

Im not sure how CCC Council, or any New Zealand council for that matter, can defend these rate increases.

543 - Derren Macnicol

little high

557 - Deidre Fraser

Based on the proposed rates advertised on the CCC website, my rates will require me to pay 11.3% more than I did last year, (assuming) linked to the proposed 55% increase in my rateable value. With CCC rates costing my family of 3 more than $100 a week already, i do not support any further increase.

56 - Greg Urquhart

[Grants & Funding>ChristchurchNZ Funding]

I think its disgusting, at a time of increased pricing and a potential ressession that you can not remove wasted costs out of council. Rate take in 2010 was about $270,000,000 - now 13 years later the rate take is close to $800,000,000. When you have agencies like Christchurch NZ that is costing over $20,000,000 — and a massive staff. - just as a single example.There are true and easy options to reduce costs.

561 - Erica May

[Transport>Roads]

any rates increase is an insult while you are over paying poor performi g councilors, cutting back on services and making our roads unsafe with the new layouts. I'm appalled at how you spend MY MONEY

569 - Suzann Baker (Eventionz)

[Other/Special Interest Topics>Staff Matters]

With current inflation, many people will battle with 5.68% increase in residential rates. It's time for Council managers to agree to no pay increases until inflation has been reigned in. At the same time, it's time for sub-contractors to Council to be more accountable instead of doing half-pie jobs and having to revisit many times and therefore additional cost to ratepayers.

57 - Joni Bigelow

[Other/Special Interest Topics>Revaluation]

i dont understand this. Is it 5.68% on my old valuation or my new valuation? My house valuation has gone up a huge amount but my income has not. I can barely afford the rates i have now. They dont leave me with enough money to survive as it is. I am not eligible for a rates rebate but as a single woman working as a tecaher aide and youth worker in education i am struggling to manage the high rates. I would like to know what the amo7nt will be so i can say how i feel about it. Even 5.68% ontop of my current amount is too much!

572 - Barry Hopkinson

No

612 - Sarah Laxton

I don't think that it is fair that our rates are going up to pay for the stadium that I did not want.

62 - Janny Webb-Walker

Rates are getting really high and putting a burden on people like me who are not ready to downsize yet. I don't want to have to sell my house because I can't afford the rates or to water my garden

647 - Alistair Price

The CCC could do a lot better. Too much money is wasted. Poor management.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

[Spending>Our Proposed Spending]>[Other/Special Interest Topics>Capital Programme (General); Governance]

The Avonhead Community Group Inc. in principle do not support the annual rate hikes that has already made the Christchurch properties unaffordable and for property owners it is a matter of significant concern. However, in view of the available information provided by the Council an average rats increase for residential users @5.79% is not acceptable. We would recommend to the limit of 5.42% as was signalled in the LTP 2021-2031.

A fresh look is strongly recommended to approach the subject by reducing governance cost, reduce spending in a few areas where it would not impact on the essential public services and defer a few project that would not bear impact on our day to day life. In the present economic environment in the country and as per the predictions of the RBNZ in the coming years, any burden on the property owners would enhance the miseries further. As a collective effort, the Councillors must act together irrespective of their party political philosophy and go back to the drawing board to reduce the burden in 2023-2024.

>>>

The Councillors will have to decide on this collectively and request the officials to come out with fresh proposal to keep the limit at the highest at 5.42 % in 2023 - 2024.

>>>

[Fees and Charges>Other]

We would prefer to leave this to the acumen and collective opinion of the Council with a target to bring the rates rise upto 5.42% in 2023-2024.

679 - Jezreel Pritchard

ridiculous. You haven't fixed roads or infrastructure and shouldn't be raising rates when you're blowing money in the wrong places

689 - Gillian Waterhouse

too much

69 - michelle combe

Discusting, cost of living is pretty much killing alot of families and elderly, so increasing rates families will struggle and for what the rates are going towards well honestly who really cares bout the cathedral, that was a icon in my youth and growing up not so much in this generation. Central city is not inviting anyways as it only caters for tourists and unless you want to go to riverside there is not much to see.

693 - Sarah Clark

Rates are being spent unwisely and I don't agree with the increase

699 - cheryl reid

its no good its hard paying the rates as it is so i don't want to see it increased

7 - Nicola Hely

I'm not very happy about it.

707 - Robin Barnes

I would be ok with a 5.68% rate increase

708 - Jessica Adams

I am not happy with the proposed average rates increase of 5.68% which is higher than the amount signalled in the Long Term Plan, The increase in property valuations is going to have a crippling effect on ratepayers when it is taken together with other increased costs that people are facing.

71 - David Robinson

I dont agree with it.

With no competition Council is adopting a cost+ approach.

732 - Mike Vincent

I’m not in favour or your proposed rates increase

742 - Phil Grey

do not agree with rates increases…the justification does not align with the proposed outcomes

746 - Des Patterson

[Other/Special Interest Topics>Staff Matters]

nothing more than another failure to achieve outcomes from our local government, yet the ceo gets a healthy bump.

754 - David Ivory

This is effectively a rates decrease. It is not acceptable to reduce real spending because of reduced real rate income. There is further real reduction because there are more rate payers due to the increase in population and the increased number of completed house units.

It makes for a good political sound bite but it is irresponsible management.

If the only way to decrease spending is to reduce services then this in not acceptable. The CCC services are vital for the continuing prosperity of the city of Christchurch.

>>>

Maintain levels, or increase. Counter-cyclical spending is important. A rates reduction is not sensible at this time.

>>>

And as I have already mentioned, the projected rates increase is in fact a decrease. We can and must support these two projects in particular given the huge long term benefit they will bring to the city and residents. Short sightedness has no place in city administration, and should have no part to play in considering budgets either.

I support full funding for the South Library, and to the rapid approval and start of construction for the Wheels to Wings cycleway.

798 - Lorraine & Roger Quail

Regarding change in rating we believe it should remain as is any excessive unfair increase will certainly be a hardship on people such as us.

800 - Charles and Glenys Hudson

What do you think of our proposed average rates increase of 5.68% across all ratepayers (which is higher than the 5.42% signalled in the Long Term Plan 2021–31) and an average residential rates increase of 5.79%?

Still too high considering the rate of inflation in recent years

815 – Michael Galambos

The proposed rates increases are too high. Including this increase rates will increase 16.22% since 2020. Over the same period

- The household living cost price index increased by 12.9%
- The consumer price index increased by 14.2%
- The consumer price index for the cost of housing increased by 18.3%

Over the same time period Council staff members have been told that due to financial pressure there is limited scope for pay increases.

If Council is experiencing financial pressure I expect expenditure on non-essential, luxury facilities such as swimming pools, stadiums and similar to be halted until financial pressures are over. For these reasons I would like to see any new facilities where construction has not commenced be deferred.

For consistency with pay increases I would like rates to be set at no more than staff pay increases since 2020.

9 - Paul King

Far too high. Council expenditures are accelerating beyond rate payer incomes. Council budgets should be index linked to rate payer incomes.

97 - Rick Mansell

Too High - it should be lower or the same as income increases last year in the city for all citizens including pensioners

Alternative Proposals

107 - Godo Miyazaki

I actually think we should be paying significantly **more** in rates, so I think the increase is good. We could go higher?

114 - Rosemary Neave

I am worried the rates increase is not enough in the light of our current inflation rate and increased costs. It is imperative that we

- do not drop services, unless there is a strong reason not to - this includes Libraries and community facilities.
- keep to current maintenance schedules unless there is a strong reason not to
- Do not sell assets to fund current shortfalls, as these do provide regular non-rates income and strengthen our ability to borrow and for emergency support as we did after the earthquakes

135 - Luke Anderson

Given inflation, the rates increase should be higher to prevent services being scaled back.

148 - Randal Law

The proposed "average" is a nonsense figure, and is becoming out of reach for most residents. The actual figure for my property is over 6%.

Further cuts to the "wish" list is required, and focus on the basic requirements

165 - Richard Abey-Nesbit

I strongly support rates being increased by the larger amount. I believe rates have been kept chronically low at the expense of long term infrastructure maintenance and development that would be beneficial in the medium to long term. I hold this opinion as a land owner whose rates would be increased as a result of this.

>>>

If anything, we should increase rates by more than the current plan to raise additional revenue for infrastructure maintenance and development. I hold this opinion as a land owner whose rates would be increased as a result of this.

173 - Benjamin Greenway

I would be willing for the rates increase to be higher if it meant service cuts could be avoided.

18 - Phillip Heslop

[Financial Policies>Business Differential]

I think that this hurts lower and middle-income NZ the most. Looking at the average house price you're asking for residents to come up with ~$65 more a week.

My preference would be for the alternative option that would see higher capital properties, and business properties, pay more of their share. It is reasonable to assume that someone who owns a $3M residential property will feel less of a sting in their wallet than someone who owns an average property.

190 - Tasha Tan

That doesn't track inflation, so how is Council able to focus on bringing utilities and roading infrastructure to standard and consider climate resilience with low rates that don't track inflation? I support raising rates if it means CCC can provide ratepayers with quality infrastructure that can cope with climate change. I do not want an increase in rates to support vanity projects, like the Stadium or Cathedral that could have been done to budget at a acceptable standard than do it to be equivalent to the Rolls Royce standard.

>>>

As above, if rates don't track inflation, I cannot see how CCC is able to consider climate resilience and upgrades to infrastructure at the same time. BTW I am a ratepayer.

>>>

As above, I think I have said enough on rates tracking inflation :)

205 - Zara Potts

[Revenue>Other]

we commend the council for trying to keep the increase to a level lower than other cities - however in these economic times, your rate rise combined with the ecan rise is over 7% - a little higher than inflation. We suggest there are other things you could do to raise revenue such as a billboard tax, selling assets, taxing fossil fuel transport such as petrol tankers, new build levies, etc. time to think creatively about revenue.

208 - George Tylee

Probably OK in the circumstances. Council needs to set a long-term track to keep rates in line with inflation and an adequate level of infrastructure investment.

231 - Ashley Campbell

If anything, it could be higher in order to properly fund urgently needed infrastructure to build in climate change resilience to our city. The inflation rate is 7.2%, which means this rate sees services cut – and it's clear you're cutting money from the very areas we need to prioritise to adapt to and mitigate a changing climate.

233 - David Palmer

i think this is acceptable, it could even be a bit higher.

235 - Harrison McEvoy

I think rates increases are completely appropriate given the increased interest rates and inflation. Cutting spending is entirely inappropriate given the unequal impact it will have on marginalized and at need ratepayers and communities. It is also likely to save a few very wealthy ratepayers more than the average which is an inappropriate move given the state of the economy and the concentration of wealth in the hands of a few.

237 - James Rice

I think the 5.68% rates increase is appropriate, but I would question why it's so low given recent inflation data. Surely something closer to 7% to offset growing council spending and potential costs increases with water infrastructure reinvestment would be sensible, too.

252 - Tobias Meyer

It is good. I would be happy to be paying more, as council services are essential.

256 - Heidi Oudemans (New Tenby Action Group)

Hi, I do not mind a rates increase as long as the CCC actually does what we pay them for eg. cleaning the gutters and drains regularly (and NOT every 5 years!) but at least once every season. If you want more money from the east of Christchurch please start spending more money over here. Our group is called NAG and believe me we will just do that

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

Te Mana Ora acknowledges the need for Christchurch City Council to increase rates to fund services and projects that promote social, economic, environmental and cultural wellbeing, and also recognises the financial pressures currently faced by residents. Te Mana Ora urges Christchurch City Council to continue to consider how proposed changes can be delivered as efficiently and equitably as possible, and recommends that Christchurch City Council considers proportionate universalism. Proportionate universalism is an approach that can benefit the health and wellbeing of disadvantaged groups by resourcing and delivering universal services at a scale and intensity proportionate to the degree of need[1]. For example, the proposal to lower the Uniform Annual General Charge (UAGC) to $50 and reduce the overall rates on properties with a lower capital value aligns with a proportionate universalism approach.

[1]NHS Health Scotland. (2014). Proportionate universalism and health inequalities. Accessed from: https://www.healthscotland.com/uploads/documents/24296-ProportionateUniversalismBriefing.pdf

290 - Nina Koele

Rates need to increase. I'd rather have good facilities than pay less rates.

292 - Dominic McKeown

Council needs to reduce that rates increas as it has been around 55% fo past few years and is not sustainable. a reality check needs to occur about pet projects and essential infrastructure.

297 - Paul Broady

No problem except I hope that to the maximum extent possible the burden of increased rates can be taken by those who can most afford to pay.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Rates>Business Rates]

Proposed rate changes

14. While it is noted that the Council faces the same inflationary pressures as every other business,and that increases of rates are less than the rate of inflation, we are not supportive of the 5.79%rate increase for a typical household and the 5.83% increase for businesses.

>>>

Many residential and commercial ratepayers face realdifficulty and financial distress at present and our view is that Council must propose further concrete measures to decrease expenditure. The Chamber is not advocating for no increase asthe Council must continue to invest in the future.

313 - Derek Marshall

It could be worse

348 - Will Vere

below inflation which is a positive, only good if current urbanisation continues in ChCh to justify this increase

349 - Joseph Fullerton

Even a rates increase of 5.68% seems low considering current economic conditions. Given that it is smaller than inflation, this rates rise is effectively a gift to ratepayers. I support the 5.68% average rates increase, and would support rates increases up to 7%.

365 - Tom Logan

[Transport>Cycleways], [Strategic Framework>Climate Change], [Other, Tree Canopy], [Three Waters>Stormwater]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

384 - James Allan Kay

I think it is good that rates are increasing inline with inflation and increased expenditure, I believe they should be higher so that user pays services are reduced/eliminated and instead freely accessible such as public transport.

>>>

I believe that rates should be increased to the point where the council can operate in surplus without funky accounting to hide debt or have on call deprecation funds.

>>>

Increase rates, stop deferring costs onto the younger generations.

>>>

[Borrowing and Debt Management]

Raise rates to pay for these programs, we need more cycleways and less council debt.

395 - Quinn Ledgerwood-Gee

think they should be higher to match yearly inflation

399 - Miranda Luxton

Any rates increase is a blow for the ratepayer. The costs of living crisis is a real concern for the average household. This rise just puts on more pressure. How about helping us this year with a rates freeze?

>>>

Give the ratepayers a break.

404 - Susan Stewart

All fees structured according to citizens ability to pay.

48 - Alison Allsop

we need to keep rates as low as possible and not just assume they will increase each year.

492 - Rachel Smith

[Libraries>Libraries (Capital Building)]

I do not support reducing any council services or stopping any council activities in order to reduce rates. Specifically I do not support cutting the budget of the South Library project.

497 - Vanessa Simpson

[Libraries>Libraries (Capital Building)]

good increase as long as you cover all costs for library rebuild colombo

508 - Lindsey Conrow

[Other/Special Interest>Te Kaha]

I support a rates increase that is higher than what was signalled in the Long Term Plan 2021–31. I'm looking at the size of the 'bubble' for Te Kaha, relative to all others, and remembering that submitters indicated they'd be happy to pay higher rates if that's what it takes to get it built (and Councillors voting 13-3 in favour of its price tag) – higher rates is here and it's time to pay!

516 - Cynthia Roberts

Given inflation and all the services I want the council to provide to make this a wonderful place to live for all - I would expect to pay more than this increase ie at least 7-8% increase

534 - Cameron Matthews

The proposed rates increases seems low relative to inflation, and I'm concerned that this 'saving' is coming at a cost to the provision of important council services, including planned improvements to those services or much-needed capital investment. I'd be very happy to have higher rates - ones which reflect improved service levels on top of inflation - if it means council services are better provided, or capital programme investment is more effective.

537 - Patrick Kennedy

[Strategic Framework>Climate Change]

Rates increase is fine, but we should not be making low rates the most important function of council. We have an opportunity to make a headstart on some much needed and much neglected infrastructure, even in spite of the turbulent economy at the moment.

Needless to say, we are in a climate emergency, so this should be front and centre of all policies. If mitigation from harm and decades of inaction costs us a bit more on our rates bill, then so be it.

548 - Mark Darbyshire

The overall increase is insufficient to maintain a quality level of service and investment within the current high-inflation environment.

The proposed rates differentials for business and remote rural properties need to increase slightly to ensure that the average residential rates increase is no higher than the overall average rates increase.

550 - Paikea Ormsby

The rates increase is good. There should be bigger rates increases than that.

559 - Ruth Grey

I think the council needs to get the proportion of the capital value down so perhaps the way the council rates properties needs to change?

560 - Marc Duff

It is disappointing to see during last years election campaign that some campaigned on an rate rise of 5% when it was obvious to all that we were sailing into some rather hefty inflation forecasts and rising prices for goods and services. Personally felt a bit mischievous and misleading to the residents.

600 - Bronwyn GRAHAM

I would prefer decreasing the overall rates increase

>>>

I think it should be decreased as your income has been greater than you anticipated.

604 - Irinka Britnell (Englefield Residents Association)

[Spending>Our Proposed Spending]

It is great to see efforts made by the council by using innovative accounting with the Capital Endowment Fund where it is possible to make some adjustment to help ease the burden of increased rates.

We recommend the first option which will reduce the rates by .16% rather than .8%.

While it is all very nice to have funding for community projects, it is more important to put food on the table. People are doing it really hard right now with no end in sight. We challenge any of you people in the council to live on a benefit alone. There is a constant 'churn' of people being evicted because they have fallen behind on their rent due to lack of affordability. Children are going cold and hungry. People on fixed income have no more to give for any increase.

We recommend more innovative thinking for the council to make money apart from rates being their main income.

It does not make sense and is very shameful for the council to take money from the poor and then award themselves higher wages then those they have taken money from. Talk about 'entitlement' especially when it comes to the CEO including bonuses in hard times. What is that about ask the people when we are all struggling. Once upon a time the council managed without an overpaid CEO and an army of overpaid managers.

Yet with all the overpaid army of consultants you still have budget blowouts and can never factor that in to your sums!.

So we wonder what do we the people really get out of our overpaid council. Why must there be increases to our rates at all?

We recommend the CCC starts learning to manage on a fixed income like the rest of us.

>>>

We need to stop increasing rates and learn to live within our means. The rest of the community has to live within their means.

606 - Nicki Carter (Carter Group)

We commend the Council on their efforts to reduce the burden on ratepayers, that initiallypredicted a rates increase of 14.6%. An increase of 5.68% is still significant and it is pleasingthat they Council has undertaken a robust review of all spending, but the Council must beextremely prudent to ensure there is no wasteful spending. The residents and businesses ofChristchurch pay their rates with the expectation that the Council will utilise the limitedresource of funds to provide critical services in an efficient and effective manner.

607 - Megan Andrrews

Finances are tight, let's be honest. I can understand the need for an increase, but the council need to make sure they are seen to be working in our neighbourhood in an efficient and effective manner so we can see the increases paying off.

614 - Rosemary Grant

[Transport>Cycleways],[Parks>Biodiversity]

I think this rate increase is acceptable as long as it is invested in projects that keep our city liveable and improve its environmental sustainability e.g. cycleways, parks/greenspaces with high quality, diverse planting. I would support a further increase in rates if it meant cycleways were upgraded with urgency.

623 - Glen Koorey

However, I would argue that it still leaves the potential to reintroduce some additional revenue measures and some currently deferred or reduced capital/operating expenditure - as discussed below.

63 - Ross Williamson

Rates keep incfreasing year after year which burdens many home owners, a fairer system would be a poll tax where every one pays rates for the services provided by the council

648 - Rowan Ledgerwood-Gee

The increase of rates is good, however it ought to be increased further to match the inflation rates.

>>>

The rates need to go up

653 - Marie Gray

I appreciate that councillors need to weigh up different priorities and issues of affordability. The Council is proposing an average rate rise of 5.8% which is low given current economic conditions. This rate has only been achieved because of one-off savings that are not sustainable going forward.

Of course, on one hand it's nice to have more money in the pocket. We are an ordinary family struggling just like everyone else. The cost of food is biting and we've had to make significant cuts to household spending. On the other hand, aren't we making a rod for our own back? Inflation is not expected to come down to the middle of next year. Council staff say these one-off savings are not sustainable – what's next to keep rate rises low? Cutting services? Cutting community grants? Selling assets? And continuing not to fill staff vacancies is a dangerous strategy. The work doesn't go away, staff become more and more overworked and the result is they leave. 20% of CCC permanent staff left last year, that is an extraordinary turnover.

We all know the whole funding model for local government is not sustainable. However, it is the system we have now. I am of the view we should be less concerned with keeping rate rises low for ourselves and more concerned with leaving the world a better place for our kids. There has been a long history of successive governments, local and central who have been prepared to kick the can down the road, who have thought we can't afford that now, we will leave it for the next Long Term Plan, next Council or next Government. Look at us now, we are facing multiple crises – biodiversity loss, freshwater quality, climate breakdown, deficits in infrastructure.

I am prepared to pay more in rates than the proposed 5.8% increase– if I know that it will go towards addressing these challenges and improving the future for my kids. Money spent now saves a lot more money later. For example, Local Government NZ estimates that $1 spent on hazard risk reduction will reduce losses and disruption from natural disasters worth between $3 and $11. I know there are many people who genuinely can't afford any more and no amount of household cuts can make it work. But there are also people who can pay more. I genuinely think that if people understand the challenges, they will understand the need to increase rates. People love their kids and they want the best for them. They want kids to grow up in a world with clean rivers and lakes, flourishing nature, fun things

to do, education and work opportunities, and a stable climate. Nobody wants an apocalyptic, ‘code red’ future for our kids where we’ve lost coastal areas to the sea and communities are reeling from yearly extreme weather events. When we delay action because of affordability we also need to consider the costs of inaction and the impacts on future generations.

The challenge is how to communicate these nuances to the general population, how to engage them indecision making and how to build trust in the Council. Citizen assemblies is a model widely used overseas. Targeted rates can be one way to give people confidence the money is being spent on particular programmes. I know the Council has been engaging with the Local Government Review calling for different funding models. In the meantime, I also support investigation into different ways to increase the rate take overall while lowering the burden on those who can afford it least.

659 - Martha Baxendell

[Transport>Other; Footpaths and Streetscapes],[Parks>Parks Maintenance]

Although I understand that rates need to increase, I would like to see the level of services in New Brighton that rates pay for brought up to the level of other communities in Christchurch. Ie, street cleaning , public bins being upgraded and emptied on a good schedule, street planting and maintenance.

662 - Layling Jean Stanbury

[Strategic Framework>Climate Change]

Make it higher and give us more wetlands in preparation for climate change

67 - Rose Cavanagh

I would like to see rates kept as low as possible, without reducing levels of service for the community. I would like Council to focus on a more joined up approach to services so there isn't wasted time and money on re-doing work - some times capital work does not seem to be very strategic in the way that it is rolled out.

674 - Claire Coveney

I think rates should be more equitable, based on capital value of properties.

>>>

An easy process for appeals based on hardship. Inflation of land values is faster and higher than incomes.

People with multiple rental properties have taxes increased with each property based on their rental charges. Aim to discourage rent inflation.

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

[Parks>Biodiversity]

Support if it ensures that funding for biodiversity is increased or held at $400,000

692 - Kay Robertson

I would like to have the rates apply to only land value, not capital value.

Removing the capital value component of the calculation creates the incentive to develop the land instead of land banking as it increases the cost of holding undeveloped land whilst removing the disincentive to build on the property. As one of my professors said - if you want more of something - subsidise it. If you want less of something - tax it. That's basically what government does.

700 - James and Philippa UPton

We want to maintain key services and infrastructure as part of our shared community assets.

706 - Rob Battersby

The proposed rate increase of 5.79% is unsustainable if you are a home owner on the average income.

Firstly, the Council should get its spending in check through a council-wide audit, including CCHL subsidiaries. it would seem that spending has not been held in, especially over the past several years

716 - David Scott

I am not concerned that the proposed rates increase is higher than signalled. I'm more concerned that the quality of Council services may be compromised by endeavouring to minimise rates increases.

717 - Vanessa Metcalfe

[Strategic Framework>Climate Change]

* I am concerned this annual plan is taking a short term approach focusing on keeping rates low now and not a long term outlook for our children. I am worried about the issue of climate change.

719 - Celia Hogan

A rates increase is part of what is needed to improve the services and infrastructure of the city. While no one ever wants a rates increase, it is essential to bring our cities infrastructure up to a good standard while ensuring that climate change is also prioritised. I support a rates increase but feel this is too low. It is not meeting the needs of the city. We have seen in the past what underspending does and I don't want to see that again for this city.

725 - Emile Reiser

This rates increase is still lower than inflation, and is therefore not an increase at all!

The rates increase should be higher.

733 - Angel Faith Booth Beynon

I think the rates increase should be higher.

739 - Eline Thomson

[Strategic Framework>Climate Change]

I support rates increases, up to the level of inflation. While many people may be struggling financially, it is important not to postpone important projects. In particular, it is important not to postpone on climate change action, including active transport projects. Climate change will not hold off until a more convenient time.

747 - Allan Taunt

Raw percentages by themselves do not tell the whole story. It is far more important to consider whether ratepayers are getting the services and improvements they need. I am supportive of rates increase greater than 5.68% if that benefits people that need it.

777 - David Close (Christchurch East Labour Electorate Committee)

2.0 Proposed average rate increase of 5.68% across all ratepayers?
2.1 The fairness and impact of a rate increase is better judged in dollar terms than in percentages. The helpful tables on pages 16-17 of the Consultation Document show the average increase for a residential ratepayer is about $3.50 a week, for an average business ratepayer about $18 a week, and for an average farmer about 60 cents a week. It is hard to argue that these sums would have a significant impact on the budget of household, business or farm. We judge the increase to be fair in

the light of the Council's need to maintain services and relatively modest given the inflation rate of over 7%.

>>>

(ii) There are big increases in operating costs looming – the costs of running the big new facilities and the cost of servicing the capital in an environment of higher interest rates. Holding the rates increase artificially at 5.68% this year may force the Council into a double-digit increase next year or the year after.

[Other/Special Interest Topics>Social Housing

(iii) Having held down the rates increase by a mighty effort, the Council may feel it has done what is needed to alleviate the impact of increases in the cost of living. It is true that ratepayers with big mortgages or low incomes will be given modest relief, as will tenants whose landlords will not pass on the increase. However, none of this will deal with the biggest contributor to what is called the cost of living crisis, namely the cost of housing. The cost of housing is a root cause of the gap between the haves and the have-nots; it is a root cause of poverty and child poverty in particular, yet the Council adopts the role of bystander in the mistaken belief that the Otautahi Trust has the resources it needs to deal with the situation. Councillors appear to be unaware that the scarcity of social housing means that only very high needs people gain access to it and the concentration of people with high needs does not create balanced communities.

777 - David Close (Christchurch East Labour Electorate Committee)

11.0 The big issues the Annual Plan fails to address - longer term financial viability and housing
11.1 We acknowledge the many hours of work which the CEO, her staff and elected members have put into the process of bring down the projected rates increase by about 8%. We acknowledge also the sincerity of the concern over the impact of increases in the cost of living.

79 - Michael Clemens

[Rates>Business Rates]

I would like to see the rates increase be the same over business and residential ratepayers.

793 - Cathy Harlow

At a time when many cannot afford - or will deeply resent - rates increases, the Council has worked hard to keep the average increase low without reducing service levels, despite facing many of the same cost increases as ratepayers.

But this reflects status quo methodologies and is unlikely to be sustainable long term. It would be great to see innovative ways of thinking and doing embraced in the next long term plan process to try to find ways to deliver on the Council's Strategic Priorities without increasing rates.

Also, average figures are not helpful to individuals. In future, I'd like to see Council provide a tool allowing residents to see rate changes ($ and %) for an inputted address. This would be useful for property owners to understand what changes mean for them and for renters to see what changes are - and are not - passed on to them via rent.

80 - Bridget Goodman

it should definitely be an increase for all.

808 - Kari Hunter

[Strategic Framework>Climate Change]

The greatest challenge we are facing as a city is the climate and ecosystem catastrophe that is already devastating many regions around the world and is now beginning to cause serious damage in NZ too. This will also disrupt international trade, issues and potentially lead to social deprivation and conflict.

It is far more important to attend to these issues than to minimise rate increases in ways that will expose us to much greater risks and costs in the future.

>>>

[Transport>Public Transport Infrastructure; Cycleways]

Prioritise making living affordable over reducing rates as the main mechanism for addressing the cost-of-living crisis. Provide infrastructure that enables people to get around the city in ways that are safe, effective and affordable, by active and public transport, so that the majority of people have a realistic way to live without a car when they want to or have to.

808 - Kari Hunter

Use more progressive rating to gather higher rates than proposed from higher-valuedproperties, and to encourage social benefits. For instance, increase rates for those in thehighest valued properties, as they are more able to afford these costs.

Use rating as a tool to improve housing availability. By charging significantly higher rateson empty dwellings and dwellings with no permanent residents registered (eg AirBnBs),property owners can be encouraged to make more housing available to meet serious need inthis city. This has been implemented to good effect in some other cities.

811 - Yvonne Palmer

RATES should be Affordable christchurch population has a huge community of Elderly, disabled & Low Income families. CAPITAL Programmes are costing significantly more but completion dates & costs are increasing.

Do you have any comments about our proposed changes to revenue, spending and borrowing?

812 - Rosemary Martini

nalled in the Long Term Plan 2021–31) and an average residential rates increase of 5.79%?

INCREASING COSTS OF RATES NEEDS TO BE AFFORDABLE DUE TO POPULATION **OF ELDERLY, DISABLED**, AND **LOW-INCOME** FAMILIES. RATEPAYERS ARE SICK OF THE **CAPITAL WORKS PROGRAMMES THAT ARE SIGNIFICANTLY COSTING MORE AND PROJECTS ARE EXCEEDING** THE EXPECTED COMPLETITION DATES, AND COSTS HAVE HUGE $ INCREASES.

816 – Robert Peacocke

Some media articles say council staff are leaving in high numbers, and that almost two thirds of council staff don't think their remuneration is meeting the market - see this article for one example: www.newsroom.co.nz/underpaid-council-staff-leave-in-droves.

Looking after staff is important for any organisation - staff are a core part of any services an organisation delivers. Experienced staff leaving could have a negative impact on the delivery of services the council is responsible for, which could affect a number of residents of the city.

A small increase to the proposed rates increase - but to a level still below the CPI inflation of roughly 7% - would be justified to help ensure effective and experienced staff are retained at the council. The article linked above said staff received pay increases of roughly 3% which is quite a bit lower than CPI inflation of roughly 7%.

89 - Connor McIver

I think that, given inflation is higher than that, a slightly higher rates increase would be logical.

Other/General Comments

10 - Jig Dhakal

This is lower than inflation. We need to stop thinking about short term votes and thing longer term affordability and impact to the community regarding public infrastructure fit for purpose. Let Auckland be a lesson to the whole country.

129 - Matt Smith

i think it is important to be mindful of peoples financial situations in the current environment

141 - Annaliese Fisher

Wasn't that happy to have such in increase so would like to have some say in where it goes.

150 - Lonnae Skachill

Very concerning with the cost of living already being so high but it's good to see the council are trying to keep these increases as low as possible.

153 - Brendan Ross

CONGRATULATIONS ON ACHIEVING A FIGURE WHICH MUST HAVE REQUIRED A GREAT DEAL OF WORK !

162 - Bowen Abraham

its gonna be more expensive

167 - Linda Nicolson

it’s very disappointing but at least under inflation.

168 - Keri Hodgman

Nobody can say that they're honestly happy with this increase in the present environment, however I feel as though staff have done a reasonable job in taking steps to soften the increase here.

[Other/Special Interest Topics>Staff Matters]

For clarity however, while not outlined anywhere that I've seen, i hope that this increase hasn't been produced by reducing staff pay increases to a nil or near nil level.

176 - Doug Soper

You happily talk about the “average” rates increase but never get specific to homeowners.
It’s long past time the bloody councilors we elect start focusing on core services instead of all the frilly lovely to have shit!

Ratepayers are not a bottomless pit!

181 - Bob Nicholls

It is what it is.

Money is not as important to me as getting the 4 Council Issues I have logged finished by the date reported to me.

How the hell is the immediate completion date calculated before the job is scoped?

CCC sets itself up for failure to complete over 50% of issues logged on time?

185 - Andrea Mead

[Our Proposed Spending]

Increase in rates is fine as long as the monies is shared across the city. I find that the poorer areas dont get enough attention and the richer areas gain the benefits of better roading and infrastructure.

189 - Valerie Davis

current inflation is hugely impacting across multiple expenses, increasing rates above expected will cripple some families adding stress to livelihoods.

19 - Michele Laing

low income property owners will suffer

high income property owners will moan

195 - David Quested

[Our Proposed Spending]

Several things have occurred world wide that effects us. Cost of living has gone overboard and we are just coping. The current government are spending money like its an endless bucket. We must do the important things first. EG bike lanes, yes they have their place but not at the high cost to all of us, get important things done first....transport, hospitals and education

198 - Janice Donaldson

Rates increases need to be carefully managed. The signalled rates increases over the next few years are already high, they should not be higher, but nor should they be defrayed by selling off assets [that has never been a successful strategy at local or national levels].

206 - Roger Davidson

With the current cost of living crisis and the enduring impacts of inflation, an increase of 5.68% is still significant. I acknowledge it is closely in line with that forecasted in the LTP, but with the current environment it is incumbent upon the Council to review any unnecessary spending. The projects that the Council commits to undertake need to be important to providing improved services to the ratepayers of Christchurch and not nice to have projects. The projects need to be of a critical nature, not just selected because of a perceived self-importance and are in reality "green washing".

209 - Lynette Bay

Thanks so much for working hard to keep our rates down.

212 - Liza Hewison

I worey that some wont be able to acford that

22 - david gale

A little below inflation rate!

221 - Wayne Phillips

I am aware of the pressures on budgets and thought itd be higher to be honest

241 - Mary Dearsley

it will be steep for those of us on fixed low incomes.

250 - Henry Ashton-Martyn

Spend it on infrastructure such as cycle ways, bus/train services, and other things that wull hep us deal with climate change and it's ok

258 - Charlotte Cooper

The cost of living is just getting too high. If there is no relief here, where abouts are people getting relief. As a middle class single person household i just dont know how to keep up with all these increases and no change in salary that the lower earners are receiving. I realise i am fortunate to be in the position to own a house (with a mortgage) but with rates, insurances, mortgage rates, food, petrol and everything else rising how can I possibly afford this.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.3. While the Board appreciates and supports the initiatives taken to restrict rate increases, it is aware that many residents are currently suffering significant financial hardship and that any rates increase will only add to this. The Board therefore urges the Council to provide support where possible for those struggling to pay increased rates. In addition to the rates remission policy, consideration could be given to payment schemes, deferral etc. and to take all necessary steps to increase awareness of the options for payment of rates and any assistance available.

264 - Josh Johnson

it's unavoidable if we get what we are asking for and also unavoidable with how the economy is going

272 - Simon Trotter

No opinion, if it is necessary to maintain core council services and projects then great

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board acknowledges that the rates increase will come as a shock to many households even though it is below the level of inflation.

325 - Oliver Hutchison

I feel that councils are generally under funded in NZ and so rates rises are required to redress this. Decades of deliberate underfunding of councils by way of deferred rates increases has led to this situation.

I am a recent first home buyer of a modest house in a median suburb and my rates bill is due to rise by in the order of 90% due to the revaluation of our house. This feels quite unfair when the rich suburbs' rates are rising by a lot less. Tax the rich.

343 - Diana Gebbie

With inflation the way it is it's not surprising.

357 - Peter Rodgers

I am concerned about what is being cut in order to achieve this level of rates increase

368 - Grant Hartley

[Spending>Our proposed spending]

Rates increases should be kept to a minimum by reducing the level of beaurocracy in Council and eliminating unnecessary expenditure.

372 - Nell Rice

An across-the-board rate increase unfairly penalises low income homeowners in poor neighbourhoods. Can it be applied to houses over a particular value, e.g. house values under $600,000 have the 5.42%?

373 - Alana Harper

we have enough increases with every other expense so feel the lower the increase the better at this time.

383 - Jody Smith

of fourse i ront wantbtonoay more in rates, but that seems like a small percentage point of increase

388 - Stephen Farrell

Sorry, I am a supported living allowance beneficiary whose inherited flat was ineligible for any funded insulation improvements whose paid for heat pump does not work and would require $4000+ to

replace due to the open plan nature of the 9m x 6m area being heated and the list goes on...so rates increases are not something I notice although being poor I very rarely utilize rubbish/dump services or use much water other than on my garden.

396 - Trudi Bishop

In order to invest in cycle ways, climate change mitigation and adaptation as well as making the city an attractive and good place to live we need to increase the rates now and spend the money on critical infrastructure investments. Costs will only continue to increase with the effects of climate change on resources, shipping, labour etc so if we defer critical investments they will only become more costly in the future and no doubt be deferred again due to cost constraints.

Increase rates now and invest wisely. Review in 3-4 years time.

407 - Lyn Bunn

Reality says that we will have to pay it, although people on a pension do not have discretionary income to fill in the gap. Also the huge increase in capital values has had some impact on that too.

499 - Brad Spiers

[Borrowing and Debt Management]

borrow to fix problems please.

503 - Bronwen Summers

Whilst this is manageable for me I am sure there are people who will struggle to pay because the cost of living has rocketed up and their earnings in real terms have diminished.

504 - Alex Cornford

We need to insure our services meet the needs of Christchurch residents.

505 - Zane Shadbolt

Renting so do not pay rates

511 - Lucy Palmer

more stress for families

518 - Vicki Pigou

Thank you Mayor Mauger for keeping the increase to a reasonable level.

519 - Kay Mintrom

It's ok but it isn't really just 5.68%. It's that on top of all the increases that we have had recently.

522 - Michael Neville

Whilst an increase in rates isn't ideal, a 5.68% increase is far more sustainable than price increases in other sectors.

544 - Jason Wright

this is a fairly significant achievement. However noted not as low as Phil Mauger was originally aiming.

545 - Jotham Barmentloo

I don't understand why pPeople are so angry about rates increases, I feel bad for you guys at the other end.

552 - Justin Rogers

i would like to see all costs for the rugby stadium capital, interest and operations as a separate line item on my rates to better understand its cost.

566 - Geoffrey Sugden

We are lucky in that this will have very little affect on our household.

576 - Matthew Reid

I'm happy to pay more rates if others with less means can pay less.

[Coder Note: Context; Supports option B for UAGC as more progressive]

599 - Oliver Huggins

If it is under inflation than that's a good goal achieved.

617 - Chelsea Perkins

I think the rate increase should be minimal due the already rise in the cost of living.

618 - Anna Stevenson

many people will be able to afford this. As a city we get good value for our rates generally. What is in place for those who are struggling currently? What are your plans to ensure those who are income poor can continue to participate in our community?

621 - Joyce Gardner

NA - my rates are covered in my retirement village fees

637 - Marie Byrne

[Other/Special Interest Topic>Revaluation]

I am concerned about the proposed rate rises and feel that the figures given of 5.68% are somewhat misleading. Phillipstown QV valuations are higher than the average increase, at around 56%. This translates to a rates rise of approximately 8.5%. However, I do understand that if we wish to have the levels of service we need, some rate rises are needed.

64 - Volker Nock

Rates rises should be reigned in as much as possible

642 - Greg Hay

Given the current inflation rate, general economic conditions I understand this uplift & the effort gone into reducing this year's uplift.

645 - Luke Baker-Garters

This is a real rate decrease as inflation has outstripped this nominal increase. Ratepayers already receive very generous discounts on their rates bill compared to the annual land rent they receive from both central and local government investment as well as investment from private individuals which increases their property values. Indeed as the new council valuations show, property values have increased very significantly in the last 3 years both in real and nominal terms. Property values are determined by the net present value of future rent flows which shows that there is significant revenue-raising potential from the existing property tax base. The average house faces a property tax of only 0.44% which is low by international standards and is jeopardising the council's ability to deliver services. 17% of spending being paid for with borrowing isn't sustainable, especially with interest

rates increasing and uncertainty about where they will be in the next 12 months. Homeowners who have benefitted massively from the policies of the last 3 years should pay their way with higher rates. Borrowing is just kicking the can down the road to future years when changes will be more difficult.

650 - Finn Jackson

Support. It's a big achievement keeping it below the rate of inflation, and there's some wriggle room to go up if extra revenue is needed to fund projects arising from public submissions.

654 - Bruce Tulloch

Necessary .

656 - David Moorhouse

The rate of increase s lower than the general rate of inflation, hence you will be providing a real cut in services to achieve this target.

658 - Helen Reason

I appreciate the work of councillors to ensure that the rates increase is a minimal adjustment. Although higher than projected in Long term plan for 2021-2031, it falls below the average residential increase

664 - Trina Mora-Kelley

unless wages increase this rates increase will put pressure on already struggling families

665 - Sue Bye (Lower Cashmere Residents' Association)

Issues need to be addressed.

704 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

Continual rate increases are unsustainable

711 - Patricia Hira-Creagh

I think that the rates increases are are not in line with what Mr Mauger was promising:

- In a promotional interview, dated 1 July 2022, in which he said *'we can't keep charging people more and more for rates'.*

- When he and his team stated he/they wanted to "*Reduce rates, target 3-4%*", as stated in the *Summary Notes of Meeting with Phil Mauger, James Gough and Sam MacDonald, dated 17 August 2022*

While the rates increases are high and will add to the financial difficulties already being felt by those on lower incomes and or benefits, those with high mortages levels which are subject to interest rates increases, and/or those with school age children, this level of rate increase is likely inevitable, and would potentially mean no or limited impact on community services.

713 - Karen Cox

Without rates being increased each year I don't think the metro sports centre and South Library and other major council builts will be completed on time.

722 - Don Gould

I think a rates Rise below 6% is fantastic except in my case because of property valuations my rate increase looks like it's going to be around 59%.

[Financial Policies>Rating Policies]

I don't have confidence in the accounting in the numbers given that I see lots of new development around the city and yet my rates go up while they should theoretically go down because there are so many more properties now to pay for the services delivered in.

It concerns me that the value of the CBD hasn't kept Pace with the residential suburbs meaning that the rates burden was on the profitable CBD is now passing across into residences especially low-income residences in the eastern side of the city .

728 - Sue Piercey

[Rates>Uniform Annual General Charge]

We all benefit from council services. It cannot be assumed that because someone lives in a place with a higher capital value that they receive enough income to cover large rate increases.

Considering the rate of inflation I don't think the proposed rates increase is too large even though because I now live in a property that has a higher than average RV (I've put in an objection to QV) my rates bill is a much higher proportion of my income (largely super) compared with when I was living in Brighton - I used the same Council services there as I do here.

730 - Jane McKenzie

Re rating increase. Understandable as long as the services are up to standard and aren't compromised or jeopardised in Any way.

738 - Natalie O'Connell

It's ok if it's still prioritising climate change action including cycleways

741 - Christine Cooney

It is very high during a cost of living crisis

77 - David Goodman

Rates are very expensive in Christchurch relative to over cities such as Auckland relative to house values . The rates on our house are getting close to my pension entitlement if I retired tomorrow. (16k v 18k)

8 - Lucy Gibbs

It makes me feel concerned about affordability of rates for my small low-income family. We're in a position where every dollar counts.

802 - Ruth Falconer

[Our Proposed Spending]

Only if it's absolutely necessary. Cut out any unnecessary spending especially on arts + sports

83 - PETER SMALL

NOBODY IS EVER HAPPY WITH RATE INCREASES

84 - Pauline Berryman

Keep the rates as low as is workable.

90 - Jan Veronese

High

91 - Mel Brown

I think families are really struggling with maintaining bills as it is - putting food on the the table. It is really going to be a struggle for some families who are already running a fine line.

Business Rates

General Comments

20 submissions were received regarding the proposal to increase rates for businesses by an average of 5.38%.

10 submissions supported this proposal. Three submitters opposed the proposed increase, six provided an alternative proposal.

Officers Response

There was some support for the proposed increase in business rates. Some submitters argued for higher business rates to be closer in line with other NZ cities. (They were possibly commenting at this point on the proposed increase in the business differential from 1.697 to 2.22, which is a separate sub-category in this submission process).

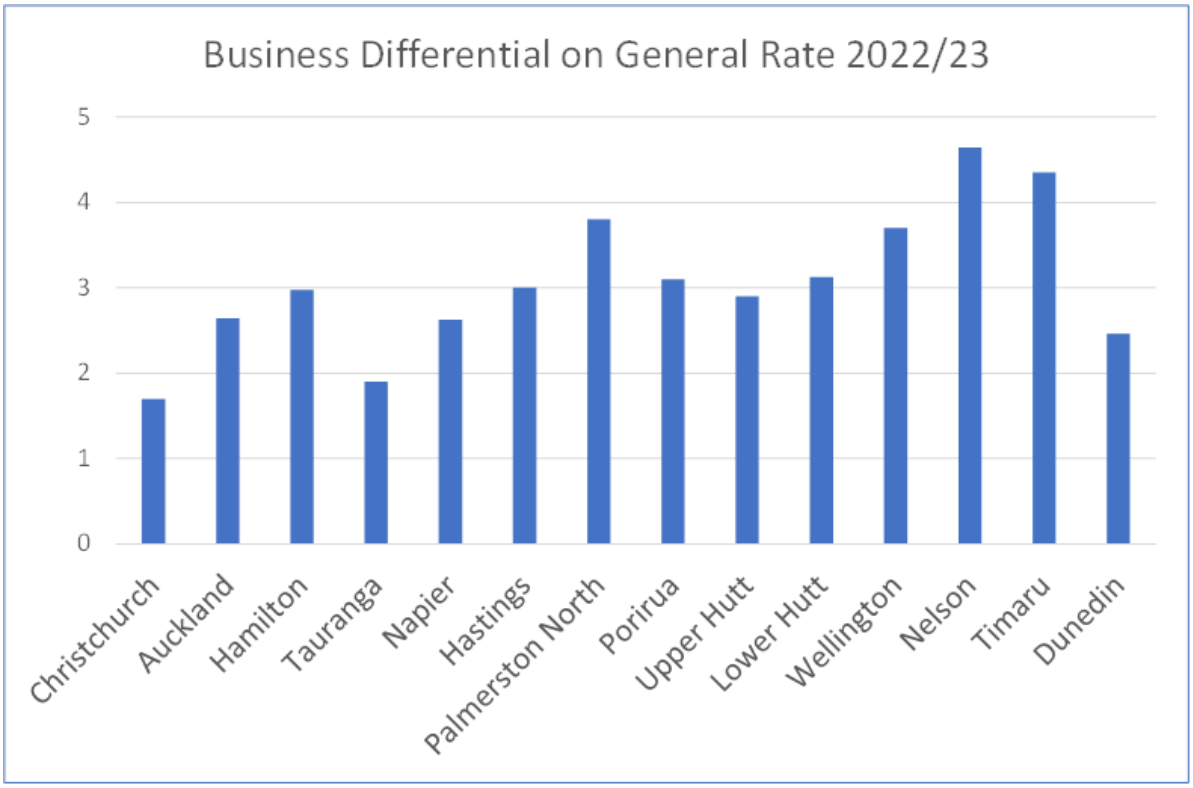
Some questioned whether businesses really impose an increased demand on Council funding, or benefit more from Council activities.

Those opposing the business increase noted that the cost of doing business is unsustainably high – e.g. minimum wage increases, increased sick leave entitlements, Matariki holiday, increased cost of attracting overseas skills, rising electricity, freight, insurance and carbon costs. Some noted business rates are already higher than residential rates, without real justification.

Several submitters commented on the proposed change to the business differential – those comments are summarised under the “Business Differential” subcategory.

Staff recommend that the Business Differential move to maintain consistency with the percentage of the rates split between Residential and Business ratepayers. It was the movement in the respective valuations that drove the proposal to alter the differential.

Christchurch currently has the lowest business differential (1.697) of all the main centres we have surveyed, although we should note that, since other councils tend to have higher fixed charges, their business differentials tend to be less important (i.e. apply to a lower portion of overall rates). If we increase our business differential to 2.22, we would have a higher business differential than Tauranga (1.9), but still lower than all other main centres.



Courts have viewed the setting of general rate differentials as fundamentally the exercise of political judgment. Courts are reluctant to intervene on the grounds of unreasonableness (refer to the High Court's decision in NZ Forest Owners Association v Wairoa District Council (2022)). Councils should consider the matters in s101(3) Local Government Act 2002, including the distribution of benefits and extent to which each group causes the need for Council spending. But these matters are acknowledged to be complex, and they are just one of several matters for councils to consider. There is no requirement to precisely calculate the benefits of Council's activities accruing to businesses (i.e. the benefits of activities funded by the general rate), nor the extent to which businesses cause the need for those activities.

Council must rate in accordance with powers contained in legislation – in particular with the Local Government (Rating) Act 2002. Powers are tightly limited. There is no ability to discriminate on the basis of whether a business is foreign-owned.

Support

305 - Bev Hair

If it is proven that business properties make a greater demand on CCC funding?

436 - Louis Dyer

I support increasing the rates of business properties to be closer in line with other NZ cities.

564 - Huia Jackson

I support increasing the rates of business properties to be closer in line with other NZ cities.

574 - Paul Clark

I support increasing the rates of business properties to becloser in line with other NZ cities.

575 - Donelle Gryphon

The increase on business rates is in line with other cities in NZ.

597 - Cameron Bradley

We tend to have plenty of jobs currently so I see no reason to reduce business costs relative to residential.

608 - Aaron Haddock

I support increasing the rates of businessproperties to be closer in line with other NZ cities.

674 - Claire Coveney

Business properties rates increased to align with other cities.

720 - Fiona Bennetts

I support an increase in the business differential.

760 - Bryant Bignell

I support increasing the rates of business properties to be closer in line with other NZ cities

Oppose

311 - James Riddoch (Property Council New Zealand)

[Rates > Uniform Annual General Charge; Suburban Vacant Land or Building Rates]

In broad terms, we support the overall direction of this year's annual plan, with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the Uniform Annual General Charge to $50. We oppose these three proposals based on the negative accumulative effects they will have for Christchurch businesses and our members.

2.1 At a high level, we recommend that Christchurch City Council:• Does not increase the business rating differential from 1.697 to 2.22 and instead commissions an independent report to analyse the proposed rating differential and its economic impact;• Investigate alternative funding methods to more equitably share the rating burden;• Discontinue the vacant site differential and not extend this to the commercially zoned areas of New Brighton, Lyttleton, Sydenham and Linwood Village; and• Adopts Option A in relation to the Uniform Annual General Charge ("UAGC").

>>>

5.1. We are disappointed to see that the Council has proposed to increase the business differential from 1.697 to 2.22. Property Council has long opposed a rating differential and endorse the Shand's report recommendations that they should be abolished. Rating differentials do not explicitly account for, or demonstrate, the services consumed by businesses or the direct benefit to businesses of the increased rates burden.

5.2. Furthermore, we are concerned that average commercial values in Christchurch have only increased by 24.4% compared to 47.7% for residential. This is seen by Council, as justifying the increase in the business differential. In our view this is not rational, and the comparative capital gain in the revaluation should be considered by Council in setting the rating differential. From this perspective there is no justification in increasing the differential.

5.3. Instead, we recommend that an independent report be commissioned to analyse the proposed rating differential and its economic impact. It is vital that Council adopts a model that is fair and equitable across all ratepayers. In the absence of such a report, we endorse the view of the Shand report which stated that, "In the interests of transparency and equity the Panel recommends that the power to set differential rates and to use UAGCs should be removed". If differentials are to be maintained then our recommendation is that, at a minimum, the business differential is not increased.

Cumulative rates and increases in Christchurch

5.4. The increase to the business rating differential is only one of the many costs the commercial sector is/will be facing. The cumulative impact these costs may result in a number of businesses declining, and does not promote Christchurch as a place to invest and develop.

5.5. The below list is an example of some proposed cost increases and fees in Christchurch:• Christchurch City Council's proposed Annual Plan rates increase of 5.68%;• Christchurch City Council's proposed Annual Plan rating differential increase from 1.697 to2.22;• Christchurch City Council's proposed vacant site differential increase from 4 to 4.523;• Contribution to the $17 million shortfall if a

lower UAGC rate of $50 is adopted;• Christchurch City Council's proposed extension of the vacant site differential if adopted;• Costs relating to the expiry of existing demand credits; and• Increased insurance costs.

5.6. All these various proposals create an uncertain and challenging post COVID-19 environment for the commercial sector in Christchurch. Flow on effects for Christchurch businesses, residents and visitors

5.7. The proposed increase will have a flow-on effect on all members of the community, not only the commercial sector. Property owners recover these costs through increased operating expenses and rental levels, while business owners will have no choice but to recover these costs through increased costs for products and services. It is also unclear what the additional rates are funding and whether it is beneficial to the business needs.

5.8. Furthermore, an increase in rates will mean that building owners may not be able to invest in improving their business, carrying out maintenance and upgrades. This will not see existing businesses nor Christchurch's built environment flourish. On the other hand, enabling development in Christchurch will grow the rates base which will then reduce the rates burden.

>>>

11.1. We support the overall direction of Christchurch City Council's Draft Annual Plan 2023/2024with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the UAGC to $50.

[Full attachment available]

313 - Derek Marshall

Financial pressure should not be imposed on business or commercial landlords who will pass it on, in these uncertain times.

571 - Jack Gibbons

Rates on businesses are already significantly higher than residential property. There is no real justification for this and it makes suppresses business.

Alternative Proposals

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Rates>Residential Rates]

Proposed rate changes

14. While it is noted that the Council faces the same inflationary pressures as every other business, and that increases of rates are less than the rate of inflation, we are not supportive of the 5.79%rate increase for a typical household and the 5.83% increase for businesses. An annual $898.29in additional rates for an average business may not seem like a significant amount on the surface however it is important to recognise that the cost of doing business is at unsustainable levels with compounding cost pressures coming from every direction. This includes Minimum Wage increases (up 44% since 2017); increased sick leave entitlements; the additional Matariki public holiday; the increased immigration cost of bringing international skills and talent to New Zealand; rising electricity costs; increased international air and sea freight costs; commercial insurance cost increases; and the impact of carbon unit prices doubling since the end of 2020under the Emissions Trading Scheme. Many residential and commercial ratepayers face real difficulty and financial distress at present and our view is that Council must propose further concrete measures to decrease expenditure. The Chamber is not advocating for no increase as the Council must continue to invest in the future.

434 - Rachael Hemmer

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]

It's time the focus came off cars and roads for individual usage. We are not in 1950 any more.Well-funded public transport, cycle ways, and light rail is the way forward. And business and the wealthy need to start paying their fair share, instead of increasing financial burden being placed on the poor.

576 - Matthew Reid

I support a more progressive option where those with more means pay more.

700 - James and Philippa UPton

Make sure businesses pay their fair share of the rates.

79 - Michael Clemens

[Rates>Residential Rates]

I would like to see the rates increase be the same over business and residential ratepayers.

793 - Cathy Harlow

I support this only for this Annual Plan on the basis that a comprehensive review of the ratings system and differentials is not feasible at present. Any differential proposed in the long term plan should be properly justified (noting that maintaining the status quo or making comparisons to other councils' policies are not a justifications).

Other/General Comments

312 - Nick Clark (North Canterbury Federated Farmers)

3.2 NCFF notes that the proposed increase in the business differential has been prompted by the larger increase in average residential property valuations (47.7%) compared to the average business property valuations (24.4%). The proposed increase in the business differential from 1.697 to 2.22 is considered necessary if the percentage of revenue paid by business ratepayers is to be held steady at 26%.

3.3 NCFF has no comment to make for or against this change, provided that the 26%contribution by business ratepayers is indeed an appropriate reflection of the benefit derived by businesses from activities funded by the general rate. We expect representatives of business ratepayers will have a view on this.

[Full Attachment Available]

Remote Rural Rates

General Comments

One submission in support of the proposal was received on remote rural rates.

Officers Response

The submission aligns with Council's intention to maintain the rural differential (on the value-based general rate) at 0.75 – i.e. unchanged.

Support

312 - Nick Clark (North Canterbury Federated Farmers)

1.3 NCFF appreciates the maintenance of the 0.75 remote rural differential on the general rates, which is important for a fair rates system that better reflects the use of and benefit derived from council activities.

1.4 NCFF also appreciates the improved engagement we had with the Council after the2021 Long Term Plan consultation, including a 'no surprises' approach. We welcomed the agreement in 2022 to establish a Rural Forum, although its establishment was to be held over to the next term of Council (i.e., this term). We strongly support the Rural Forum, we consider it to be a high priority, and we wish for it to be speedily expedited. A further delay would be very disappointing.

>>>

2.2 We note that the rates increase for an 'average' remote rural property, with a capital value of $1557,204, will be 0.69%, somewhat lower than the overall average rates increase. This is because "the income we need to recover from the targeted rates for water, sewer and land drainage is increasing by a greater percentage than the income from the general rate. The model remote rural property does not pay water, sewer, and land drainage rates, so is not affected by those relatively large rate increases"1. We consider this to be appropriate and consistent with the benefit principle where ratepayers who do and cannot access or use a council service should not have to pay for it.

2.3 High and persistent inflation is causing considerable stress for businesses and households, including farmers where Statistics NZ's Farm Expenses Price Index was up 15% for the year to December 2022 – more than twice the rate of the Consumer Price Index. Farmers are also at the same time facing the impacts of lower international commodity prices, with the ANZ Commodity Price Index down 10% from March 2022 to March 2023. The combination of falling incomes and rising expenses is putting severe pressure on farmers' financial positions and is contributing to rock bottom farmer confidence.

>>>

3.1 NCFF agrees with no change to the 0.75 remote rural differential on the general rate. The remote rural differential reflects the reduced levels of service remote rural ratepayers receive from council. In addition, the 50.1% average increase for remote rural property values was much higher than that for businesses (24.4%) and slightly higher than that for residents (47.7%). Therefore, the distributional issues between business and residential ratepayers motivating the proposed increase for the business differential do not apply for remote rural ratepayers.

[Full attachment available]

Uniform Annual General Charge

General Comments

270 submissions were received on the Uniform Annual General Charge (UAGC).

168 provided comments in support of decreasing the UAGC to $50, 62 provided comments on maintaining the UAGC at $153.

32 submissions provided alternative options and 14 provided general comments on the issue.

Officers Response

Those who supported Option B (preferring a lower UAGC) highlighted that the UAGC has a greater adverse impact on lower value properties and causes a lack of proportionality. The lower UAGC is more "progressive", targeting rates more towards those who can afford to pay. Some argued there should be no UAGC for these reasons.

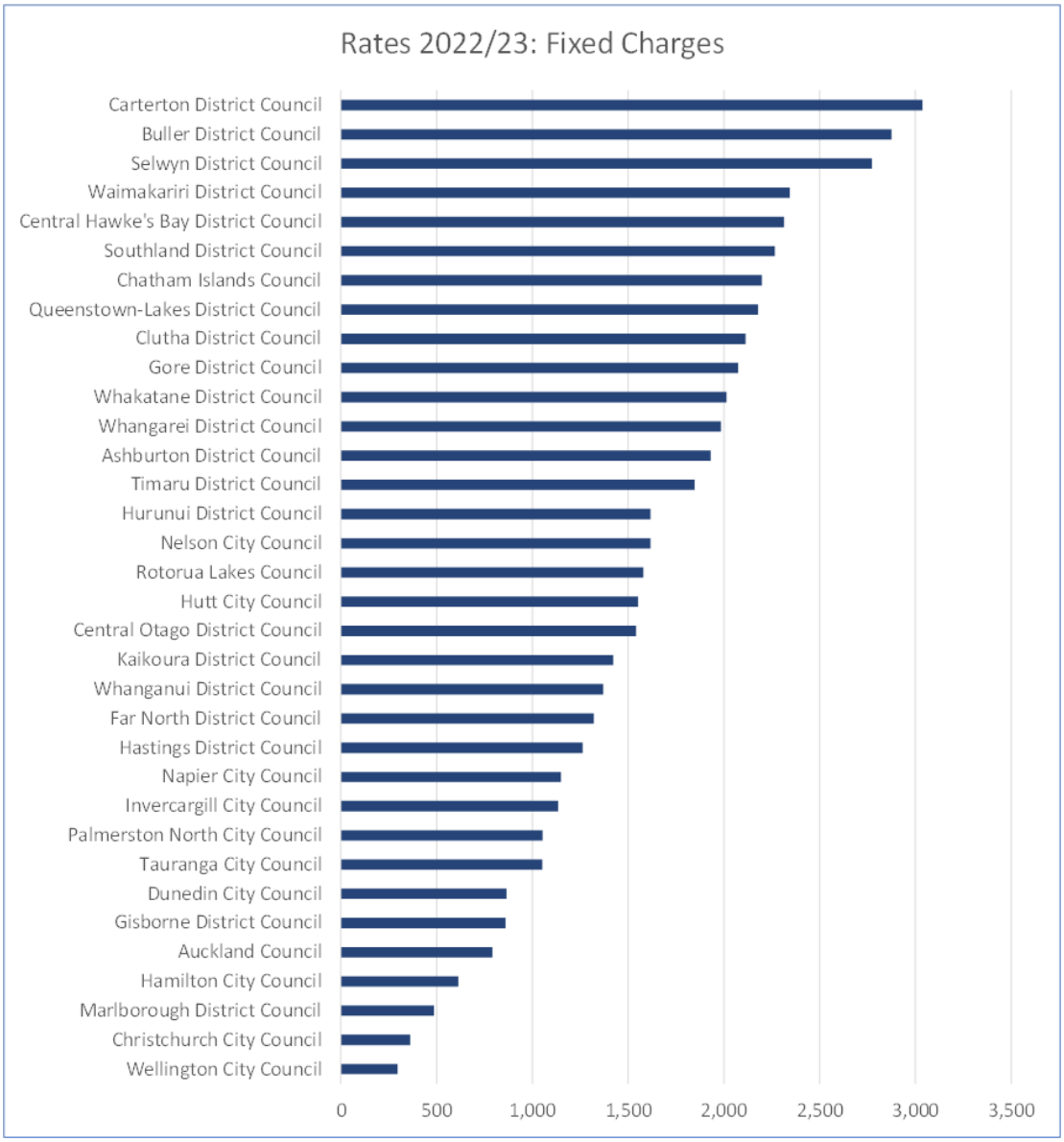
While the rebate can be up to $700 (more than the UAGC), many low-income residents are not aware of it.

Some suggested a more targeted UAGC – e.g. towards those that own multiple homes.

Those who opposed Option B (preferring the proposed small increase in the UAGC under Option A) highlighted that the proposed increase was small. The arguments in favour of maintaining the current UAGC seem reasonable – e.g. that the current UAGC is one of the lowest in New Zealand, and that rates assistance (including the rates rebate) is available to low-income residents. Also some of the benefits of a lower UAGC would go to rating units like carparks and vacant land, and that has to be funded by other ratepayers. Option B would hurt hard-working medium income earners. A UAGC recognises that all residents benefit from Council activities regardless of property value – lower value houses already pay lower rates yet utilise council services to the same extent.

Some wanted the UAGC increased further (in line with the rest of the country) to reduce reliance on capital value rating – noting that owners of higher-value properties do not necessarily have high incomes (e.g. pensioners), and owners of lower-value properties may not be facing financial hardship (assistance is available if they are). Some wanted all rates to be recovered through a UAGC to mirror use of Council services. Welfare is the responsibility of the Government – and Option B is simply wealth redistribution. Some noted that reduced UAGC would be unlikely to be passed on to tenants. Christchurch must compete for residents with other councils, and our low UAGC means we won't attract wealthy, highly-skilled residents because their rates will be 2 to 5 times the rates for similar properties in other parts of the country. A higher UAGC discourages land banking – a lower UAGC benefits vacant land and carparks.

- Staff are considering ways we could be more proactive in promoting the various forms of rates assistance, especially the government-funded rates rebate (up to $700 per property in 2022/23).
- We have reviewed the standard residential rates fixed charges for 2022/23 for 34 New Zealand councils. The fixed charges for Christchurch City Council ($361.02) are the lowest in the country with the sole exception of Wellington City Council ($295.01).



- Section 21 of the Local Government (Rating) Act 2002 sets a maximum level for fixed charges, excluding fixed charges for sewer and water supply rates. The maximum level is 30% of all rates, which we take to mean all rates excluding sewer and water supply rates. In 2022/23 Christchurch City Council's fixed rates measure for s21 was 12.3%.
- Looking only at the Uniform Annual General Rate (which is one component of the fixed charges), of the 34 Councils examined, 4 had no UAGC (including Wellington, Dunedin and Hutt City), and a further 3 had a UAGC that was lower than Christchurch's (at $145). The remaining 26 had a UAGC higher than in Christchurch. Auckland's was $477, Hamilton $613 and Timaru $925.
- As a rough illustration of the impact of Christchurch's relatively low fixed charges, we can compare two farm properties opposite each other on Dawsons Road in the far west of Christchurch. One property (173 Maddisons Road) is in Christchurch where fixed charges are low. It is a 115 ha property with a capital value of $7.13m (using the 2019 capital value since that is used for rates in 2022/23). Rates for that property (including Ecan) are $40,041 in

2022/23. The other property just across Dawson's Road (123 Dawsons Road) is broadly similar: 106 ha and valued at $8.8m (2021 valuation). Its rates including Ecan are $14,342 in 2022/23. This illustrates the impact of Christchurch's strong reliance on capital value as our rating base. Further reducing Christchurch's UAGC would increase this rating difference.

Support Proposal A (Retain UAGC at $153)

14 - Adelaine Hansson

When there are services delivered equally in general that do not change depending on the CV of your house, it makes sense that a certain proportion should be fixed.

149 - Julie Kidd

While B may have some merit for lower value households, we can't be subsidising car parks!

153 - Brendan Ross

Comments: ALTERNATIVE (B) SEEMS LIKE ROBBING PETER TO PAY PAUL.

155 - Marion Coburn

i strongly disagree with option B. All citizens have equal access to services so should pay the same.

Very unfair to charge higher value properties more. Higher value property does not always equate to greater wealth and many are living on a pension or similar.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board supports the Council's proposal, acknowledging the note in the consultation document that Christchurch's fixed charges are among the lowest in New Zealand, and the alternative options would leave a $17 million shortfall in the Council's rates take.

158 - Paul Young

The UAGC is already a small proportion of the total rates bill and should not be reduced further

170 - Glen Whittaker

Leave as-is. Reduction in UAGC very unlikely to be passed onto tenants and short-fall revenue needs to come from somewhere.

175 - Karen Carcamo

I am OK with keeping every property with the same UAGC. Otherwise this would encourage property investors to buy the cheapest houses possible and leave first home buyers with even less options.

177 - Glen Ford

Keep it as it is so that each property pay the same amount

180 - Michael Wilson

We should make sure that every property pays the same amount regardless of its capital value or location.

People who live in more expensive properties should not subsidize the ones who live in cheaper properties. People should not be penalized for working hard and buying a nice house to meet their needs.

184 - Michael Heenan

This should stay the same at this time as it remains the lowest of all the large metro areas in NZ. The challenge is to reduce overall rate increases rather than tinker with smaller components.

197 - PAUL DAIGNEAULT

Our proposal(A): Our current proposal, which is reflected in this draft plan, is a UAGC of $153 in 2023/24. Our current UAGC is $145 a year, and Christchurch's fixed charges are among the lowest in New Zealand. The proposed increase to $153 is in line with the current proportion of your rates bill that forms the UAGC, and is in line with the overall rates increase.

I support option A in fact I would be happy to see the uniform charge go up to closer to $200 (or even much higher) and have less reliance on property valuations. While the average rates increase is less than 6% when combined with the revaluations and the rates increases some households are facing unaffordable rates increases. The current rates regime is forcing people on fixed incomes out of their homes and out of the cities into lower standards of accommodation. Maybe up to 30% of the rates charge should be tied to a uniform rates charge with a much smaller variable component.

>>>

I have masde my comments above I am in favour of increasing the universal rate not decreasing it.

198 - Janice Donaldson

Proposal A is fairest to all ratepayers.

206 - Roger Davidson

The UAGC is already significantly below what other Councils charge. And why is the Council promoting something that will create a $17m shortfall when there is already a need for cost cutting? Who will pay the shortfall, higher value properties and businesses? This is undemocratic.

Due to the way rates are assessed against the value of a house, lower value houses already pay lower rates, but utilise Council services to the same extent. Why should other rate payers subsidise them further when there is already a Government-funded rates rebate. This feels like double-dipping!

208 - George Tylee

User pays. Yes it should be progressive to an extent, but all residents use roads, and the users of parks/libraries etc do so regardless of property value.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports the Council's preferred option of a $153 UAGC. The Board is not opposed to further discussions about reviewing the UAGC, but our view is this should happen during the LTP so that the implications can be considered strategically alongside all the Council's sources of funding.

25 - John Batchelor

Rates need to be spread evenly and fairly - user pays.

258 - Charlotte Cooper

it is always the middleclass or higher earning but single income households that are continually disadvantaged in this circumstance. I may earn a good income buy i am on my own and therefore if you compared me to a two i come household would be much worse off in footing all these costs. You cant keep adding everything to higher value areas or houses.

26 - Marilyn Yurjevich

OK by me

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.1. The Board notes that the current Uniform General Annual Charge of $145 is one of the lowest in New Zealand and supports the proposed increase to $153. Taking into account the rates assistance available to low income residents, the Board does not consider that it is necessary to adopt a lower Uniform General Annual Charge of $50.

293 - Eva Ross

No - why again do you only think of the lower end rate payers but not medium income earners ? I work very hard for my money and my property and now get punished for owning a house I paid off and worked hard for - but having higher rates every year and now also seem to have to pay everyone's bill! Is that on top of the proposed rate hike ?This has definitely not my approval .

297 - Paul Broady

The arguments you present for maintaining the current charge seem reasonable.

304 - Jan Bierman

Rates across the city are already inequitable. Do not make it worse for people in a more popular post code but little disposal income.

305 - Bev Hair

services to properties is the same regardless of value, reducing it on lower value properties and adding to higher value properties means those properties pay a disproportional level of rates.

311 - James Riddoch (Property Council New Zealand)

[Rates > Business; Suburban Vacant Land or Building Rates]

In broad terms, we support the overall direction of this year's annual plan, with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the Uniform Annual General Charge to $50. We oppose these three proposals based on the negative accumulative effects they will have for Christchurch businesses and our members.

2.1 At a high level, we recommend that Christchurch City Council: • Does not increase the business rating differential from 1.697 to 2.22 and instead commissions an independent report to analyse the proposed rating differential and its economic impact; • Investigate alternative funding methods to more equitably share the rating burden; • Discontinue the vacant site differential and not extend this to the commercially zoned areas of New Brighton, Lyttleton, Sydenham and Linwood Village; and • Adopts Option A in relation to the Uniform Annual General Charge ("UAGC").

>>>

7.1. Property Council supports Option A which proposes to increase to the UAGC from $145 to $153.We do not support the alternative of setting the UAGC at a lower value of $50. Reducing the UAGC will reproportion rates towards the commercial sector (which includes the commercial property sector, business and industrial sectors) given that the UAGC funds general council services that predominately benefit residential ratepayers.

>>>

11.1. We support the overall direction of Christchurch City Council's Draft Annual Plan 2023/2024with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the UAGC to $50.

[Full attachment available]

312 - Nick Clark (North Canterbury Federated Farmers)

3.5 The Council is proposing to reduce the UAGC from $153 (for 2023/24) to $50 due to concern about the distributional impacts between residential ratepayers caused by property revaluations where many properties with lower capital values had bigger percentage increases than many properties which had higher capital values.

3.6 NCFF is opposed to reducing the UAGC, both from a perspective of principle and from a perspective of effectiveness.

3.7 With regard to principle, the UAGC is an important tool for appropriately funding activities that benefit all ratepayers equally. Yet Christchurch's UAGC is already low compared to most city councils (as recognised in the consultation document) and even at $153 is forecast to recover only 6% of total revenue from general rates in 2023/242.The Council also funds water and wastewater through a capital value targeted rate whereas many councils use either volumetric charges or uniform annual charges (or a combination), which makes Christchurch's rates system even more in favour of those with lower value properties.

3.8 With regard to effectiveness, NCFF understands and is sympathetic to the motivation behind the proposal to ease the burden on low-income ratepayers. However, we are not convinced that reducing the UAGC is the best way to achieve this.

3.9 Property value is not a good proxy for income (i.e., ability to pay) so reducing the UAGC is likely to benefit many higher income households who happen to reside in relatively lower value properties and/or own additional lower value properties, including cottages, vacant land, storage sheds, garages, boat sheds, etc. It is also important to note that many lower value residential properties are rental properties, which are often owned by higher income people and may or may not choose to pass on any rates savings from a lower UAGC.

3.10 With councils not having any useful information about the incomes of their rate payers it is more appropriate for initiatives to assist low-income people to be undertaken by central government,

which does have information from the tax and welfare systems. The Government is currently re-prioritising and re-setting its policies to deliver cost-of living relief targeted to low-to-middle income people, including increases to the minimum wage, benefits, and NZ Superannuation. In addition, there is the Rates Rebate Scheme for low-income ratepayers. These will all be more effective for addressing cost-of-living concerns.

[Full attachment available]

348 - Will Vere

$158 isn't a significant increase personally on a day to day basis, rates increases on large private enterprises should still be considered

388 - Stephen Farrell

Even as a low income ratepayer the impact of knock on consequences when rich people get to uppity about the rates they are paying (re:Auckland) encourages me to encourage you to charge poor people more to keep the rich satisfied.

393 - jeff scandrett

The UAGC should not be reduced.

407 - Lyn Bunn

UAGC ok with $153, not a huge increase.

51 - Paul May

stop the socialist tax idealogy. Each house uses council infrastructure and services and should pay on a equal basis only some aspectd should be based on capital value.

52 - Boyd Kedzlie

I support the current proposed UAGC of $153 in 2023/24.

536 - Pam Richardson

I believe that there needs to be fairness to all rate payers .
Noted that there is a ratepayers rebate available and some benefits have also been increase .

55 - Wendy Blair

I believe setting the UAGC lower will not be beneficial to those of us who have a higher capital value but don't earn that much money. I am employed by CCL and only get paid just over the minimum wage. I pay a mortgage and just because my house has a higher CV doesn't mean I have that money in my pocket to pay higher rates. I already pay over $4000 a year on one income and as I am single with no children I do not qualify for any WINZ or government support at all. Cost of living is already high enough and I believe that it would be more expensive for me if you reduced the UAGC. Along with the rates increase this is not something I agree with.

554 - Dianne Downward

It is only fair to charge the same rate for the same services received across the city, the $17 Million shortfall that would have to be made up is a huge sum, and completely unfair for a few to be burdened with

566 - Geoffrey Sugden

Support option A for UAGC as the other options available to Low Income Households appear to be a better method for helping those who may be struggling.

58 - Margaret Forward

Everyone uses the services provided by the Council and charged under the General Charge.

It therefore justifies everyone being charged the same across the board i.e. the user pays.

Extremely unfair to expect other ratepayers to subsidise lower capital value owners. That's what rates relief is for. and welfare benefits are the responsibility of the Government.

606 - Nicki Carter (Carter Group)

Limits within the Core & Inner Core.2. Feedback on proposed changes to the Uniform Annual General Charge (UAGC):Proposal B to reduce the UAGC goes against what the Council is trying to achieve ie: reduce the rates increase across the board. Proposal B will create a $17 million shortfall and this seems inappropriate in the face of what the Council is trying to achieve as the burden of this shortfall will fall on other ratepayers to provide the balance. Whilst comparisons to other Councils are used to justify the increase in the business differential, in this instance with the UAGC, the approach of other Councils has been ignored with respect to Proposal B.

With the UAGC sitting at $145 currently and proposed to increase to $153 under Proposal A. The proposed UAGC is significantly below other Councils.

The proposed change of the UAGC under Proposal B does not have any justification all residential properties utilise public services to the same degree. The Council has helpfully pointed out there is already a Government-funded rates rebate to assist low income households (which can be up to $700 and much more than the UAGC). Proposal B is unnecessary as there is already targeted Government support for low income households. It is also noted that Proposal B would benefit more than 3400 small non-residential sites (like vacant land, garages and carparks). These non-residential properties would all pay lower rates if the UAGC was reduced, and other ratepayers (both residents and businesses) would need to pay the shortfall. This seems inequitable.

Our submission is that Proposal A, an increase in the UAGC to $153, is selected by Council and Proposal B is rejected.

612 - Sarah Laxton

Proposal A is my preferred choice as it is more fair to higher and lower income people.

632 - Annabel Turley (Unichem Cashel Pharmacy)

Feedback on proposed changes to the Uniform Annual General Charge (UAGC)I support Proposal A and not Proposal B. With the UAGC sitting at $145 currently and proposed to increase to $153 under Proposal A. The proposed UAGC is significantly below other Councils UAGC. Proposal B is unnecessary as there is already targeted Government support for low income households. I note that Proposal B would benefit more than 3400 small non-residential sites. These non residential properties would all pay lower rates if the UAGC was reduced, and other ratepayers, including businesses like mine, would pay the shortfall.

642 - Greg Hay

Our rates are already being penalised due to the unnecessary water rates charge, so asking us to pick up the shortfall (as we have a relatively high capital value) is unfair and inequitable.

645 - Luke Baker-Garters

I support proposal A as a lower UAGC would give benefits to low-value uses such as carparks over higher-value uses such as housing and commercial activity. Although option B would help lower-income ratepayers, the savings are small and there are a number of mechanisms for relief for these ratepayers.

667 - Jonathan Nicolle

Rates increases are reflected on a proportionate basis already. A uniform UACG seems fair and is not a significant sum even for lower income households.

67 - Rose Cavanagh

Service delivery is not related to value of property and we should all pay a fair share.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

We strongly recommend the UAGC to be retained as proposal A. The very fundamental concept of UNIFORM will be violated by option B.

To ACG, the Option B will be a differential unequitable approach. The very idea is ill-conceived.

681 - sylvia lukey

As it is not possible to know of the ability to pay the fee by someone in a higher or lower capital value property it is fairer that all should be treated equally.

710 - charlot hudson (Sumner Community Residents' Association)

My concern with the alternative B is that infrastructure projects that might be seen as more niche or environmentally forward thinking would be left behind. Having a larger capital spend available to Council enables them to see through projects that align to a vision that grows Christchurch beyond the day to day issues.

746 - Des Patterson

Fail

77 - David Goodman

The UAFC in Christchurch is very low to other cities. It should in fact be increased in line with national average. A large house receives no more services than a small house.

78 - Simon Gilroy

As commented on the 3400 approx households that would get relief are subsidised by others. Government subsidies are already in place for most of these households.

If this was implemented the Selwyn & Waimakariri districts are starting to look more attractive as a place to live without the threat of further envy taxes on those that own higher value homes.

792 - Colin Ong

As you may have guessed, I am not in favour of lowering this.

793 - Cathy Harlow

I'm sympathetic to the objective of reducing the financial burden on those least able to afford it but oppose the change to the UAGC in the Annual Plan for 2 main reasons, one ideological and one practical:

1. Such a change should only made after proper consultation with the community. Proper consultation includes provision of enough information for people to understand the why <u>and</u> the how to let them decide if they agree with the rationale <u>and</u> the method. This information has not been provided.

2. I doubt the change would achieve its objective. Capital value is not necessarily a good proxy for ability to pay. For example, the proposed change seems likely to benefit landlords with low capital value rentals who are unlikely to pass the benefit down to their tenants.

If the Council determines that helping the poor by requiring them to pay less for Council provided services is within its function and is serious about doing this, it should get proper policy advice and then advance a preferred option through the long term plan.

795 - Elizabeth Avery

Uniform Annual General Charge (UAGC): We would prefer that the UAGC not be reduced as we do not want an increase in rates. If it is the lowest in the country it should stay as is. We want to keep our rates down and have a fair uniform charge across the City.

796 - Tim Crump

Uniform Annual General Charge (UAGC): We would prefer that the UAGC not be reduced as we do not want an increase in rates. If it is the lowest in the country it should stay as is. We want to keep our rates down and have a fair uniform charge across the City.

800 - Charles and Glenys Hudson

Do you have any comments about our proposed changes to revenue, spending and borrowing?

Do not want any changes to the UAGC.

811 - Yvonne Palmer

nts: Do Not want to see the Alternative our UAGC is the lowest in NZ

85 - Abigail Johnson

The UAGC is already so low, especially compared to the rest of NZ, that I think it is fine to leave it as it is rather than trying to make up the shortfall through capital valuation.

89 - Connor McIver

Not all properties with lower capital value are experiencing financial hardship. There is already assistance available for those who are. It makes sense to keep the proportion the same.

92 - George Laxton

I support Proposal A as I don't want vacant land owners to pay lower rates. I also think it is more fair as low income households can apply for grants, however this should be done proactively by the council as a lot of low income rates payers I would suspect would not know about it and would not take advantage of it.

Also considering our UAGC is so low compared to other cities I think this is a good choice.

99 - Amanda Neil

People need to understand that such taxes as rates are very necessary for the welfare and flourishing of <u>all</u> residents throughout our city. In Brooklands/Spencerville we pay our rates, yet receive less funding for the health and welfare of our communities than other suburbs who have drainage, tar-sealed streets, streetlighting, footpaths, rubbish collection to their gates, etc.

Support Proposal B (Reduce UAGC to $50)

10 - Jig Dhakal

This would help with cost to those who need it most. Don't lower the rate increase, just lower this rate for the lower income community.

12 - Arthur McGregor

I support reducing the rates on properties with lower capital value. The reduction in rates for these households will be more significant than the increase in rates on properties with a higher capital value. Specifically, I am happy for my rates to increase slightly in order to help those who are less well-off than me.

164 - Jemma Harnett

TAX THE RICH!!!!

165 - Richard Abey-Nesbit

I support proposal B. Revenue should be raised from those who have wealth and income to spare. People who own or rent property with higher values are likely to have greater wealth and income and will be less negatively impacted than those who own or rent property with low capital value. I believe my own rates would be increased by this measure, but I'm happy to make a greater contribution.

167 - Linda Nicolson

Tricky as so many people’s GV has gone up but fixed income people find it were difficult to manage.

I’d rather revenue was raised from those who can afford it e.g. ticket prices.

168 - Keri Hodgman

I generally support B for community equity reasons

173 - Benjamin Greenway

I think it makes sense for a greater proportion of the rates take to be proportioned based on capital value, rather than a flat cost for all rates payers.

179 - Hammond Peek

I support the following proposed changes:

- With residential property increasing in value, the Council is asking whether it should lower the Uniform General Annual Charge (UAGC) from its current rate of $145 to $50, to help reduce rates increases for lower income households.

192 - Daniel Holland

Alternative B is attractive as it will mean those more able to afford to contribute to rates will be charged more.

213 - Richard Suggate

I support B as it is a more 'progressive' option

236 - Jono de Wit

I support B as it will reduce rates for people in lower value properties and increase for people in higher value properties.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora prefers the alternative proposal (B) for how Christchurch City Council set the Uniform Annual General Charge (UAGC). Setting the UAGC at a lower value of $50 and charging a greater proportion of rates on the basis of capital value is a more equitable approach. People who own lower value properties would likely benefit from this approach, which is important given current cost of living pressures.

292 - Dominic McKeown

[Our Proposed Spending]

go wih lower option but really look at how rates are being spent since there is wasteful spending occuring. any shortfall should not be taken up by ratepayers and council needs to rethink its spending and obligations.

310 - Blair Kenton

The alternative (B): Setting the UAGC at a lower value of $50, reducing the overall rates on properties with a lower capital value, but leaving a $17 million shortfall in the Council's rates take, which would need to be made up by other ratepayers.

325 - Oliver Hutchison

Tax the rich.

327 - Jason Lea

makes sense to spread the cost over higher value capital value properties

[Coder Note: supports alternative option B]

349 - Joseph Fullerton

A proportional burden on ratepayers is more important. Those with properties of lower value are more likely to be adversely impacted by a larger uniform charge, and, as such, it seems unconscionable to me that A is carried through instead of B.

384 - James Allan Kay

Those who's properties are worth more should be paying more to fund the council as they can choose to realize significant tax free capital gains.

401 - Merav Benaia

The valuation done at the peak of the increase in property values, which by the present day we already see a decrease of, will disproportionally affect low income households. I support the effort of reducing the burden put on low income households and increasing the charges of high income households.

405 - Kate Rivers

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

406 - Marion Fairbrass

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

408 - Elizabeth Cross

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

409 - Alfed Lang

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

410 - Samuel Paquier

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

411 - Jane Hossack

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

412 - Jonathan Davidson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

414 - Lois Moore

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

415 - Alex Neiman

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

416 - Sam Mills

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

417 - Alex Hobson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

418 - Alex McNeill

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

419 - Anne Gordon

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

420 - Ciaran Mee

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

421 - Jordan Gray

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

423 - Joshua Tweedy

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

426 - Susan Lau

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

427 - Tracy Chollett

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

428 - Simon Fitchett

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

429 - Wesley Wichman

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

430 - Lewis Hoban

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

431 - Joseph Shaw

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

432 - Joy McLeod

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

433 - Rhys Thorp

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

434 - Rachael Hemmer

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

435 - James Robinson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

437 - Dustin Parry

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

438 - Ben MacDonald

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

439 - Selina Clare

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

440 - Kusche Kusche

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

441 - Shaun Mucalo

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

442 - Chris Risbridger

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

443 - Wendy Stump

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

445 - Darren Koviessen

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

446 - Phillip Anderson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

447 - Jen Voss

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

448 - Reuben Fitzgerald

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

449 - David Knight

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

450 - Ben Elley

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

451 - Tom Mohammed

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

452 - Ivy Kennedy

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

454 - Ashley Crook

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

455 - Andrea Hunt

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

456 - William Kelly

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

457 - Mavis Kelly

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

458 - Paul Odlin

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

460 - Kailm Renwick

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

461 - Robert Helps

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

462 - Ursula Ryan

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

463 - Tony Ryan

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

464 - Matthew Agnew

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

465 - Jamie Lang

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

467 - Ralph Loughrey

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

468 - Mike Currie

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

469 - Jeremy Ditzel

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

470 - Eric Ackroyd

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

471 - Stu Gemmill

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

472 - Aaron Fray

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

473 - Tanya Galbraith

, I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

474 - Daniel Scott

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

475 - Nick Calvert

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

476 - Stephanie Allen

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

477 - James Carr

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

478 - Eileen Kerr

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

479 - Brenda Cromie

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

480 - William Stewart

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

481 - Roberto Balzarini

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

484 - Ben Thomas

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

485 - Arno Knight

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

487 - Wayne Martin

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

488 - Yamac Candan

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

489 - John Armstrong

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

492 - Rachel Smith

I support reducing rates for properties with lower values. I agree with councils efforts to reduce the financial impact of rates increases on those who can least afford it.

516 - Cynthia Roberts

As a person who has the income to live in a wealthier suburb, I am happy to support those who don't by paying more taxes. Poverty and inequality do not make a city a safe place to live. I want this council to do everything it can to make this a safe city to live in through good housing and not burdening those who can't afford the higher rates.

When I lived in Hamilton I paid willingly an extra $2000 on my rates to live on a walking/cycling path by the Waikato River.

535 - Ann Gillies

I support this, it's fair and some of us can afford to contribute to this shortfall.

537 - Patrick Kennedy

Reducing hardship on the most vulnerable should be a priority. I have no problem with the wealthier residents paying extra.

548 - Mark Darbyshire

This is the more equitable approach, especially during a cost-of-living crisis. It’s important to maintain our commitments to both operational and capital spending, but we need to protect those who are least able to pay. This option will reduce the burden on low-income and low-wealth residents (who have benefited the least from extreme capital gains in recent years).

553 - Jocelyn Papprill

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties.

560 - Marc Duff

This is long overdue to have a lower UAGC.

565 - Andrew Cockburn

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

568 - Sara Campbell

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

570 - Helen Mann

It is fairer that those with money and with the most expensive properties should pay more of the lion's share of costs.

571 - Jack Gibbons

I support this change. It would be better if the rates shortfall would be absorbed by the land value portion of capital rates.

[Coder note: Supports proposal B]

575 - Donelle Gryphon

I support the alternative proposal, as this reduces the strain on lower income families.

576 - Matthew Reid

Option B sounds more progressive (though it is not made very clear), with properties with lower capital value paying less and other ratepayers (presumably properties with higher capital value and commercial properties). I support a more progressive option, therefore option B. I'm happy to pay more rates if others with less means can pay less.

578 - Thomas Blakie

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

581 - Daniel Bentall

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

583 - Jane Cowan-Harris

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

584 - Rose Robinson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

588 - Jamie Anstice

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

589 - Daryle Deering

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

590 - Molly Jenkins

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

591 - Graeme Cook

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

592 - Menno Finlay-Smits

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

593 - Jane Shand

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

594 - Megan Verity

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

595 - Patrick Davey

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

596 - Rick Lange

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

598 - Juliet Thomson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

605 - Emma Nolte

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

608 - Aaron Haddock

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

611 - Megan Somerville-Peterson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

616 - Morgan Patterson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

619 - Kayne Hunter

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

620 - Renee Zomerdijk

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

622 - Eric Rivault

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

626 - Justin Muirhead

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

630 - Josef De Jong

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

636 - Luke Hallett

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

639 - Roman Khrapov

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

641 - Liz Hofman

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

643 - Gabrielle Jones

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

With this community in a lower socio-economic zone residents can struggle to pay their rates, while those earning higher rates of pay and living in higher socio-economic zones are better placed to pay higher rates for the privilege of living in those zones.

648 - Rowan Ledgerwood-Gee

The uniform charge should be lower, for a more equitable distribution of charges

650 - Finn Jackson

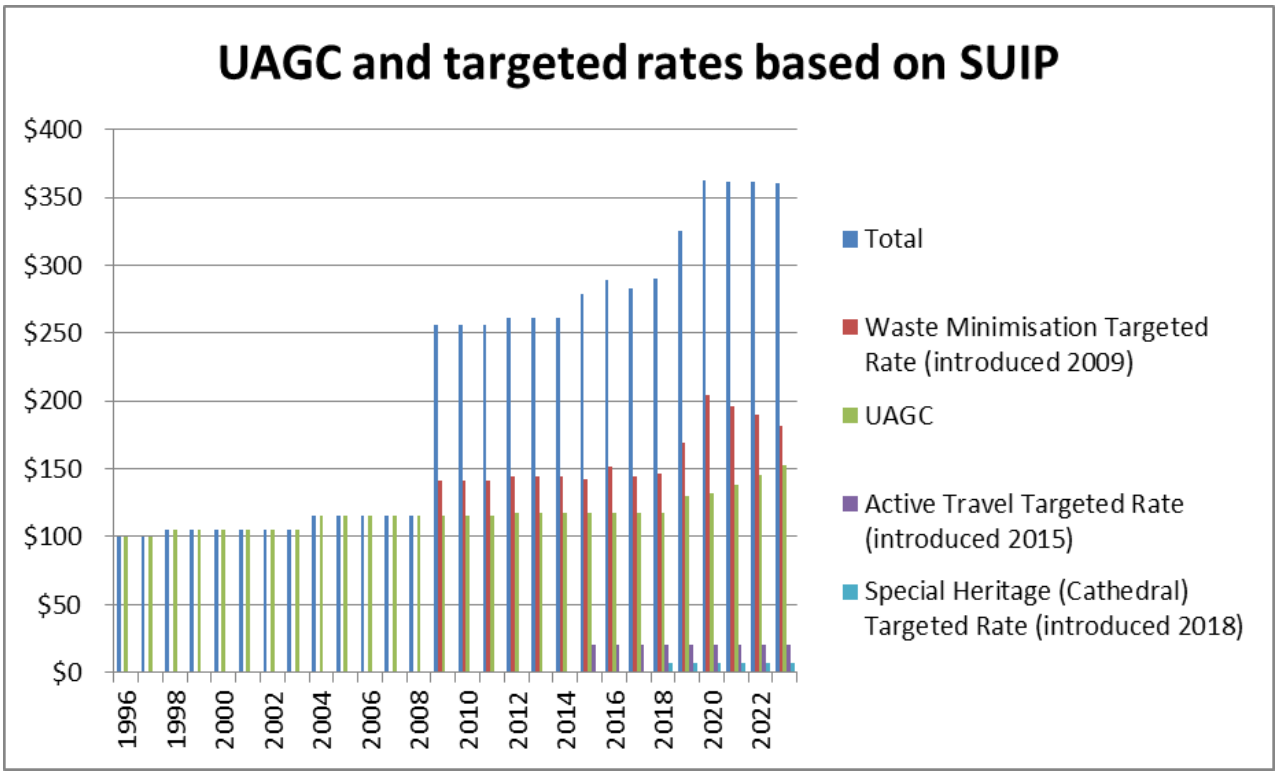
Support reducing the UAGC.

666 - Chrissie Williams

I support setting the UAGC at $50.

The Council imposes a uniform annual general charge (UAGC) on each separately-used or inhabited part (SUIP) of a rating unit. The uniform charge modifies the impact of rating on a city-wide basis charging all rating units a fixed amount to recognise the costs, associated with each property, which are uniformly consumed by the inhabitants of the community.

- The UAGC was introduced in the 1990s, and initially set at $100. Over the following 20 years it was increased to $117.56, an average increase of less than 1% per year. Changes occurred only at the beginning of the LTCCCP/LTP period.
- Then in 2019 there was a large increase to $130. Since then the UAGC has been increased annually to its proposed $153, an average increase of about 5.5% per year.
- There have been three targeted rates that are also charged uniformly based on an SUIP. These are the
  - Waste Minimisation Targeted Rate - introduced in 2009
  - Active Travel Targeted Rate of $20 – introduced in 2015
  - Special Heritage (Cathedral) Targeted Rate of $6.52 – introduced in 2018
- The significant addition is the Waste minimisation targeted rate.
  - It was initially set at $141 and increased gradually to $146 in 2018
  - Then in 2019 there was a large increase to $169, went up to $204 in 2020, and lowered slightly to the $181 proposed this year
- So from a total uniform change of $100 in 1996, to $250 in 2009, the total charge in 2023 is now proposed to be $360.
- This imposes a significant changed on low income households.
- Reducing the UAGC top $50, a reduction of $103, would return the equity that was intended when the UAGC was introduced.
- It would offset the significant increases made in the total change over the last five years.



670 - Tobi McKellar

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

673 - Ollie Scholz

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

678 - Nicole Weber

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

680 - Natalie Brannigan

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

684 - Ailsa Carroll

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

688 - Ezra Holder

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

691 - Kees Vos

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

694 - Luke Parkinson

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

697 - Mel Graham

I think it's totally fair that the shortfall can be covered by those who experience significantly lower levels of financial anxiety.

698 - Tom Varley

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

709 - Jeff Cozens

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

71 - David Robinson

i cannot believe that given the cost of living crisis which is most heavily affecting the poorer is society that Council can even contemplate Proposal A.

It just shows a complete lack of social conscience.

711 - Patricia Hira-Creagh

I am highly supportive of **alternative (B)**.

While the individualised amount may seem insignificant, for those who are on those on lower incomes and or benefits, those with high mortages levels which are subject to interest rates increases, and/or those with school age children, this amount has the potential to make a difference in this current economic climate. I am therefore supportive of the statement made by Council that "*In general, this would mean properties with a lower value would pay a lower general rate...*"

I have noted the comments in the DAP that *'low income households also have other support to pay their rate including Government-funded rates rebate – which can be up to $700, more than the UAGC*" however:

- low income earners have to be aware that this rebate exists in order to apply for it (and social media interactions confirm that there are a large number of people who are not aware of said rebates), and
- the sliding scale of said rebate will mean that only some low income will qualify for the much promoted maximum of $700, while others will have small rebates or will not be eligible.

720 - Fiona Bennetts

I like the alternative option as it makes the rates more affordable for lower-valued properties, which are more likely to be owned by low-income households

733 - Angel Faith Booth Beynon

The alternative is better because the rates will be more proportional to the value of the property.

743 - Roman Shmakov (Generation Zero)

Generation Zero endorses option B of setting the Uniform General Annual Charge (UAGC) at a lower value of $50 and instead charging rates based on capital value as it is a more equitable policy that will assist lower income households.

75 - John Lieswyn

More equitable

750 - Pubudu Senanayake

The UAGC is essentially a flat rate - the higher the amount, the more affected those with lower economic means are - therefore Option B is a better way of sorting this. It will move the rating system towards a more equitable solution.

76 - Benn Dickie

Option B is better for lower value homes, which tend to be occupied by lower income people. This is the more affordable option. This shortfall should be made up from increased rates on higher valued homes.

760 - Bryant Bignell

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

763 - Alex Teague

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

767 - Daniel Redmond

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

768 - Toby Hammond

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

770 - Josephine Drysdall

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

774 - Matthew Fagan

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

776 - Malcolm Tairea

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

777 - David Close (Christchurch East Labour Electorate Committee)

3.0 Options for the Uniform Annual General Charge
3.1 We commend the Council for having the lowest UAGC of any of the councils listed on page 18 of the Consultation Document. Capital value rating, which the Council uses for its primary funding, is a fundamentally fair system. Uniform charges result in higher total rates for the owners of low-value properties, have minimal impact on medium-value properties, and benefit the owners of high-value properties. The table on page 19 provides clear justification in principle for reducing the UAGC. In addition, a reduction will mitigate the impact of the disproportionate increase in the valuation of lower value properties.
3.2 Submission: That the Council adopt the alternative option of reducing the UAGC to $50.

778 - Timothy Hollis

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties.

783 - Isaac Freeman

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties,

784 - Sam Furniss

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties.

786 - Dan Agnew

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties.

787 - Captain Planet

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties.

8 - Lucy Gibbs

I think costs should be kept lower for the working poor, and the cost moved to those who can afford it.

Alternative Proposals

106 - Rowan Gibson

UAGC should increase further.

135 - Luke Anderson

There shouldn't be a UAGC - just have it all in line with values.

150 - Lonnae Skachill

UAGC should increase further

159 - Marc Gibson

I belive that the UAGC should be higher.

192 - Daniel Holland

However, if this approach is adopted I would not want to see a reduction in the rates for properties that are currently left vacant. This may mean it is necessary to increae the vacant property differential, and to extend the areas covered by the vacant property differential.

209 - Lynette Bay

A conversation needs to be had re bringing Christchurch into line with the rest of the country. Proposal A needs to be kept otherwise our rates will go sky high and people won't be able to keep up with their payments.

29 - Sarah van der Burch

We need to find ways to support those who are most economically and socially vulnerable but in a different format than this.

359 - Kevin Lamb

2. Uniform Annual General Charge

This charge cannot be “cherry picked” in an Annual Plan year. This must be done with the next LongTerm Plan. There is insufficient detail given in the Draft Annual Plan to outline the proposal.

One of the statements “to try and reduce the impact on the revaluation increases on some of our lower income households”. You do not know the household income, so how can that statement be made? Low income earners can apply for up to $700 under the Rates Rebate Scheme.

RECOMMENDATION: Decline to change the UAGC to $50-00 for the 2023-2024 and move towards the removal of the UAGC in future years, to be replaced by uniform charges, as outlined above.

360 - Justin Murray

I am strongly opposed to any reduction in the UAGC. In fact, based on my understanding that the UAGC is intended to fund services that benefit all ratepayers equally and that cost the same to provide regardless of where in ChCh you live, I believe it should be increased, as it is already considerably lower than in many other comparable metropolitan areas. Further, the lower the UAGC is, the more the burden for funding these equally shared services falls on ratepayers with higher property values. This is fundamentally unreasonable and unfair. In effect, reducing the UAGC exacerbates the extent to which rates have become a wealth tax, which is not their remit or purpose.

40 - Cyndy Carey

short gall could come from ccc staff cut backs and no pay increases, less in cycle lanes, get basic reading covered first

>>>

as much h as an increase would be good especially for larger families I still feel this charge needs to be scrapped altogether jntill a more fair and just system is in place and all the cities pipes are fixed from leaks

491 - Peter Galbraith

Should be brought more in line with the rest of the country

503 - Bronwen Summers

A fixed rate on everybody should be abandoned.

Charge more rates on those with more expensive properties.

This is a better indication of people to be able to pay.

517 - Timothy Rowlands

Sharing the load is essential but there should be consideration to requiring businesses and high income earners paying a higher share.

522 - Michael Neville

The UAGC should actually be increased to bring us in line with the rest of New Zealand. Decreasing it only aids those on lower capital value, and those on low incomes get rates assistance anyway.

522 - Michael Neville

Increasing this would actually benefit a wider range of ratepayers.

56 - Greg Urquhart

Christchurch - UAGC should be closer to $500 for evry household. We do know that the socialist left see rates - as not a value for service but instead a wealth redistribution charge…as Jake (city counciloor) told me. This isnt the remit of the council….The UAGC hasnt increased for decades, and as such the burden of the cost of the city is falling unfairly upon the minority. UAGC should be at a similiar rate of other cities and towns in New Zealand. For this to occur - the UAGC needs to increase not decrease. At a minimun it should be covering the true cost of rubbish, water, waste for households. I am on a less than 800 square meter section, with a three bedroom signle story home with two people….and our rates are close to $11,000 a year this year….a change like this would raise our rates to more like $15,000 a year. Yes higher value homes should pay a higher rates charge- but the differential is way to much.

>>>

Christchurch as a city must compete for visitors but also residents . By tesucing yhe uagc we ate penalising sunstantially all those that have a property above the average. If anyone does improvements to their home they get penalised . With yhe cost of the red bin alone per household being $48 a year… this council is auggesting the uagc shouldnt even cover the cost of bins for households. The uagv all around the xountry is multiples of the chch one… meaning families and retired people are paying two or three or four or fave times the rates in chch vs similiar value properties around the country. This ideological attack and wealth redistribution harge just further alienates poyential higher value salaries or business owners comming to chch and even has number looking at movong also.

573 - Bill Greenwood

I support a higher UAGC on vacant land and unoccupied earthquake damaged properties. This would charge for and hopefully discourage land banking.

579 - Tanya Didham

There should perhaps be some middle ground here. If it is shown that rates increases are going to significantly impact low income households, could a more targeted discount be applied?

597 - Cameron Bradley

I believe reducing uniform charges are good for lower socioeconomic homeowners, however I am not fully briefed on the pros and cons of this so cannot make a fully informed decision. I believe if the alternative is implemented the shortfall should be recovered in the 23/24 annual plan.

623 - Glen Koorey

63 - Ross Williamson

The rates are disproportional now, poll tax is needed

650 - Finn Jackson

Honestly I'd prefer for this to go further and abolish the UAGC altogether. Poorer households shouldn't subsidise those on higher incomes.

674 - Claire Coveney

Is it not possible at setting at lower value as in B?

Given the huge cost in Think Big Projects the shortfall needs to be looked at. Looking at demograhics tge think big projects mainly appeals to sports and fitness enthusiasts. A significant proportion of our population would have no use of these yet have to pay.

676 - Lindsay Carswell

Having a uniform charge creates a regressive tax. Regressive taxes should be avoided

69 - michelle combe

The 2 options still dont give any rate payer peace of mind, or even a extra 10 bucks in their pockets, CCC should maybe looking in their own backyard as over the last 12 years there has been a ton of

money put into the most stupid ideas which havent come to pass. There was a huge amount of money when the quakes happened and i know the CCC building was the 1st to be opened and done up, when the real workers were and still are waiting on payouts and roads to be fixed and infrastructure to be done.

692 - Kay Robertson

Re the UAGC: I would like to see the rates reduced on lower value properties, but in a targeted way. What I mean is that the reduction would apply for those that own 1 or 2 properties, e.g. the one they live in and 1 investment property at the most. Your computer systems ought to be able to filter for that...

If the reduction is applied across the board (which seems to be the proposal), then a person that owns 10 rental properties will get the most benefit.

I don't think that's the idea behind this proposal. We want to help those that are struggling, not the big property investors.

If you can't target the rates reduction, then I think I'm probably against Option B. I also note that Option B would lead to a reduction in the rates for commercial and vacant properties...presumably because they are, on average, worth less than the average residential property.

723 - Dave Evans

The UAGC is a regressive tax that affects lower income families disproportionately, so I would like to see the UAGC minimised.

789 - Michael Allan

But the proposal to reduce the Uniform Annual General Charge to $50 to lower the rates on lower capital value properties, is so impractical it must have come from an obscure third-world political manifesto. Financial aid is already available for seriously stretched households and that proposal of $50 cannot be seriously contemplated. In fact, the UAGC is ridiculously low at present and should be raised to at least$200 because $153 is nowhere near high enough.

791 - Frank Stewart

1. I am strongly opposed to your proposal to reduce the Uniform Annual General Charge (UAGC) to $50 when it should be increased further, not reduced.
2. Your proposal completely subverts the whole purpose of the UAGC set out in the original legislation that it was intended to reflect council costs that are more related to individual properties than their capital values.

It was not intended that the UAGC be used as a means of redistributing the liability for council costs to achieve some form of social cost redistribution. It is the council's responsibility to rate fairly and it should not use rating to achieve separate and different social aims.
The UAGC is not designed to achieve social objectives. There are already more direct methods such as rate rebates to deal with this. The fact that other councils have much higher UAGCs points to the fact that the CCC is already subverting its purpose.
3. In your Long Term Annual Plan it is stated that the purpose of the UAGC is to: "modify the impact of rating on a city-wide basis by ensuring that all rating units are charged a fixed amount to recognize the
costs associated with each property, which are uniformly consumed by the inhabitants of the community". Furthermore, it acknowledges that: "a UAGC is regressive, in that it represents a higher percentage tax on lower value properties than on higher-value properties". It states that:"it is considered
appropriate for all property-owners to contribute at least a minimum amount towards the funding of Council Activities. We have therefore determined to apply a relatively low-level UAGC to each SUIP ". This appears to me as an about face on the need for the council to first identify the beneficiaries of council services that are household related and determine those that should be met through a UAGC. I know of no such study by the council. Only then should the effects on particular households be considered. As outlined below, legislation provides some guidance for this process by setting limits.
4. The legislation has limits to the size of the UAGC (and targeted rate) proceeds relative to the rates revenue as a whole. This helps to also indicate the legislative intentions regarding the UAGC. The CCC UAGC appears to be nowhere near those upper limits.
Some years ago I did some work for an earlier submission on a Long Term Annual Plan to this council, but I have not had time to update this.
I submitted that: "The fixed charge (UAGC) is limited to collecting a maximum of 30% of total rating revenue in any given year. The UAGC needs to be added to any uniform fixed component of any targeted rates to ensure that when combined, they are still below the maximum of 30% of total rating revenue. The UAGC is acknowledged to be a better way of matching individuals with benefits than the general rate. UAGCs are a flat charge rather than a progressive tax and increase the burden on lower valued properties, (which is why a maximum of 30% is set by legislation).

The maximum of 30% is set by legislation to recognise that UAGCs are a flat charge rather than a progressive tax and increase the burden on lower valued properties. Council rates total over $346 million so the UAGC, (along with fixed targeted rates), would have to be nearly $600 before this requirement would be breached. The present UAGC, (leaving aside the contribution of fixed targeted rates), is less than 6% of the total rates, allowing considerable flexibility before the limits of reasonableness set by legislators is reached."
5. Property capital values are not always appropriate as a basis for rating to fund some council activities. The UAGC does not vary with a property's worth, and is a fixed amount for every property to which they apply. UAGCs recognise the fact that some council services are related to individual properties and that the value of a property is not necessarily a fair reflection of the benefit to the property or the property owner's ability to pay. UAGCs can also be used to temper the high and low peaks in rates bills that make some households pay extraordinary levels of rates that greatly exceed normal residential rental equivalents.
6. It is my view that the UAGC should be considerably increased so that it fairly reflects council

costs that relate to households and the persons living in them. Such costs would include the costs of running the council democratic operation itself, the non-directly funded costs of community facilities such as the museum, libraries, parks, sports facilities and stadiums, cultural and education services, and the running of community events.
7. One unfortunate effect of the policy of keeping the UAGC unfairly low has been the adverse effect on households dealing with the effects of the Christchurch earthquakes. Many households who had their houses rebuilt experienced much higher capital values and thus greatly increased rates. This greatly increases the burden on older people who remain in their family home which has escalated in value. They have to pay an unfair share of council services that are more related to population and/or the number of households than to property values. I know of quite a few pensioner families affected by this. Sure, they experience unanticipated increased wealth, but they shouldn't have to move out of the neighbourhood they have lived in for many years in order to maintain their living standards.
8. The UAGC set at a fair level is a desirable and useful means of mitigating the adverse effects on rates of having to fund unexpected costs, (such as earthquake effects on roading and water and waste infrastructure) because less of this is heaped onto capital value rates. UAGCs reduce the volatility in rates due to district re-valuations as less reliance is placed on property valuations in setting rates. Having an artificially low UAGC is a rod for the council's back that could have been avoided.

80 - Bridget Goodman

neither proposals work. I would like all households to be charged the same amount, thus is just another weakth tax by stealth. We already pay enormous rates which are disproportionate to what we receive.
i am totally against either of these solutions, the fair way is to increase to all.

812 - Rosemary Martini

OUR UAGC IS THE LOWEST IN NEW ZEALAND BY FAR. WE SHOULD BE INCREASING IT EVEN MORE THAN DECREASING IT.

97 - Rick Mansell

B is better but it should not be higher than average incomes of all residents including pensioners in Christchurch

Other/General Comments

103 - Brenda O'Donoghue

I have no idea with UAGC is, but leaving a $17 million funding shortfall doesn't sound good.

163 - Craig Winter

Every House paying the same UAGC

167 - Linda Nicolson

Too hard.

21 - Emma Jamieson

support neither option. I have no confidence the current CCC will deliver its stated outcomes.

221 - Wayne Phillips

no strong feelings

3 - Hayley Young

This is unclear how it will affect me or if I will have to pay more with this proposal.

More detail needed about how other ratepayers will pay. And who will pay. Where are you drawing the line? What is low capital value? In this current market? I don't want to pay more. I cannot afford that.

338 - Anthony Planicka

Just deliver what a rate payer expects.

357 - Peter Rodgers

No strong preference either way

399 - Miranda Luxton

Hard to comment when dont have all the details, Who are other ratepayers?

545 - Jotham Barmentloo

Not fussed either way, but prefer avoiding shortfalls.

600 - Bronwyn GRAHAM

The people who are struggling most with the increased cost of living will be those with lower value homes.

706 - Rob Battersby

NOT supported at all in any way, shape or form. As above CCC needs to its spending in order before always running to the rate payer to prop them up

722 - Don Gould

this question seems like moving deck chairs around on the Titanic and is a waste of time

728 - Sue Piercey

[Rates>Residential]

We all benefit from council services. It cannot be assumed that because someone lives in a place with a higher capital value that they receive enough income to cover large rate increases.

City Vacant Differential Rate

General Comments

96 submissions were received for on the proposal to extend the City Vacant differential rating to commercial areas of New Brighton, Lyttelton, Sydenham and Linwood Village.

47 submissions supported the proposal to extend the City Vacant differential.

14 opposed this proposal, 11 provided alternative options, and 26 held a neutral position.

Officers Response

The overwhelming majority were in support of the City Vacant Differential rate and is extension to include the four other commercial centres (Lyttelton, New Brighton, Linwood Village and Sydenham) which, alongside the Central City, have vacant land that makes up more than 10% of the zoned commercial areas.

In commenting on their support, submitter comments included:

- Dedicating the revenue to help fund site improvements.
- The need for other powers that require owners to act if the rating does not have the desired effect.
- Introduction of the City Vacant Differential from 1 July 2023 – a year earlier than planned.
- “owners waiting around to see what others are doing is strangling the city”
- Owners of vacant sites are “cheating the rest of the community out of that land use”
- Reassurance that council processes are not holding back development of vacant sites.
- “We can't keep offering [these centres] extra support for ever”
- That improving vacant sites can positively impact health and well-being outcomes – especially in areas with lower socioeconomic profiles.

A number of submitters asked council, when considering extending the City Vacant Differential rate, to include:

- Derelict buildings
- Vacant residential land.
- Vacant land in all zones citywide – including shifting to Land Value Rating
- Smaller suburban areas like Southshore, Beckenham shops, Brooklands/Spencerville.
- Central City residential zones – to incentivise housing delivery and remove eyesore sites
- Industrial land in Woolston.
- Southern Central City where it links to Sydenham

Five submitters set out firm objections to the use of vacant land rating and its extension to the four identified suburban centres from 1 July 2024. In their main points they consider, the City Vacant Rate is:

- anti-development
- is a penalty or fine on vacant land
- pushing rushed development which may result in unintended consequences
- not recognising the unique circumstances of individual owners development intentions
- being applied more widely which risks it becoming established as new funding stream for council
- being applied as a stick in commercial areas without any form of engagement, support or public investment
- being increased from (4 to 4.5 times the general rate) without adequate justification
- not tuned to the different circumstances of the weaker feasibility challenges in suburban centres

Another group of objectors raised issues that only warrant clarification as to how the scheme currently operates – particularly that the scheme does not subsidise owners to keep land vacant.

Staff welcome the insights of the many submitters that responded to this ‘pre-consultation.’ Given that a decision to roll out the City Vacant Differential to suburban centres is (currently) intended to be a matter for next year’s Long Term Plan, all the views received in this consultation will be evaluated further and fed into advice to Councillors ahead of that decision making.

On the widening of the coverage of the City Vacant Differential Rate, staff have been clear throughout the development of rating tools that council is bound by the Local Government (Rating) Act.

The Act expects rating to be used to fairly allocate costs and benefits of ratepayer funded services.

Council's priority is to support centres, including the Central City, where concentrations of vacant land (in excess of 10% of the available commercial areas) is undermining the public appeal, business confidence and investment potential.

The existing scheme (and the proposed extension to suburban centres with higher levels of vacancy) are compliant with the current legislation. There may be scope to consider some of the ideas emerging from the consultation as we proceed. In localities where Council is not directly supporting regeneration (e.g. Industrial Woolston, Southshore) there are no additional ratepayer costs to allocate which would mean opportunities to apply rating in these places would be challengeable.

One area previously ruled out (using this specific tool) is application to vacant and derelict buildings. With rates reflecting capital values, the more vacant/derelict a property is the less it is rated. Furthermore, unlike vacant sites where there is the option to improve a site until the owner is ready to develop, for a derelict building there is no interim step. In short, there are limited options available to use rating in an incentivising manner.

Numerous submitters felt City Vacant Rating should be applied city wide. Although this would fall foul of the Rating Act, a number of submitters highlighted the role which land value rating (as an alternative to the current capital value rating) could play in better incentivising efficient use of urban land.

In responding to the issues raised by those objecting to the City Vacant Differential Rate (CVDR) and its extension to the suburban centres, the following points should be noted.

- CVDR is not anti-development. Council's Vacant Sites Programme was introduced in response to community and business views that unsightly vacant land is detracting from the experience of our city and deterring further investment. Now backed by the CVDR, the programme is seeking that owners improve the visual appearance of vacant land (or use it for authorised temporary purposes) where they are not ready to press forward with permanent development. By presenting the central city (and other commercial centres) better, there will be greater interest, footfall and spending, in turn supporting investment by businesses and developers.
- CVDR is not a penalty or fine on vacant land. Council invests in projects, activity and support within the central city (and in the identified suburban centres) to improve amenity, stimulate activity and improve investment confidence. The City Vacant Differential rate is a tool by which some of that cost can be recouped from properties which are causal to the problem. Through exemptions and remissions for temporary uses and improved amenity, council is seeking to incentivise better outcomes.
- The rating does not force owners to develop land (with the potential for poor development or unintended outcomes). Where sites are in authorised temporary uses or have been improved, exemptions and remissions from the rate are applied. To emphasise this, in the current 2022/23 year, 60% of Central City vacant sites (117 of 196) enjoyed exemptions or remissions.

- The CVDR is not a source of revenue that Council will grow to rely on. The revenue from the City Vacant Differential in 2022/23 was just over $1.2m - although when exemptions and remissions of $485k are deducted that total is nearer $700k. That sum represents 0.0005% of the total rates revenue and 0.0004% of Councils total funding. Adding a further 50 suburban centre sites – with lower capital values - will not change those percentages. Furthermore, council staff reach out to owners each year guiding them on what they can do to claim exemptions and remissions.
- Site improvement expectations are for simple, cost effective enhancement and ongoing upkeep. For owners who are holding land until the development conditions are right, improvement will pay for itself in 2-3 years. In prominent locations, Enliven Places partnership support/funding opportunities may be available to assist projects which activate sites that add to the city experience.
- The CVDR will not be responsive to the needs of suburban centres. The Vacant Sites Programme will employ the same site by site engagement approach as has been the case in the central city. Understanding owner intentions is critical to helping owners understand what they can do, and what support council and city making partners can offer.
- Council is using the 'stick' before using 'carrots' to encourage owners to act in the suburban centres. In response, to this view it should be highlighted that in the four suburban centres proposed for inclusion, each have been the subject of Masterplan case management support and public investment. In addition, since 2016 New Brighton has had dedicated support Development Christchurch Ltd and, more recently ChristchurchNZ. ChristchurchNZ are also now exploring urban development opportunities in Sydenham. To provide further opportunity for owners to act, council is currently intending that the use of the CVDR in these centres is deferred until 1 July 2024.

In response to other points raised by submitters:

- The City Vacant rate:
    - Does not reward landowners for keeping land vacant nor does it seek to arbitrarily penalise owners who are not ready to develop sites. The policy framework incentivises owners to use their sites to improve the investment potential of the locality.
    - Applies to land in defined commercial areas and so will not encourage the development of unstable land.
    - Could be increased, but any real terms increase must reflect the costs and benefits of regeneration support currently being offered. The increase proposed in the current year reflects the wider balancing of differential rate categories – on a per dollar of Capital Value basis, the rating charge has decreased from 1.29c to 97c.
    - Has driven improvements in the use and appearance of vacant land – particularly of car parks in the Central City.
    - Is not being targeted to communities with low socio-economic measures. The centres selected have significant levels of vacancy which undermines the user experience and perceptions of the centres. The rating should incentivise owners to improve vacant sites which will positively enhance these centres for users and for potential investors.
- The use of vacant land by Council or a charitable organisation to provide parking would not be a legitimate approach. Site owner are able to apply for consents (or deliver the required built form standards) in order to use land for temporary uses, including parking.

- The setting of a timeframe within which owners must act or have the land forcible solved is not a step that council could legitimately take.
- Uncertainty is a factor for owners in considering future development options. However, the option to carry out site improvement means that owners do have choice that enables them to positive contribute to the city environment and avoid paying the City Vacant Differential rate.
- Dialogue with owners as part of the vacant site programme not only helps inform how sites can be improved or brought into temporary uses, but also helps give owners advice on green building standards and potential commercial client needs.
- A suggestion that the name 'City Vacant' be changed to Unmaintained Vacant Sites Differential' was proposed. Given the focus of the Vacant Sites Programme is about permanent development, temporary uses and site improvement, the proposed name puts too much emphasis on one of these aspects. That said, improving understanding of what the City Vacant Differential is (and is not) will be an ongoing part of the programme.
- One submission comments on providing exceptions for owners whose development are held back. Remission policy 10 provides for this type of exception and was used in 2022/23 to assist two projects hindered by COVID19

Support Extending Vacant Differential

126 - Daria Martin

Great idea

144 - Brian Donovan (New Brighton Residents Association)

NBRA absolutely supports, we have a couple of longstanding absentee landlords in New Brighton who have grossly inhibited the development of the commercial hub and action should have been taken years ago. We also need to compulsory acquire that land where these land owners refuse to come to the party.

There is huge widespread frustration about this.

146 - brian donovan

Like most out New Brighton way we want the landlords holding on to vital land with financial blackmail and holding up critical development brought into line.

165 - Richard Abey-Nesbit

I support the extending the use and application of the City Vacant Differential rating.

166 - Kim Button

100% support

170 - Glen Whittaker

Strongly agree

190 - Tasha Tan

i don't like seeing vacant land that could be put to better use in these areas. I support higher rates for vacant land here in hopes that this would push the owners to develop or sell.

195 - David Quested

need to standardise across the city

209 - Lynette Bay

Vacant properties the owners need to take responsibility for their assets this includes keeping property clean and tidy

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports the Council's intention behind this policy change. The Board reiterates the comments we made when the City Vacant Differential was introduced, that we only support this on the basis that people who keep their vacant sites in a tidy, well maintained condition that enhance the amenity of the area will not be charged the increased rate. There need to be clear, easily understood criteria so that land owners understand what is expected of them and to ensure the policy is applied consistently.

223 - Genesis Buckley

people with vacant land should have to contribute more because they are cheating the rest of the community out of that land use

236 - Jono de Wit

I think this is a good way to get land bankers to tidy up their properties.

264 - Josh Johnson

need variety with city getting so spread out, need to intensify

267 - David Pigou

We can't keep offering extra support for ever.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora supports extending the use of City Vacant differential rating in the commercially zoned areas of New Brighton, Lyttleton, Sydenham and Linwood Village from 1 July 2024. Vacant sites and derelict buildings can look untidy and make people feel unsafe[1]. The Healthy Streets Indicators, as outlined in the diagram below, are useful for understanding how encouraging properties owners to make improvements to their vacant sites can have benefits for health and wellbeing[2]. For example, improving vacant sites has the potential to contribute to several Healthy Street Indicators: Things to see and do, People feel safe, People choose to walk and cycle and Places to stop and rest. Additionally, extending the use of City Vacant differential rating to low socioeconomic areas in Christchurch could have an impact on health and wellbeing disparities[3].

[Full attachment available]

[1]*Kondo, M., Hohl, B., Han, S., & Branas, C. (2016). Effects of greening and community reuse of vacant lots on crime. Urban Studies, 53(15), 3279-3295.*

[2]*Healthy Streets. (2023). Introduction: What is Healthy Streets? Accessed from: https://www.healthystreets.com/what-is-healthy-streets*

[3]*South, E. C., Hohl, B. C., Kondo, M. C., MacDonald, J. M., & Branas, C. C. (2018). Effect of greening vacant land on mental health of community-dwelling adults: a cluster randomized trial.* JAMA network open, 1*(3), e180298-e180298.*

325 - Oliver Hutchison

Absolutely support

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

The VNA supported this proposal in our submission on the 2022/23 Annual Plan. Our view has not changed, so we continue to support this as a way of discouraging land-banking and untidy vacant sections.

[FULL ATTACHMENT AVAILABLE]

347 - Vasily Khrapov

vacant sites around the city should be prioritized.

354 - Richard Smith

I support charging more for vacant land to encourage these owners to use the land for more productive purposes, which will hopefully improve the urban environment.

38 - Reuben Campbell

I strongly agree to this.

392 - Stephen Judd

In particular I support increasing rates on undeveloped commercial property. Rating strategies should reward development and penalise land-banking.

401 - Merav Benaia

I support extending the use of the City Vacant Differential rating to cover all of the city. The council needs to push land owners to redevelop their land and put it to good use. Having a temporary, gravel untidy car park should not be an excluded use.

508 - Lindsey Conrow

[Financial Policies>Business Differential]

I support increasing the City Vacant differential and the business differential.

516 - Cynthia Roberts

There needs to be an incentive not to land bank. We want a vibrant city and rates differential is one way to make sitting on empty sections less appealing

537 - Patrick Kennedy

Some prominent areas of Sydenham have been vacant for over a decade - Colombo Street just south of the railway overpass is one notable spot. It's ugly and could be used so much better as part of the commercial corridor through Sydenham

540 - graeme woodward

Good policy to encourage better use of vacant land - develop it as intended, or to turn it over to public space in the interim.

Discourage 'land banking'

545 - Jotham Barmentloo

Seems fair. Use it or be encouraged to do something with it. The city is growing so, makes sense we expand zones.

554 - Dianne Downward

I support this as business owners need to take responsibility for their properties to keep them tidy and not land bank

570 - Helen Mann

[Financial Policies>Business Differential]

I don't have enough knowledge to vote on this really but I can see the issues: asking businesses to carry more of the fiscal load when so many of them are struggling for survival in this current climate is probably wise. I WOULD like to see more action, more costs put on absentee landlords who are landbanking the inner CBD properties and more action here. While there is a dedicated team for this purpose, from a person who only reads what's in the Press, I am none the wiser as to how progress is going. I'm concerned about this and frustrated that inner city progress is being stymied. Also, I'm concerned and frustrated that those developers who DO have plans and are ready to put them into action are stymied by red tape and bureacracy. (There was something in the Press not that long ago explaining why a major developer is pulling out. How sad!!!)

571 - Jack Gibbons

The city vacant rating is quite a leaky system. It is trying to solve a problem that would actually be perfectly solved by rating on land value alone. Completely vacant land is not the majority of the problem, rather excessively underutilized land is.

However it is better than nothing so more broad based use of the city vacant rate is good.

575 - Donelle Gryphon

Yes, please! Land owners waiting around for each other to do something is strangling the city.

612 - Sarah Laxton

I support this.

645 - Luke Baker-Garters

I support expanding the use of City Vacant Differential rating in the commercially zoned areas. This will encourage land bankers who are sitting on empty land to either put their land to use or sell it to someone who can. The council should explore expanding this beyond the areas identified to target all vacant landowners.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

With this community in a lower socio-economic zone residents can struggle to pay their rates, while those earning higher rates of pay and living in higher socio-economic zones are better placed to pay higher rates for the privilege of living in those zones.

653 - Marie Gray

I support the increase in the city vacant differential rating and the proposed extension to the commercial areas of New Brighton, Lyttelton, Sydenham and Linwood Village. I have noticed the improvements in the central city following the implementation of the city vacant differential and agree this provides an incentive for vacant site owners to look at how they maintain and use their land.

67 - Rose Cavanagh

We need Council to encourage regeneration all over the city - not just the central city

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

We strongly support it.

692 - Kay Robertson

Yes to increasing rates for land bankers.

720 - Fiona Bennetts

It would be good to encourage land-bankers to develop their empty sites in commercial areas of suburbs as well as the CBD.

738 - Natalie O'Connell

yes support - need to get the development underway.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board supports the proposed rates differential for city vacant deferential rating from 1July 2024.

777 - David Close (Christchurch East Labour Electorate Committee)

5.0 Extension of City Vacant Differential to suburban shopping centres
5.1 In the New Briighton shopping area there are many plots of land which have been left vacant since buildings were demolished after the 2011 earthquakes. In some cases, the vacant sites are very untidy. There are also buildings which have not been occupied for several years. Both the vacant sites and the vacant buildings detract from the area and make life more difficult for surviving businesses.
5.2 Submission: That the extension of City Vacant Differential Rating be extended to suburban centres as proposed.

789 - Michael Allan

[Financial Policies>Business Differential]

Business Property Differential and Vacant Properties I support both the Proposed Differential on Business Properties and extending the City Vacant Rating Differential to the unoccupied areas because these properties are often environmental eyesores and vermin centres - animal and human It is interesting to note that Brisbane also had a scheme for vacant sites involving school children painting murals on a streetscape celebrating the growing links between the city and country people surrounding it. The director of this scheme told me in 2000 that it also helped highlight to the children the importance of Queensland agriculture to the City of Brisbane. Is this something that needs refreshing in Christchurch, too? See image

8 - Lucy Gibbs

Yes, Please increase fees for landbankers as much as possible.

85 - Abigail Johnson

I support extending the City Vacant rates to New Brighton, Linwood, etc as has been done in the central city. If this can't motivate land-owners to use the land effectively they should at least contribute properly to the development of the area through rates.

89 - Connor McIver

These areas seem to need some further impetus for development. I would prefer a shift to using land value instead of total capital value, as this encourages efficiency of land use.

92 - George Laxton

Yes, there needs to be more incentive for land speculators to either do something productive with the land, or sell (get out of the way) and let someone else do it.

I would like to see the extra money raised going straight back to maintaining and upkeep of the derelict sites so that they are at least tidy and not full of rubbish.

Also I'd like to see the a yearly increase if still nothing is done with the land. Land banking should actually cost person holding on to the land doing nothing with it.

Oppose Extending Vacant Differential

164 - Jemma Harnett

These companies have been dragging their feet too long, its time to do something with that land.

206 - Roger Davidson

We should be encouraging investment and displaying to investors that Christchurch is welcoming to new development. The vacant sites differential gives all the wrong signals to investors. Christchurch would be seen as anti-development. It could lead to unintended consequences such as rushed and inappropriate developments that could be detrimental to the CBD.

Extending this to other suburbs will further entrench the vacant site differential as a revenue stream in the minds of Council staff.

28 - Andrea Davis

get the central city sites sorted and let the commercial owners know they need to start in these areas.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

City Vacant Differential

17. In previous submissions we advocated strongly against the City Vacant Differential. It is not enabling for business, and we would rather see support for central city developers to be involved in decision making and provided with incentives to develop land rather than penalising them. This is not a rate and should not be described as one; it needs to be renamed as a fine. So we definitely do not support that proposed increase to the City Vacant Differential from 4 to4.523. Especially as the argument for the increase is only based on the need to “maintain the same gap between the business differential and the City Vacant Differential”. Why? Where is the justification for this?

18. It follows that we also do not support extending the City Vacant differential rating to the commercial areas of New Brighton, Lyttelton, Sydenham and Linwood Village. Again this is using a stick rather than a carrot to help improve the environment and stimulate activity in these areas. It also needs to be clearly laid out how the use of this ‘penalty’ will be directly and fully used to benefit these areas, over and above the normal core services.

304 - Jan Bierman

There should be more signs of commercial improvement by now!

311 - James Riddoch (Property Council New Zealand)

[Rates > Business; Uniform Annual General Charge]

In broad terms, we support the overall direction of this year's annual plan, with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the Uniform Annual General Charge to $50. We oppose these three proposals based on the negative accumulative effects they will have for Christchurch businesses and our members.

2.1 At a high level, we recommend that Christchurch City Council: • Does not increase the business rating differential from 1.697 to 2.22 and instead commissions an independent report to analyse the proposed rating differential and its economic impact; • Investigate alternative funding methods to more equitably share the rating burden; • Discontinue the vacant site differential and not extend this to the commercially zoned areas of New Brighton, Lyttleton, Sydenham and Linwood Village; and • Adopts Option A in relation to the Uniform Annual General Charge ("UAGC").

>>>

6.1. We are extremely concerned to see that the differential on vacant sites will be continuing and possibly extended to the commercially zoned areas of New Brighton, Lyttleton, Sydenham and Linwood Village from 1 July 2024.

6.2. When the vacant site differential was first introduced last year, our members understood the need to beautify the CBD and to ensure that vacant sites do not have a negative impact on the amenity of the city and on demand generally. However, imposing a differential was (and still is)not the solution. We do not believe that the best way to help beautify the CBD is by imposing additional financial pressures on property owners. We acknowledge that Christchurch City Council has few tools to apply but we consider that the differential is too blunt a tool.

6.3. For our members, there are a multitude of reasons why sites may be vacant or appear vacant. The development process varies meaning that Christchurch City Council's 'one size fits all' approach cannot be applied. For example, there could be an inability to secure an anchor tenant or a situation where there are development plans on a vacant site, but it remains vacant due to timeline sequencing within a portfolio. New Zealand is a small market, and it is unlikely that development will occur at the same time especially when there are skills shortages exacerbated by lingering effects of COVID-19.

6.4. Adopting the vacant differential to the suburbs of New Brighton, Lyttleton, Sydenham and Linwood Village will not only affect smaller owner developers who may not have the sufficient resource to face the burden of additional costs, but further entrench the vacant site differential as a revenue stream.

6.10. Ultimately, ensuring Christchurch remains a vibrant city is crucial to encouraging future development. It is important that the Council creates confidence for the private sector to continue to invest in Christchurch however increasing the vacant site differential and proposing to extend it, will not provide the reassurance the commercial sector needs.

>>>

11.1. We support the overall direction of Christchurch City Council’s Draft Annual Plan 2023/2024with the exception of expanding the Vacant Sites rating differential, increasing the business differential, and lowering the UAGC to $50.

[FULL ATTACHMENT AVAILABLE]

399 - Miranda Luxton

No, we are all in this together.

4 - Vanessa Irvine

It's been too long since the EQ, stop giving developers benefits for pointless land banking

604 - Irinka Britnell (Englefield Residents Association)

No increases will help the city get established.

606 - Nicki Carter (Carter Group)

Feedback on the proposed City Vacant Differential expansion to other suburbs.

The city vacant differential needs to be reconsidered in it’s entirety. Property development isa long term proposition and numerous factors have to be considered to determine the most appropriate time to develop. Imposing the city vacant differential could be seen as antidevelopment and not encourage further investment in Christchurch. And lead to unintended consequences such as rushed and inappropriate developments that could be detrimental to the CBD. To expand this rating differential to New Brighton, Lyttelton, Sydenham and Linwood will lead to this type of policy becoming entrenched and further intensify the view that Christchurch would become known as a city that deters investors, rather than embracing them.

Our submission is that the Council should not expand the City Vacant differential to other suburbs and remove it completely from Council policy.

69 - michelle combe

Using unstable land again, think bout it

756 - Matthew Talbot (Stanmore Developments Ltd)

Do Not Support.

I respect the Council's objective encouraging commercial land owners throughout the city to maintain their sites or to develop, but I don't believe the same broad approach used successfully in the CBD will be effective when applied to Local Centre Zones and Neighbourhood Centre Zones.

These areas have specific issues holding them back, very different to the CBD, and a differential rating doesn't address the problem - if anything it'll make things worse. The only winners will be those who can deliver the cheapest outcome the fastest, with little to no consideration for opportunity and need. We'll get more traditional generic commercial street fronts that nobody wants(see multiple For Lease signs Gloucester/Woodham, Worcester St in Linwood Village, Linwood Avenr Eastgate.) We'll get more low-quality, dense and highly-infilled residential developments.

There's a problem to be solved, and the Council must acknowledge this, offering direction and support first, before punishment.

We should be asking questions - What are the issues holding these areas back? How are the needs of local neighbourhoods different to the CBD? What might a neighbourhood model look like? What kind of development and activities suits that model? How can we support land owners to create outcomes businesses and residents actually want?

The CBD had a clear plan, directed primarily "top-down". Empty lots were most often the result of apathy, complications or the 'too hard basket'. Applying pressure with the differential effectively encouraged action. Generally the value of the land matched proposed uses in the plan – the development sums added up. Problem solved.

Local neighbourhoods (not on Mass Rapid Transit routes) have no clear plan - no vision. The emphasis for community outcomes has primarily been on central city. Descriptions for NCZ/LCZ commercial zones are basic at best - they lack imagination - the NCZ "small retail and sometimes community facilities" describes little more than the local dairy and takeaway. The expectation is developers will fill in the gaps, but lots are empty because the traditional retail model has visibly failed. Once in this hole, the value of prospect tenants doesn't meet the cost of development -building is no longer viable. It's significant that the value of land and tenants is far lower than in the CBD, and the challenge is to create opportunities, creating value, making quality development viable and attractive. You'd want council on side, right?

While council has promised 'highly liveable neighbourhoods' (Project 8011), the interaction operates either at grassroots level or with businesses through the BID programme (notably Linwood Village lacks both Residents and Business associations). There's little opportunity for developers to engage with council around progressing this shared goal. In the neighbourhood environment, community and business work together, but it seems like these are separate departments in council, making constructive conversation impossible.

Council need to offers incentives to offset the lower value of property, and encourage more mixed land use, greater social mix, higher quality tenants. What is a satisfactory short-term solution?

If the purpose of the Differential is to keep sites neat and tidy, let's work directly on this goal, offering incentives for developers to establish temporary uses of space that benefits community.95A Stanmore is an obvious example. By removing the old drug house, grassing the land, and establishing a space under the trees for social gathering and events, I was able to bring new life to the neighbourhood. Queues for the Friday Food evenings in Feb stretched down the street. While I'm spending money on this section, tactically it enables me to attract a new kind of tenant to the renovated building 97 Stanmore. The changes on the street are profound. This is the role Council could support with - incentives for developers to create positive change, enabling future development - instead I'm told I will need to engage privately with Gap Filler. I cannot be expected to take such a heavy burden of community development along with private development.

I've been proactive about resolving problems.

In Mar 2021, I circulated a slide deck to local councillors, raising the issue of disconnected community hubs on the city fringe, proposing local public transport connections with the CBD. A shuttle has since been proposed.

In Mar 2022, I circulated another slide deck, raising the issue our 'unwalkable' neighbourhood, dominated by commuter traffic, proposing a 10 minute radius to define the 'Stanmore' community neighbourhood and prioritise people. The 10 minute radius is now the boundary used by the Streetscape project, and council is talking about walkable streets.

It's time to start being clearer what a highly liveable neighbourhood looks like. To develop a vision for local neighbourhood. To support developers willing to make the effort (those that are tend to be also residents).

Until then the Differential rating is something our neighbourhood communities would be better off without.

790 - Penelope Wright

- **Extending the use of City Vacant Differential rating** in the commercially zoned areas of New Brighton, Lyttelton, Sydenham and Linwood Village from 1 July 2024.

☐ Support
☑ Do not support

Comments: Why targeting the lower socio economic zones ?!

94 – Kevin Dean

build on it or sell it,

sitting on it with decreased rates simply makes an undeveloped eyesore in crease in value read to be sold with inflated capital gain and being subsidised by the rate payer once again.

You would be crazy to develop your vacnt lot when the council are actually incouraging not to by giving you a reduced rateing

Alternative Proposals

134 - maria Smolar

In addition to the above mentioned areas - can the New Brighton area be expanded to include Southshore - there are a series of vacant commercial shops on Caspian street that haven't been repaired since the earthquakes.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board supports this proposal, acknowledging the note in the consultation document that:

"In a 2022 survey, vacant land was found to make up more than 10% of the commercial area in four of our suburban centres – New Brighton, Lyttelton, Sydenham and Linwood Village. Despite the Council supporting projects and activities to help improve the environment and/or stimulate activity in these areas, the appearance and upkeep of vacant land is undermining the appeal of investing in these suburban centres."

The Board is mindful of the tremendous contribution many residents make to the city in their efforts to present their homes, businesses and neighbourhoods in the best form, and wishes to reciprocate by advocating that fair measures should be taken to incentivise new investment and site improvement.

The Board supports the concept and the intent of the proposal, but considers that it needs to be adapted to the circumstances of these areas outside the Central City as having a more suburban context and that could allow for creativity and community contribution/partnership, instead of higher cost options as outlined in the Vacant Sites Improvement Guide.

The Board would also support the differential rating implementation for Linwood Village being aligned with the Linwood Village Streetscape Improvement Project's delayed completion date.

Other measures the Council could be taking in this respect are supporting projects that the Board is also looking to prioritise through its Community Board Plan, such as a connected transport network to relevant areas, safety initiatives around them, and it is also advocated that supporting a permanent home for Phillipstown Hub near to Linwood Village will have flow on benefit for that neighbouring area.

160 - Paul Peryman

I know that this idea may leave owners of vacant properties and those listed for short term rental at an advantage, but there might be a way to encourage the use of residential property for long term rental, thus supporting those who need to ren, and penalising the keeping of vacant houses.

192 - Daniel Holland

I would support even wider coverage of this policy. Vacant properties detract from the appearance of the city and push people to live further out from the city centre, effectively increasing the cost of housing for everyone. It is important to encourage land owners to develop their property.

26 - Marilyn Yurjevich

Use for parking, organised by CCC or some charity but NOT WILSONS!

29 - Sarah van der Burch

What about a proportional increase in rates yearly for land that is vacant? We should not let the land simply be banked.

292 - Dominic McKeown

Apply this city wide but maek it 5 times more and only comes off once construction actually starts and not once consent is given.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board would like to see other unkempt vacant sites within the Board area covered by this too.

313 - Derek Marshall

Assume intent to encourage development on such vacant land not in prime development areas to get them moving. Should not expect that in uncertain times - and possibility of change of government

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

would also like the differential

• expanded to include the entire Residential Central City Zone

• expanded to cover derelict buildings

• and increased to make vacant sections/derelict buildings an even less attractive optionfor the owners.

[FULL ATTACHMENT AVAILABLE]

384 - James Allan Kay

This is a good incentive for people to develop or sell, it should be higher!

415 - Alex Neiman

The rates of vacant properties, land banked properties or properties that have consent but stop development for profit reason should have rate increases to encourage land use.

491 - Peter Galbraith

Yes, get people land-banking to do something with the land

5 - Elle Evans

Great idea! Recommend pushing up the timeline to 1 July 2023 for these properties to make an impact sooner.

548 - Mark Darbyshire

I live in the city centre, but outside of the area covered by the current City Vacant Differential. As such, my neighbourhood suffers from a number of neglected vacant sites. It makes sense to expand the City Vacant Differential to Sydenham, but please make sure it includes the bit in the middle where I live – namely Welles and Dundas and the corresponding sections of Colombo and Manchester Streets.

566 - Geoffrey Sugden

In addition consider other measures to encourage positive use of this land. E.g. subsidies for green buildings/businesses fith public good.

573 - Bill Greenwood

I support a higher CVD on ALL vacant land and unoccupied earthquake damaged properties. This would charge for and hopefully discourage land banking.

577 - Andrea Kofoet

[Strategic Framework>Climate Change]

It may be worth considering other measures to promote the constructive use of this land as well, such as providing subsidies to eco-friendly buildings or businesses that serve the public good.

597 - Cameron Bradley

These areas all seem to be struggling to regenerate so I feel a penalty on land bankers to hurry this along is appropriate.

623 - Glen Koorey

As mentioned before, the alternative would be to switch to a Land-Value based rating system to capture this inequity and to encourage land activation.

650 - Finn Jackson

Strongly support, though I'd prefer to see this go further and apply to all commercially zoned areas across the city, including the Beckenham shops.

667 - Jonathan Nicolle

Would happily see this even higher. These owners need to be incentivised to do something useful with their land. Simply land-banking while surrounding landowners increase the value of the suburb is not fair.

674 - Claire Coveney

I extend this to consider industrial zoned areas throughout Otautahi, including Garlands Road, Cumnor Terrace Woolston. The land is contaminated and the empty sites need to be made into an environmentally safe area.

I extend this to vacant redidential land owned by council be utilized for social housing

730 - Jane McKenzie

Vacant site owners who have been hindered in their intent to advance in building, ought not be penalised with rates, but if there has been procrastination on their part, then pay what is due.

76 - Benn Dickie

Additionally introduce a Vacant Differential - Residential to encourage.

99 - Amanda Neil

I cannot speak for developments in other suburbs. I only know that development in Brooklands/Spencerville is not up to any reasonable standard.

Other/General Comments

162 - Bowen Abraham

wpuld be cool do add some stuff unto empty areas

181 - Bob Nicholls

CCC know more than me.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board does note that the name of this rate is easily misunderstood. It sounds like it is penalising vacant sites, whereas the real intention is to encourage land owners to keep their vacant sites neat and tidy until they are ready to develop. The Board suggest that 'unmaintained vacant sites differential' is a better name.

255 - Laurence Freeman

New Brighton needs a push to encourage positive development, not just land bankers.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.1. The Board notes the proposal to extend the use of City Vacant Differential rating to commercial areas in New Brighton, Lyttelton, Sydenham and Linwood Village from 1 July 2024. While the Board supports in principle incentives to develop vacant land, it does not consider it is appropriate to comment on the specific proposal that will affect only areas outside the Board boundaries.

293 - Eva Ross

Not sure what this means ?

32 - Yao Yao

The only reason our land in New Brighton is still vacant is because we cannot afford to have it build due to the craziest increase of living and inflamation. we got priced $2m+ to have a two storage building just for the 230m2 land in New Brighton and we cannot even afford to have the deposit to apply for the loan.

388 - Stephen Farrell

No ideas to support these measures other than cap the time land-banking of these properties is allowed before a forced sale to the council is required (for re-parcelling and sale). No idea of the legality or implications of such a measure, however.

681 - sylvia lukey

Not sure once again what this change entails.

I agree that landowners of unsightly vacant properties should be encouraged to take care of their land and receive advice on how they can do that for their benefit and prevent the deterioration of the area where they are situated.

The question is should ratepayers shoulder be burdened with costs relating to the actual development of that land?

While advice and ideas proffered by council officers as part of their job is fine, actually granting council funds to action plans at the expense of ratepayers is not something that I am in favour of.

710 - charlot hudson (Sumner Community Residents' Association)

These are important satellite business areas in Christchurch that need representation within the business sector of the city to support growth and vibrancy.

[Coder Note: commenting on extending the use of City Vacant Differential rating]

728 - Sue Piercey

Having lived in Brighton near a vacant lot I was sick of the large amounts of rubbish being dumped there and the lack of attempts by the owner to secure the site so this didn't happen. I don't know who

was paying for the rubbish/furniture etc to be removed off the site (was at the beach end of Bowhill Road - I think the site may now have been sold and being developed)

Other

General Comments

24 submissions were received on other rates issues.

Four supported our proposal, one opposed and 12 were alternative proposals. Nine were general comments.

Officers Response

Submitters commented on a range of topics:

- Support for investment in the Arts Centre, Cathedral, museum and heritage and the associated targeted rates.
- Repair the Arts Centre's old Dux de Lux (student union)
- Council should support the future development of any targeted rate for biodiversity proposed by the Regional Council.
- Propose that Council increase the heritage rate for museum redevelopment, scheduled over 3 years from 2024/25, to support both operations and the redevelopment project.
- There needs to be some mechanism whereby productive land that is bought up by developers, held onto for speculation, with the intention of later development pay their share of rates at a level which relates to the surrounding urban area. Developers who do this pay lower rates then reap benefits by rezoning and developing off the backs of the infrastructure paid for by existing higher paying ratepayers later. Food producing land is then lost forever.
- Can Council consider more measures to provide rates relief for people on low incomes, apart from the existing Rates Rebate Scheme?
- Council should investigate alternative funding methods – e.g. targeted rates, user pays, special purpose vehicles.
- There should be user pays like the excess water charge.
- Berms are a mess of long grass and weeds – once upon a time they were the responsibility of Council.
- There should be a single person's discount for rates.
- Council and Ecan have made different assumptions about the number of rating units.
- It is unfair that some properties don't pay rates.
- Council does not undertake cost benefit assessment on all its spending. This means that expenditure producing social cost benefits of less than 1.0 will be occurring. This is wasteful and inefficient.

Staff are considering ways we could be more proactive in promoting the various forms of rates assistance, especially the government-funded rates rebate (up to $700 per property in 2022/23).

Council has considered different types of revenue source, but we are restricted by the rating mechanisms available to us under legislation.

Council must rate in accordance with powers contained in legislation – in particular with the Local Government (Rating) Act 2002. Powers are tightly limited. There is no ability to discriminate on the basis of the number of people living in the property.

Council and Ecan have used slightly different assumptions about the number of rating units in place at 1 July 2023. The numbers differ by 0.3%. This reflects the different times at which the forecasts were created and the different methodologies employed for the forecast. Ecan's forecasting assumptions are not necessarily aligned perfectly with the assumptions made by Christchurch City Council.

Some properties are non-rateable so do not pay rates (except for sewer and water rates). The legislation specifies which properties are non-rateable. Council is required to implement the legislation.

When considering heritage spending, as with all budget and funding decisions, Council is mindful of balancing the needs of the community, both present and future.

The Arts Centre's old Dux de Lux (student union) is not owned by Council.

Regarding the concern about productive land being bought up by developers: The National Policy Statement for Highly Productive Land came into effect from 17 October 2022. In Christchurch this strongly limits greenfield development, consistent with the government's focus on intensification within existing urban areas. If there is a greenfields development, infrastructure required within the development footprint must be provided by the developer as a condition of consent. Infrastructure outside the development footprint required to service growth development is largely funded by developers from development contributions, which are based on forecasts of costs within the DC catchment. This means that existing ratepayers don't fund infrastructure required to service growth.

Support

311 - James Riddoch (Property Council New Zealand)

4.1. Rates remain the main source of funding for the Christchurch City Council's activities with Christchurch City Council proposing to collect $684 million in the 2023/2024 financial year. We commend the Council on their efforts to reduce the burden on ratepayers, given it was initially predicted at 14.6%. Property Council advocates for all local authorities throughout New Zealand to investigate alternative funding methods. We support the use of transparent, user-pays funding models for local government. Examples of these models include targeted rates, user pays and special purpose vehicles. These alternative models meet the legislative principles of transparency and objectivity for funding local government set out in both the Local Government Act 2002 and Local Governing (Rating) Act 2002. Our approach is also consistent with there commendation of the New Zealand Productivity Commission that local government should adopt a more transparent approach to rating tools and other funding sources

[Full attachment available]

669 - Mark Gerrard (Historic Places Canterbury)

Heritage Targeted Rate
Special Heritage (Arts Centre) Targeted Rate
Special Heritage (Cathedral) Targeted Rate
HPC supports the continuance of these targetted rates.
HPC supports the funding for the following in the Draft Plan:
3366 Little River Coronation Library
61795 Heritage Parks Planned Hard Surfaces Renewals
3349 Chokebore Lodge
3368 Mona Vale Bathhouse
22167Canterbury Provincial Chambers Works (Stage 1)
61691 Heritage Buildings Reactive Renewals
61692 Programme - Heritage Buildings Planned Renewals
61693 Programme - Public Artworks, Monuments & Artefacts Planned Renewals (PAMA) Parks
61709 Heritage Metropolitan Project (Former Council Stables)
61821 Cunningham House Building Renewals (Heritage)
65405 Yew Cottage Conservation Works
65406 H Building - Sign of the Takahe window renewals
65407 H Building - Sign of the Kiwi and Lyttelton Signal Box
65416 Delivery Package - PAMA Conservation and Renewal Projects
65417 PAMA-Jubilee Clock tower repair of Artefacts components
1469 Robert McDougall Gallery Weathertightness
65641 Robert McDougall Gallery - Base Isolation
45164 Robert McDougall Gallery Strengthening

762 - Ross Gray (Christchurch Civic Trust)

2 Arts Centre: The Trust supports the continued assistance provided by CCC for the Arts Centre in the form of a targeted rate.

3 Christchurch Cathedral: Similarly we support the provision of additional funding for the reinstatement of Christchurch Cathedral.

794 - Elizabeth Beale (Creative New Zealand)

We welcome Council's investment in the Arts Centre through the Special Heritage (Arts Centre) Targeted Rate (which enabled funding a $5.5 million grant to the Arts Centre over last three years). As a major part of Christchurch's unique cultural fabric, this initiative came as welcome relief for the Arts Centre. The Arts Centre is a platform for residents and visitors to engage with a wide range of artforms and creative activities. The investment signals Council's recognition of the value that arts, culture and creativity create for the city and is essential for the Arts Centre to continue operating. We strongly encourage Council to ensure there is an ongoing operational pathway for the Arts Centre as you

prepare this year's Long Term Plan.

Oppose

303 - Mark McGrath

The Council needs to reduce costs instead of annually increasing rates, year after year.

Alternative Proposals

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board asks if the Council could consider more measures to provide relief for people on low income, apart from the existing rates rebate scheme.

3 - Hayley Young

I think there should be a single person's discount for rates. As I do not use as much water, produce as much rubbish or use as much services as a large family do. Yet I am being judged on the value of my house. This isn't fair. This is largely due to the fact that I chose to live in a warm, modern safe house so that's what I invested my hard earned money in. Yet now I am being penalised for that. I could have bought a mouldy draft run down unit in aranui and got a lower rates bill (slightly) but then suffered in other ways. The whole system seems rigged.

305 - Bev Hair

I am in a privileged position to be able to afford rate rises, so financial concerns are not the issue for me - I am truly angry that rate rise costs do not equate to an increase in service from the council. In fact I struggle to see what the extra rates provide personally and city wide with delays, lack of repairs etc

For example a situation where contact (phone, email, and personal delivery of paper submission) has resulted with NO response from the council to my concern.

The berms and roadside "gardens" on many roads are a mess of long grass and weeds - once upon a time berms, gutter races, and trees in power lines were the responsibility of council. Now residents who care - do the work while their rates go up.

312 - Nick Clark (North Canterbury Federated Farmers)

2.4 In this environment Federated Farmers commends the Council for its endeavours to contain its expenditure and its required rates revenue, which has resulted in only a small increase in its average rates increase compared to the LTP's forecast made in2021. We strongly submit that the rates increase should not go any higher than the currently proposed increase of 5.68% and would preferably be reduced.

>>>

3.2 NCFF notes there are four proposed changes to the Council's rating system:• Increase in the business differential on the general rate from 1.697 to 2.22.• Increase in the city vacant differential from 4 to 4.523 and extending it to commercial areas of additional suburbs.• Potential reduction in the uniform annual general charge (UAGC) from $145 to $50.• Change to excess water supply targeted rate.

[FULL ATTACHMENT AVAILABLE]

409 - Alfed Lang

tax the rich feed the poor in th elong term doing the humane thing is often cheaper in the long run anyway

5 - Elle Evans

Find a fairer way to charge for essential services - single person households should not have the same fees as multi-person households (as they are generating more wastewater, waste, transport requirements, etc). These should be user pays like the excess water charge.

573 - Bill Greenwood

[Our Proposed Spending]

I support a further slight increase in rates provided there is a higher rate of return than current inflation (7%+) or wide community wellbeing gains for any proposed additional spending.

669 - Mark Gerrard (Historic Places Canterbury)

[Parks>Heritage]

Arts Centre Old Student Union Building (the old Dux de Lux)HPC encourages the discussions between the CCC and Arts Centre Board to arrange for the repair of the building. HPC considers the Board

repairing its own building is the best option as it means it could then be simply commercially leased out. HPC asks if the CCC has considered extending of the Arts Centre Targeted rate? (This would enable the Arts Centre Board to borrow against it to repair the building.)

681 - sylvia lukey

There needs to be some mechanism whereby productive land that is bought up by developers, held onto for speculation, with the intention of later development pay their share of rates at a level which relates to the surrounding urban area.

Developers who do this pay lower rates then reap benefits by rezoning and developing off the backs of the infrastructure paid for by existing higher paying ratepayers later.

This practice has often contributed to the loss of necessary food producing land being lost forever.

71 - David Robinson

Yes, Council should be adding a special rates levy on all vacant land used as car parks in the central city.

771 - Anthony Wright (Canterbury Museum)

Conditional Support – Heritage Targeted Rate: Capital Grant for Canterbury Museum Redevelopment amounts

The Museum supports the Capital Grant amount of $23.5m forecast, noting that if the Statutory Grant allocation proposal is agreed as discussed, then the Capital Grant would need to be increased (which is scheduled over three years from 2024/25).

Summary
In summary the Museum submits:
THAT Council increases the Heritage Targeted Rate Capital Grant for Canterbury Museum Redevelopment, which is scheduled over three years from 2024/25, to support both Operations and the Redevelopment Project.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

We also request that the Council support the future development of any Targeted Rate for Biodiversity which may be proposed by the Regional Council .

Other/General Comments

100 - Neil Rossiter

Not inpressed,there are a number of buildings and properties in christchurch that do not pay rates. All property owner should be paying rates, if they are part of the city. could this be the same as the water, some pay some don't.

121 - k Hay (SSRA)

Rate increases are becoming unsustainable for some.

124 - Steve Mcneill

Annual Plan consultation underway by both the Christchurch City and the Canterbury Regional councils uses "rating units" as the basis for rates collection. Christchurch city rates are based on 181,615 rating units, but, again, Ecan found more rating units and has 182,248 within Christchurch city. Are the base figures for each council's budget inaccurate?

Each council has a uniform charge per rating unit. While Ecan states it uses a figure of 182,248 the city council subdivides their uniform charge and allocates it across 189,254 "Separately-Used or Inhabited Parts (SUIPs) of rating units" to include flats/apartments built on one block of land (rating unit).

Surely both councils should be seeking rates (including uniform charges) on the same basis. How difficult can it be?

230 - Sam Brooks

[Transport>Cycleways], [Strategic Framework>Climate Change]

i dont think cycle ways and climate change initiatives should be delayed because of restricted spend/rate increases.

301 - barbara whitaker

[Other/Special Interest Topics > Staff Matters005D

With the cost of living the rate increase should be as low as possible, and maybe stop some of the unnecessary spending and the high wage bills paid to what are obviously some f the staff who seem out of their depth. Your CEO. What was wrong with a New Zealander getting that position.

304 - Jan Bierman

Ratepayers value different things - I value reliable and sustainable infrastructure, and maintaining core community organisations. As a new Christchurch ratepayer, and someone on a fixed income, I am stunned at the high rates and want to see greater efficiency and accountability across all council departments and services. `

422 - Kate Boardman

We need to make Christchurch a better place foreveryone to live, not just those with money.

71 - David Robinson

As an arm of Government, Council has a responsibility to keep rate rises low and within the inflation target band of 1 to 3%

Council can easily achieve this by deferring capital expenditure.

Council does not undertake cost benefit assessment on all its spending. This means that expenditure producing social cost benefits of less than 1.0 will be occurring. This is wasteful and inefficient.

747 - Allan Taunt

I am concerned the media and people's views focus too much on a number rather than what the council are achieving. While Council Staff provide concise and accurate information via Newsline, Have your say, etc., it can be seen once it gets into the media or discussed on social pages context is lost and inaccuracies creep in. Disinformation/misinformation is a growing problem especially in relation to public social discussions on council projects, I am asking you as decision makers to recognise situations where the public have been misled and consider that in conjunction with any submission response summary.

Financial Policies

Rating Policies

General Comments

16 submitters commented on our proposed rating policies.

Two supported the proposed policy, one opposed.

Nine submitters provided alternative proposals, largely requesting that we explore a rating system based on land value only. Four submitters provided general comments.

Officers Response

Submitters addressed issues such as:

- Consider land value rating.
- Consider rating based on the number of properties owned.
- Charge higher rates to short term accommodation (e.g. AirBnB)

Council must rate in accordance with powers contained in legislation – in particular with the Local Government (Rating) Act 2002. Powers are tightly limited. There is no ability to discriminate on the basis of the number of people living in the property.

Once the District Plan change is confirmed for AirBnB-style accommodation, Council staff will consider different approaches to rating those properties. At present Council is not aware of which properties are used for unhosted visitor accommodation, so those properties are rated as standard residential properties. Once a register of AirBnB-style properties becomes available, different rating approaches can be considered.

As part of the LTP, Council will consider potential options around rating.

Support

479 - Brenda Cromie

I support increasing the rates of business properties to be closer in line with other NZ cities

574 - Paul Clark

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

Oppose

708 - Jessica Adams

[Other/Special Interest Topics>Revaluation]

The value of a property DOES NOT determine the usage of Council services or facilities and it would be more equitable to have a flat charge for all ratepayers. Many ratepayers are facing ridiculous valuation increases which are a direct result of inflation not because the property is spectacular. The Council should be doing more to change the rating system so it is not based on property value.

In fact it is a fact that homes in newer subdivisions, which have relatively high value, cost the Council less to service and maintain because the infrastructure is new and therefore rates should reflect this.

>>>

The Council should be reducing the impact of the excessive new valuation rates of properties for ALL ratepayers. Just because a person owns a house of lower value than someone else DOES NOT meant that the person with the higher valued property is on a higher income. The current revaluations have lost sight of reality and are a direct result of inflation. Many property owners would not be in a position to purchase their home if having to borrow in the current financial climate. Rating based on property valuation is not equitable in terms of paying for services and facilities and is grossly Unfair!

Alternative Proposals

165 - Richard Abey-Nesbit

My true preference would be to have far more of rates determined by the land value than the improvements value, which would have a similar effect but in a more flexible way that is less distorting of market forces. Those who build or pay for (directly or indirectly) improvements to land are making the city better. This should be encouraged by having to contribute less to rates.

Those who own large amounts of valuable land are denying the use of the land to others. If they make productive use of that land that is well and good, but if they don't then this ownership has serious negative consequences for the city. Having more rates paid for each unit of land owned will incentivise those who own that land to either make more productive use of it, or sell it to someone who will.

401 - Merav Benaia

I propose the council looks into how it charges rates for properties rented on a nightly basis (eg- holiday homes or AirBnb). These should be charged more as they are not in the best interest of neither residential properties nor businesses in the tourism industry.

422 - Kate Boardman

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

516 - Cynthia Roberts

4. I support reducing the burden on lower income groups by changing the rating structure

645 - Luke Baker-Garters

The council should switch from rating based on capital value and charge rates only on land values. Taxing land values cannot alter the amount of land in the city and thus has no deadweight loss which would reduce the tax base or distort economic activity. Including improvements in the tax base discourages improvements which is a significant problem not just in the CBD but in other significant commercial areas in Christchurch. It also means parking lots are effectively subsidised by landowners who actually build something productive on their land because they have low improvement values but high land values. Land generates significant rents that flow to land owners that are generated by investment from the council, central government and other members of the community. Land taxes capture this unearned income that would otherwise flow to land owners who just happened to own the land at the time of investment. This is especially important for large capex projects like the stadium and swimming pools. Those who benefit the most from council investment should pay the most to fund those said investments.

750 - Pubudu Senanayake

However, I think a progressive rating system should be introduced based on both the capital value, but also the number of properties owned.

792 - Colin Ong

While I am at it, the way rates are billed as a concept is archaic and severely outdated. Does a high value property consume more services? Blatantly not! It is the number of heads in the dwelling that dictates how much services will be needed by that property. Why are we clinging to an obsolete and outmoded system? We've just had the ;latest Census done, so Christchurch has the golden opportunity to lead in a new, fairer, more equitable way to assign rates.

793 - Cathy Harlow

As part of the long term plan, the Council should review the rating system and consider whether basing it on land value (or a combination of land and capital value) might not make more sense. There are certainly perverse incentives in the capital value system and it would be prudent to review the pros and cons of various options.

89 - Connor McIver

I would prefer a shift to using land value as this encourages efficiency of land use.

Other/General Comments

300 - Brooke McKenzie

[Planning & Strategic Transport, Urban Design, & Urban Regeneration > City Planning]

Rate increases are a fact of life but in this city are getting out of hand with a 38% projected increaseover the next 5 years which is unacceptable and in many cases unaffordable.

The answer to rate reduction is to increase the rateable base. Unfortunately the very poor decisionsin this city to rezone totally unsuitable land in the halswell catchment has forced many to the selwynand waimak areas whilst creating overloading of the heathcote and other river systems leading tohuge remedial expenditure which has not been acknowledged as such.

The Halswell land was a mistake simply to protect the TC1 land to the east of the city but underdraconian airport contour restrictions which are about to change to be more equitable.

Slow growing rate base cane never keep up with rate increases so you either cut back or you attractnew rate payers. aND THAT DOES NOT MEAN BY INTENSIFICATION in the central city.

436 - Louis Dyer

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties, I support increasing the rates of business properties to be closer in line with other NZ cities.

>>>

And business and the wealthy need tostart paying their fair share, instead of increasing financial burdenbeing placed on the poor.

453 - Finn Blanchard

I support reducingthe burden of rates on lower income households by reducing the fixedrate charge for properties and instead charge rates based on capitalvalue of properties

722 - Don Gould

[Rates>Residential]

I don't have confidence in the accounting in the numbers given that I see lots of new development around the city and yet my rates go up while they should theoretically go down because there are so many more properties now to pay for the services delivered in.

It concerns me that the value of the CBD hasn't kept Pace with the residential suburbs meaning that the rates burden was on the profitable CBD is now passing across into residences especially low-income residences in the eastern side of the city .

Business Differential

General Comments

184 submissions were received on the business differential.

154 supported the proposal to increase the business differential to 2.22.

Six submissions opposed this proposal, nine provided an alternative, and 17 held a neutral position.

Officers Response

Those who supported the increase to the business differential noted that this would mean the business sector as a whole will pay the same proportion of rates as it currently does. Without the change, the revaluation will result in a disproportionate burden falling on the residential sector. Our business differential is currently the lowest of all the major centres, so a higher differential would bring us more in line with other New Zealand cities. Businesses can claim their rates as a business expense to reduce their income tax.

Some noted that many businesses operate from residential properties now – so the business differential should be applied fairly. Examples are short-term accommodation and boarding.

Some suggested the business differential should be even higher, in line with the differentials in other cities. One reasons for this is Council's focus of spending on the central city.

Those who opposed the increase to the business differential questioned why it was necessary that the proportion of rates paid by businesses stay the same. This is based on a flawed conclusion that if businesses don't pay more, then resident will need to. More consideration needs to be given to the

affordability for business. Christchurch has a lot of small businesses. Businesses need a helping hand, not increased costs.

There were suggestions that Council should commit to lowering the differential in future if business valuations increase by more than residential valuations.

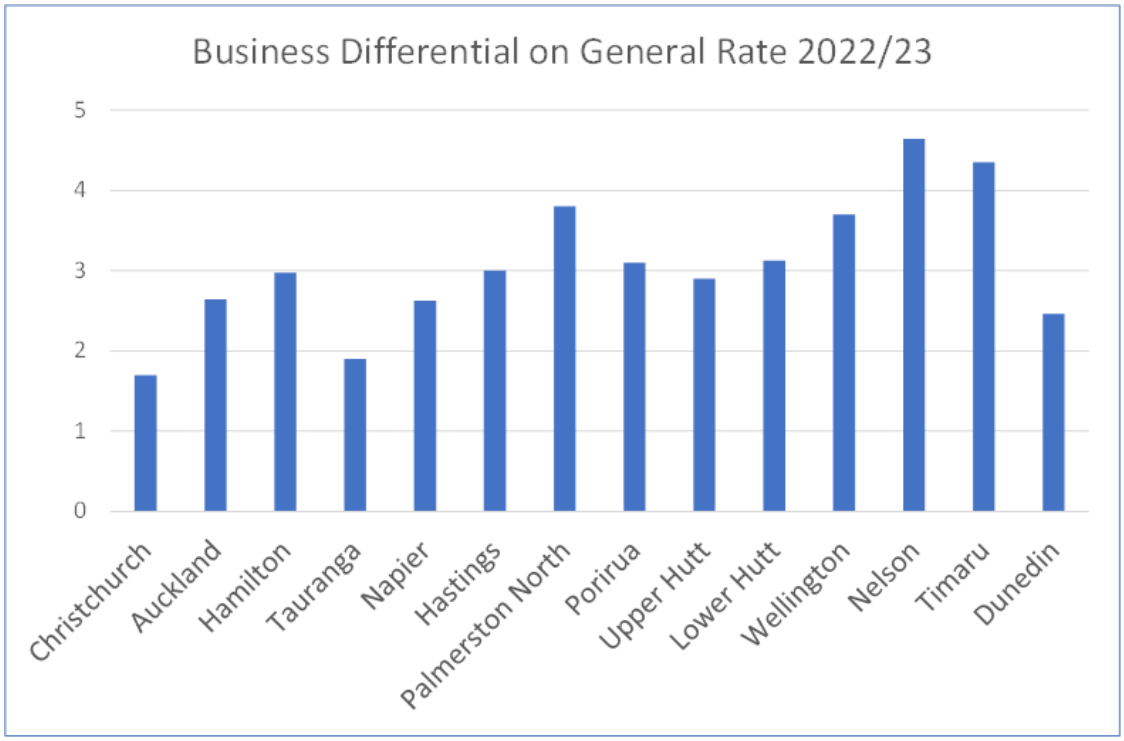
Others thought any differential should be properly justified. Maintaining the status quo or making comparisons to other councils' policies are not a justification.

Some suggested focusing rates more on large foreign-owned businesses like hotel chains, and banks.

Others thought that Council should be encouraging locally owned businesses.

Staff recommend that the Business Differential move to maintain consistency with the percentage of the rates split between Residential and Business ratepayers. It was the movement in the respective valuations that drove the proposal to alter the differential.

Christchurch currently has the lowest business differential (1.697) of all the main centres we have surveyed, although we should note that, since other councils tend to have higher fixed charges, their business differentials tend to be less important (i.e. apply to a lower portion of overall rates). If we increase our business differential to 2.22, we would have a higher business differential than Tauranga (1.9), but still lower than all other main centres.



Courts have viewed the setting of general rate differentials as fundamentally the exercise of political judgment. Courts are reluctant to intervene on the grounds of unreasonableness (refer to the High Court's decision in NZ Forest Owners Association v Wairoa District Council (2022)). Councils should consider the matters in s101(3) Local Government Act 2002, including the distribution of benefits and extent to which each group causes the need for Council spending. But these matters are acknowledged to be complex, and they are just one of several matters for councils to consider. There is no requirement to precisely calculate the benefits of Council's activities accruing to businesses (i.e. the benefits of activities funded by the general rate), nor the extent to which businesses cause the need for those activities.

Council must rate in accordance with powers contained in legislation – in particular with the Local Government (Rating) Act 2002. Powers are tightly limited. There is no ability to discriminate on the basis of whether a business is foreign-owned.

Support

107 - Godo Miyazaki

I think it's a good idea for businesses to start paying more. There had been a perception after the earthquakes that the businesses need help, but now that the city is finally finding it's vibrancy, it's time they start to pay their fair share.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board supports this proposal, acknowledging the note in the consultation document that Christchurch currently charges the lowest business differential of all main cities in the country.

179 - Hammond Peek

I support the following proposed changes:

- With the value of business properties increasing less than residential properties, the Council is proposing a change to the differential on business properties designed to maintain the contribution that business properties make to general rates.

181 - Bob Nicholls

Makes Sense

195 - David Quested

we must do this we in Chch are the lowest in NZ

209 - Lynette Bay

Pay same as residential not less

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports the proposed differential on business properties. The proportion of Council services received by businesses has not changed, so the Board's view is it is fair for the differential to be adjusted so that businesses pay the same proportion of the overall rates take.

213 - Richard Suggate

Definitley need to maintain at least the same contribution from business

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.1. The Board supports the proposal to adopt a changed business differential on business properties of 2.22 to scale up the contribution that business properties make to general rates. The change will mean that the business sector as a whole will pay the same proportion of overall rates that it currently does. The Board considers without the change to the business differential the latest property re-valuation will result in a disproportionate burden of the rates increases falling on residents.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

The VNA supports the proposal increase in the general rate differential

[Full attachment available]

348 - Will Vere

better adjusted rates compared to large enterprise income I.E New World, Warehouse etc.

38 - Reuben Campbell

I strongly agree

388 - Stephen Farrell

If I am going to be contributing proportionally more to the general rates fund I definitely consider this adjustment essential to maintaining some kind of fairness.

392 - Stephen Judd

I strongly support increasing the differential for business properties.

395 - Quinn Ledgerwood-Gee

Increase rates on businesses further as they do little more than leech from the pockets of the workers (of Ōtautahi).

405 - Kate Rivers

I support increasing the rates of business properties to be closer in line with other NZ cities

406 - Marion Fairbrass

I support increasing the rates of business properties to be closer in line with other NZ cities

408 - Elizabeth Cross

I support increasing the rates of business properties to be closer in line with other NZ cities

409 - Alfed Lang

I support increasing the rates of business properties to be closer in line with other NZ cities.

410 - Samuel Paquier

I support increasing the rates of business properties to be closer in line with other NZ cities

412 - Jonathan Davidson

I support increasing the rates of business properties to be closer in line with other NZ cities

413 - Jen McBride

I support increasing the rates of business properties to be closer in line with other NZ cities.

414 - Lois Moore

I support increasing the rates of business properties to be closer in line with other NZ cities

415 - Alex Neiman

I support increasing the rates of business properties to be closer in line with other NZ cities

418 - Alex McNeill

I support increasing the rates of business properties to be closer in line with other NZ cities

419 - Anne Gordon

I support increasing the rates of business properties to be closer in line with other NZ cities

420 - Ciaran Mee

I support increasing therates of business properties to be closer in line with other NZ cities

421 - Jordan Gray

I support increasing the rates of business properties to be closer in line with other NZ cities

423 - Joshua Tweedy

I support increasing the rates of business properties to be closer in line with other NZ cities

425 - Ewan McLennan

I support increasing the rates of business properties to be closer in line with other NZ cities.

426 - Susan Lau

I support increasing the rates of business properties to be closer in line with other NZ cities

427 - Tracy Chollett

I support increasing the rates of business properties to be closer in line with other NZ cities

428 - Simon Fitchett

I support increasing the rates of business properties to be closer in line with other NZ cities.

429 - Wesley Wichman

I support increasing the rates of business properties to be closer in line with other NZ cities.

430 - Lewis Hoban

I support increasing the rates of business properties to be closer in line with other NZ cities.

431 - Joseph Shaw

I support increasing the rates of business properties to be closer in line with other NZ cities

432 - Joy McLeod

I support increasing the rates of business properties to be closer in line with other NZ cities.

434 - Rachael Hemmer

I support increasing the rates of business properties to be closer in line with other NZ cities.

435 - James Robinson

I support increasing the rates of business properties to be closer in line with other NZ cities

437 - Dustin Parry

I support increasing the rates of business properties to be closer in line with other NZ cities.

438 - Ben MacDonald

I support increasing the rates of business properties to be closer in line with other NZ cities

439 - Selina Clare

I support increasing the rates of business properties to be closer in line with other NZ cities

440 - Kusche Kusche

I support increasing the rates of business properties to be closer in line with other NZ cities

441 - Shaun Mucalo

I support increasing the rates of business properties to be closer in line with other NZ cities

442 - Chris Risbridger

I support increasing the rates of business properties to be closer in line with other NZ cities

443 - Wendy Stump

I support increasing the rates of business properties to be closer in line with other NZ cities.

445 - Darren Koviessen

I support increasing the rates of business properties to be closer in line with other NZ cities

447 - Jen Voss

I support increasing the rates of business properties to be closer in line with other NZ cities

449 - David Knight

I support increasing the rates of business properties to be closer in line with other NZ cities

449 - David Knight

I support the extension of the 'City Vacant' differential rating to New Brighton, Lyttelton, Sydenham, and Linwood

450 - Ben Elley

I support increasing the rates of business properties to be closer in line with other NZ cities

452 - Ivy Kennedy

I support increasing the rates of business properties to be closer in line with other NZ cities.

453 - Finn Blanchard

I support increasing the rates of businessproperties to be closer in line with other NZ cities.

454 - Ashley Crook

I support increasing the rates of business properties to be closer in line with other NZ cities.

455 - Andrea Hunt

I support increasing the rates of business properties to be closer in line with other NZ cities

456 - William Kelly

I support increasing the rates of business properties to be closer in line with other NZ cities

457 - Mavis Kelly

I support increasing the rates of business properties to be closer in line with other NZ cities.

458 - Paul Odlin

I support increasing the rates of business properties to be closer in line with other NZ cities

459 - James Mackenzie

I support increasing the rates of business properties to be closer in line with other NZ cities

460 - Kailm Renwick

I support increasing the rates of business properties to be closer in line with other NZ cities

461 - Robert Helps

I support increasing the rates of business properties to be closer in line with other NZ cities

462 - Ursula Ryan

I support increasing the rates of business properties to be closer in line with other NZ cities.

463 - Tony Ryan

I support increasing the rates of business properties to be closer in line with other NZ cities.

465 - Jamie Lang

I support increasing the rates of business properties to be closer in line with other NZ cities

467 - Ralph Loughrey

I support increasing the rates of business properties to be closer in line with other NZ cities.

468 - Mike Currie

I support increasing the rates of business properties to be closer in line with other NZ cities.

469 - Jeremy Ditzel

I support increasing the rates of business properties to be closer in line with other NZ cities.

470 - Eric Ackroyd

I support increasing the rates of business properties to be closer in line with other NZ cities.

471 - Stu Gemmill

I support increasing the rates of business properties to be closer in line with other NZ cities.

472 - Aaron Fray

I support reducing the burden of rates on lower income households by reducing the fixed rate charge for properties and instead charge rates based on capital value of properties

473 - Tanya Galbraith

I support increasing the rates of business properties to be closer in line with other NZ cities.

474 - Daniel Scott

I support increasing the rates of business properties to be closer in line with other NZ cities.

475 - Nick Calvert

I support increasing the rates of business properties to be closer in line with other NZ cities.

476 - Stephanie Allen

I support increasing the rates of business properties to be closer in line with other NZ cities

477 - James Carr

I support increasing the rates of business properties to be closer in line with other NZ cities

478 - Eileen Kerr

I support increasing the rates of business properties to be closer in line with other NZ cities

480 - William Stewart

I support increasing the rates of business properties to be closer in line with other NZ cities.

481 - Roberto Balzarini

I support increasing the rates of business properties to be closer in line with other NZ cities

483 - Lucy Rees

I support increasing the rates of business properties to be closer in line with other NZ cities.

484 - Ben Thomas

I support increasing the rates of business properties to be closer in line with other NZ cities

485 - Arno Knight

I support increasing the rates of business properties to be closer in line with other NZ cities.

486 - Antoine Denis

I support increasing the rates of business properties to be closer in line with other NZ cities.

487 - Wayne Martin

I support increasing the rates of business properties to be closer in line with other NZ cities.

489 - John Armstrong

I support increasing the rates of business properties to be closer in line with other NZ cities

490 - James Baker

I support increasing the rates of business properties to be closer in line with other NZ cities

491 - Peter Galbraith

Should be brought more in line with the rest of the country

504 - Alex Cornford

Businesses must pay their fair share. Some businesses are quick to moan about cycle lanes reducing free parking, but if their business is viable and needs parking, they should rent appropriate premises with their own parking spaces included.

508 - Lindsey Conrow

[Rates>Suburban Vacant Land or Building Rates]

I support increasing the City Vacant differential and the business differential.

516 - Cynthia Roberts

As a former business owner I had many benefits in terms of tax breaks and government support. Businesses definitely need to contribute to the well being of a city that they rely on for making a living

545 - Jotham Barmentloo

Seems fair that businesses contribute more as outlined.

553 - Jocelyn Papprill

I support increasing the rates of business properties to be closer in line with other NZ cities.

565 - Andrew Cockburn

I support increasing the rates of business properties to be closer in line with other NZ cities

568 - Sara Campbell

I support increasing the rates of business properties to be closer in line with other NZ cities.

581 - Daniel Bentall

I support increasing the rates of business properties to be closer in line with other NZ cities

583 - Jane Cowan-Harris

I support increasing the rates of business properties to be closer in line with other NZ cities

584 - Rose Robinson

I support increasing the rates of business properties to be closer in line with other NZ cities

586 - Thomas Richardson

I support increasing the rates of business properties to be closer in line with other NZ cities.

588 - Jamie Anstice

I support increasing the rates of business properties to be closer in line with other NZ cities.

589 - Daryle Deering

I support increasing the rates of business properties to be closer in line with other NZ cities

590 - Molly Jenkins

I support increasing the rates of business properties to be closer in line with other NZ cities

591 - Graeme Cook

I support increasing the rates of business properties to be closer in line with other NZ cities.

592 - Menno Finlay-Smits

I support increasing the rates of business properties to be closer in line with other NZ cities.

593 - Jane Shand

I support increasing the rates of business properties to be closer in line with other NZ cities

594 - Megan Verity

I support increasing the rates of business properties to be closer in line with other NZ cities.

595 - Patrick Davey

I support increasing the rates of business properties to be closer in line with other NZ cities

596 - Rick Lange

I support increasing the rates of business properties to be closer in line with other NZ cities.

598 - Juliet Thomson

I support increasing the rates of business properties to be closer in line with other NZ cities

611 - Megan Somerville-Peterson

I support increasing the rates of business properties to be closer in line with other NZ cities

612 - Sarah Laxton

I support this.

616 - Morgan Patterson

I support increasing the rates of business properties to be closer in line with other NZ cities.

619 - Kayne Hunter

I support increasing therates of business properties to be closer in line with other NZ cities.

620 - Renee Zomerdijk

I support increasing the rates of business properties to be closer in line with other NZ cities

626 - Justin Muirhead

I support increasing the rates of business properties to be closer in line with other NZ cities.

630 - Josef De Jong

I support increasing the rates of business properties to be closer in line with other NZ cities

636 - Luke Hallett

I support increasing the rates of business properties to be closer in line with other NZ cities

639 - Roman Khrapov

I support increasing the rates of business properties to be closer in line with other NZ cities

641 - Liz Hofman

I support increasing the rates of business properties to be closer in line with other NZ cities.

643 - Gabrielle Jones

I support increasing the rates of business properties to be closer in line with other NZ cities.

653 - Marie Gray

I support the increase to the business differential to keep the proportion of rates paid the same.

656 - David Moorhouse

Businesses have an ability to increase their income, and by definition use more of the services the city provides. A higher differential rate makes sense to reflect this.

661 - Mia Swart

I support increasing the rates of business properties to be closer in line with other NZ cities

666 - Chrissie Williams

I support increasing the rates of business properties to be closer in line with other NZ cities

667 - Jonathan Nicolle

Absolutely support this. It seems amazing that Christchurch is so far below other metropolitan centres across New Zealand.

670 - Tobi McKellar

I support increasing the rates of business properties to be closer in line with other NZ cities.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

Business properties must contribute more to the residential sector.

673 - Ollie Scholz

I support increasing the rates of business properties to be closer in line with other NZ cities

678 - Nicole Weber

I support increasing the rates of business properties to be closer in line with other NZ cities

680 - Natalie Brannigan

I support increasing the rates of business properties to be closer in line with other NZ cities

688 - Ezra Holder

I support increasing the rates of business properties to be closer in line with other NZ cities.

691 - Kees Vos

I support increasing the rates of business properties to be closer in line with other NZ cities

692 - Kay Robertson

Yes, to making an adjustment so that business properties pay more. So I agree with increasing the business differential to 2.22%.

As I understand the issue, house values have gone up more than commercial properties. That's due to the daft policies of the RBNZ – shoving so much money at the banks which was then lent to the residential market and folks went crazy at the real estate auction rooms. That didn't happen for commercial property nearly as much – thus creating the property value difference.

<u>So commercial property rates needs to be adjusted upwards to bring them back to a fair share.</u>

694 - Luke Parkinson

I support increasing the rates of business properties to be closer in line with other NZ cities.

698 - Tom Varley

I support increasing the rates of business properties to be closer in line with other NZ cities.

705 - Blair Smith

I support increasing the rates of business properties to be closer in line with other NZ cities.

709 - Jeff Cozens

I support increasing the rates of business properties to be closer in line with other NZ cities.

743 - Roman Shmakov (Generation Zero)

We also support increasing the business differential ratio for rates to be closer in line with other cities in New Zealand. Many businesses, especially those in the central city, have been benefiting from the investments made by the council. New and upcoming investments in infrastructure, walkable streets and council facilities will benefit local businesses in the area. Therefore we believe it is fair that businesses help pay for the cost of building and maintaining those services.

756 - Matthew Talbot (Stanmore Developments Ltd)

Understandable.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board supports the proposed rates differential for businesses

763 - Alex Teague

I support increasing the rates of business properties to be closer in line with other NZ cities.

765 - Connor Reich

I support increasing the rates of business properties to be closer in line with other NZ cities.

767 - Daniel Redmond

I support increasing the rates of business properties to be closer in line with other NZ cities

768 - Toby Hammond

I support increasing the rates of business properties to be closer in line with other NZ cities

770 - Josephine Drysdall

I support increasing the rates of business properties to be closer in line with other NZ cities

774 - Matthew Fagan

I support increasing the rates of business properties to be closer in line with other NZ cities

776 - Malcolm Tairea

I support increasing the rates of business properties to be closer in line with other NZ cities

777 - David Close (Christchurch East Labour Electorate Committee)

Change to Business Differential
4.1 It makes good sense to increase the Business Differential to maintain the sector's contribution to the services provided by the Council. However, if this is accepted as a principle, it would mean that, if values of business sector properties increased disproportionately in a future revaluation, it would be necessary to reduce the differential.
4.2 Submission: That the business differential be increased as proposed.

778 - Timothy Hollis

I support increasing the rates of business properties to be closer in line with other NZ cities.

783 - Isaac Freeman

I support increasing the rates of business properties to be closer in line with other NZ cities.

784 - Sam Furniss

I support increasing the rates of business properties to be closer in line with other NZ cities.

786 - Dan Agnew

I support increasing the rates of business properties to be closer in line with other NZ cities

789 - Michael Allan

[Rates>Suburban Vacant Land or Building Rates]

Business Property Differential and Vacant PropertiesI support both the Proposed Differential on Business Properties and extending the City VacantRating Differential to the unoccupied areas because these properties are often environmentaleyesores and vermin centres - animal and humanIt is interesting to note that Brisbane also had a scheme for vacant sites involving school childrenpainting murals on a streetscape celebrating the growing links between the city and countrypeople

surrounding it. The director of this scheme told me in 2000 that it also helped highlight tothe children the importance of Queensland agriculture to the City of Brisbane. Is this somethingthat needs refreshing in Christchurch, too? See image

8 - Lucy Gibbs

I support the contribution businesses make to the general rates being maintained. They use the services of the city, so they must contribute equitably.

89 - Connor McIver

This appears necessary while total capital value is used to calculate rates.

92 - George Laxton

I support changing the differential to 2.22 so keep the ratio of rates paid by businesses the same. I don't want to see more costs laden on businesses, however it should be kept fair the amounts that we collectively are paying. The money must come from somewhere.

Oppose

206 - Roger Davidson

Businesses are struggling under the weight of increased costs. We should be providing a helping hand to businesses, not imposing additional costs.

The Council should adopt a rating model that is fair and equitable across all ratepayers. Will the Council commit to lowering the differential if the proportion of rates contributed by businesses changes due to higher increases in the capital value of businesses?

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

Differential on property rates

15. We do not support the proposed increase in differential on business properties of 2.22. The consultation document states that: “At present, business properties account for 22% of the city’s capital value and pay 26% of all our total rates. To keep the proportion of rates paid by business properties the same, we’re proposing to increase their general rate differential.” This begs the question – why does the proportion need to stay the same? This argument seems to be based on the idea that if businesses don’t pay more, then residents will need to – which seems to be a flawed conclusion and creates a divide between residents and businesses. While it says that this makes “rates increases for residential ratepayers more affordable” there is no consideration that this makes ‘rates increases for businesses less affordable’. Especially when you consider that Christchurch is over-represented by small businesses and many small businesses are attached to individual properties. So there is the aforementioned triple-whammy of residential rates increases, business rates increases and higher mortgage interest rates. Not to mention inflation and higher cost of doing business and living and so on.

16. While it is positive that Christchurch currently charges the lowest business differential of all main cities in the country, we also need to ensure we are also staying competitive with neighbouring districts, such as Selwyn, which doesn’t have a business differential as they recognise and value the role that business plays in their district and their community.

308 - Diane McInnes

I feel business rates differential is already high enough

399 - Miranda Luxton

Business needs a helping hand to encourage the growth in the city.

604 - Irinka Britnell (Englefield Residents Association)

Business are struggling, they provide jobs and should get subsidies not increases. Meanwhile you give rates breaks to greedy developers selling shoe boxes to slum landlords living in Singapore.

632 - Annabel Turley (Unichem Cashel Pharmacy)

Feedback on the proposed increase in the rating differential on business properties.
I strongly oppose the proposed increase in the commercial differential for rates in the draft annual plan for 2023/2024. As a resident of and a business owner in Christchurch, I strongly oppose this increase and urge the council to reconsider this decision.
The commercial differential for rates is a tax on businesses levied based on the value of the property they occupy. The increased rates cost will be passed through to me as a tenant via OPEX.
The proposed increase in this tax would place an undue burden on businesses in the city, particularly small and medium-sized enterprises already struggling to recover from the economic impacts of the COVID-19 pandemic.
It is important to note that businesses are already significant contributors to the local economy, providing jobs and generating income for the city. Imposing additional taxes on these businesses could lead to a decline in their profitability, which could lead to reduced investment, job losses, and, ultimately, a weaker local economy.
Furthermore, the proposed increase in the commercial differential for rates would disproportionately impact certain industries, such as retail and hospitality, which have been hit hardest by the pandemic. These businesses have already faced significant challenges, and increasing their tax burden would only worsen their situation.
Instead of increasing the burden on businesses, I urge the council to explore other options for increasing revenue. This could include finding efficiencies in council operations or exploring new revenue streams that do not burden the business community.
In conclusion, I strongly oppose the proposed increase in the commercial differential for rates in the draft annual plan for 2023/2024. This increase would burden businesses in Christchurch, particularly those that have already been hit hard by the pandemic. I urge the council to reconsider this decision and explore alternative revenue sources and look for cost savings.

746 - Des Patterson

as this translates into opex on tenants, just extends cost matrix for small businesses making it more difficult. Council has destroyed the inner city with idiotic policies; it needs to refocus on unadulterated encouragement of locally owned businesses within Christchurch.

Alternative Proposals

12 - Arthur McGregor

I did not realise that Christchurch had such a low business differential. Given the amount of noise and angst from some businesses in Christchurch at rating changes, maybe they don't realise how lucky that have it! Maybe we should consider increasing this further to be more in line with other centres.

17 - Mark Penrice

Big businesses with high value property should pay more. No point in large foreign owned businesses like hotel chains being in chch if we need to subsidise them.

174 - Samuel Thompson

An even greater business differential than proposed would be preferable, in line with other major centers. Not only would it generate more revenue, allowing for a lower increase to more peoples' expenses or provide better services, but it would make the system fairer as those deriving a profit would have to pay more of the costs of getting that profit.

>>>

It should probably be even higher.

18 - Phillip Heslop

[Rates>Residential Rates]

My preference would be for the alternative option that would see higher capital properties, and business properties, pay more of their share. It is reasonable to assume that someone who owns a $3M residential property will feel less of a sting in their wallet than someone who owns an average property.

258 - Charlotte Cooper

maintaining the contribution seems fair without looking at this in further detail. Although this could potentially be detrimental to those starting a new small business. It is always the ones that are trying to get ahead that are hurt the most.

28 - Andrea Davis

Again if its a bank with an profit of 50 millions make them pay more rates for goodness sake. Leave the small business alone to raise some savings.

293 - Eva Ross

Businesses need to have a higher share - residential properties cant carry the load - especially as you put so much money into the central city !

3 - Hayley Young

I think businesses should pay more. They use lots of services for example rubbish services and they need to contribute more during these hard times. They can get a break later on in the decade when there is not a crisis going on.

422 - Kate Boardman

I support increasing the rates of business properties to be closer in line with other NZ cities.

548 - Mark Darbyshire

The differential for business properties needs to be larger than proposed. It's really important that businesses continue to pay *at least* their current share of rates, and that the business differential moves towards being more consistent with other main cities in Aotearoa. It is unacceptable for the proportion of rates paid by business to decrease.

606 - Nicki Carter (Carter Group)

3. Feedback on the proposed increase in the rating differential on business properties.

Although the explanation of the increase in the business differential from 1.697 to 2.22 is primarily due to the higher increase in residential values (47.7%) versus business properties(24.4%) and the desire to ensure that business and residential pay the same proportion of overall rates, comparisons to other Councils are not relevant. Christchurch business properties account for 22% of the city's capital value and pay 26% of total rates, but it does not state what these percentages are for the other cities identified. They may have higher business differentials, which the Council appears to be using as justification for the increase, but this measure it is not comparable solely on its own. Demographics, geography, services etc all differ for various cities so the resulting capital expenditure required and the subsequent rates revenue required, will not be proportionally the same. If the Council maintain the planned increase in business differential, then equally it should be reduced should business values increase higher than residential at the next valuation, to maintain the same proportions, which they have referenced in this round of valuations. Businesses are facing an environment of ever increasing costs in a time when they are recovering from the pandemic and finally getting back on their feet after the earthquakes and it should be incumbent on the Council to support businesses, not load them with extra costs.

Our submission is that the Council should reconsider the amount of increase in the business differential. And equally, confirm it will reduce the differential in the future if commercial valuations increase on average more than residential valuations to maintain the same proportions.

623 - Glen Koorey

Considering the rise in people conducting business remotely (eg from home, or via gig economy roles like delivery/rideshare), it seems somewhat arbitrary to only assign a business differential to some obvious business buildings rather than those operating out of a residential home or their vehicles, or sometimes working from home instead of the office.

648 - Rowan Ledgerwood-Gee

Business rates ought to be increased

674 - Claire Coveney

Not wholly as I previously stated we should align with other cities.

681 - sylvia lukey

I am not sure if the above means that businesses will be paying 2.22 more in rates over urban dwellers. If so I would support that differential.

750 - Pubudu Senanayake

Businesses should be paying at least the same share of rates as they currently are - at a minimum they should be brought in line with the rest of NZ's major cities.

8 - Lucy Gibbs

I would support initiatives to raise this more.

Other/General Comments

167 - Linda Nicolson

These statements are very difficult to understand.

205 - Zara Potts

we support if this is above residential rates but do not suppprt if below

236 - Jono de Wit

I agree with increasing the business differential so that businesses continue to pay the same percentage of total rates.

393 - jeff scandrett

businesses have a major advantage over residential as the rates can be claimed as an expense against income.

570 - Helen Mann

[Rates>Suburban Vacant Land or Building Rates]

I don't have enough knowledge to vote on this really but I can see the issues: asking businesses to carry more of the fiscal load when so many of them are struggling for survival in this current climate is probably wise. I WOULD like to see more action, more costs put on absentee landlords who are landbanking the inner CBD properties and more action here. While there is a dedicated team for this purpose, from a person who only reads what's in the Press, I am none the wiser as to how progress is going. I'm concerned about this and frustrated that inner city progress is being stymied. Also, I'm concerned and frustrated that those developers who DO have plans and are ready to put them into action are stymied by red tape and bureacracy. (There was something in the Press not that long ago explaining why a major developer is pulling out. How sad!!!)

605 - Emma Nolte

I support increasing the rates of business properties to be closer in line with other NZ cities.

647 - Alistair Price

Pretty tough on Businesses.

684 - Ailsa Carroll

I support increasing the rates of business properties to be closer in line with other NZ cities.

722 - Don Gould

yes I do support a differential rate for business but we also need to more accurately identify business as it is moved out of the CBD and it into the suburbs

if I operate my business from home say a computer programmer then I can deduct from my tax and amount for use of home.

anything that's going on my tax return as commercial and being claimed should also be subject to rating we need a more dynamic rating system that allows a simple honesty based system same as the tax system that allows for people to set the appropriate amount of rates to pay

we also need to thoroughly address this short stay and also boarding situation both where you are providing accommodation in your home which is exactly the same as my claiming a segment of my house as an office to do computer programming or if I was running in accounting business graphic design or many other home-based work opportunities that exist today

815 – Michael Galambos

One of the most significant costs to the city is the construction of the stadium. Given that business was outspoken in support of the stadium as being necessary to bring money to the city and that this money will fill the pockets of business owners I would like to see the differential changed so a greater proportion of rates are borne by businesses.

Revenue

Dividends

General Comments

One submitter provided a general comment on dividends.

Officers Response

Only one submission: Fasttrack CCHL's Living Wage Accreditation in this year's Letter of Expectation.

The CCHL Letter of Expectations 2022-23 (7 December 2021) says:

"The Council has resolved to require all regular and ongoing suppliers to be living wage employers, and for this to apply to all procurement processes and contract renewals from 1 October 2021.

At the time of writing the Council notes CCHL's recent undertaking to provide advice of the estimated cost of the Group implementing the living wage to its suppliers and a timeframe for implementation.

The Council requests that CCHL provides regular updates on progress with implementing the living wage to its own directly-employed staff and to reporting back and, if appropriate implementation to the Group's suppliers."

The CCHL Enduring Statement of Expectations (20 December 2021) says:

"The Council expects all CCOs to implement the living wage for staff and to ensure that it is adjusted annually in line with the Living Wage Movement Aotearoa New Zealand advice. The Council has recently resolved to require all regular and ongoing suppliers to be living wage employers, and for this to apply to all procurements processes and contract renewals from 1 October2021.

The Council is now an accredited Living Wage employer, something it would like its CCOs to consider. On that basis the Council requests that CCOs provide advice to its External Reporting and Governance team on the potential impacts of implementing the living wage into its supplier agreement."

Other/General Comments

321 - Nathaniel Herz-Edinger (Living Wage Movement Aotearoa New Zealand)

We also remind councillors that a significant source of council revenue, CCHL dividends, still comes from a source that is not aligned with CCC's Living Wage Accreditation. We urge councillors to fasttrack CCHL accreditation in this year's Letter of Expectation, so that all those whose work contributes to CCC's budget are paid fairly, and are able to raise their families secure in the knowledge that their pay will rise to match the cost of living.

Development Contributions

General Comments

Two submitters commented on development contributions, one providing an alternative proposal and another providing a general comment.

Officers Response

A submitter asked that Council amend the clause in the Development Contributions Policy (DCP) that limits the life of existing use credits to 10 years. The submitter argued the life of credits should be extended a further two years to account for a lack of development during COVID-19.

Another submitter asked that Council increase development contribution revenue.

Development contributions are collected to fund the growth component of asset investment. The charge is calculated based on the cost of providing asset to service growth divided by the growth capacity the asset can and is forecast to service. The Council cannot collect development contributions arbitrarily and must conform to the requirements of the Local Government Act 2002.

The DCP provides for existing demand credits where a site was previously developed and exerted demand on infrastructure. The DCP limits the life of existing demand credits to 10 years from when the property last exerted demand on Council infrastructure.

Development contributions are assessed at the time the Council receives a complete application for building consent or resource consent. While COVID-19 may have impacted on construction it didn't have a significant impact on consent applications and processing of development contributions assessments. There doesn't appear to be a rationale to extend the life of credits on this basis.

The DCP is scheduled to be reviewed in parallel with the preparation of the Long Term Plan 2024-34. The life of existing credits will be considered as part of that review process and the public will have an opportunity to provide feedback.

If the Council believes current development contributions settings are a barrier to commercial development on land where existing demand credits have expired and that the problem can't wait for the review of the DCP, then the Council could consider reintroducing a rebate scheme for commercial development. The previous scheme was discontinued due to the commercial development sector being considered robust enough to not require development contributions to be rebated. If this is a course the Council wishes to take it can direct staff to prepare information and options on which to make a decision.

Alternative Proposals

808 - Kari Hunter

I suggest modifying revenue in the following ways:• Increase developer contributions.

Other/General Comments

311 - James Riddoch (Property Council New Zealand)

10.1. We are aware that the expiry of development contributions credits, is becoming an issue for the commercial property sector in Christchurch. Given that there was no development during the COVID-19 pandemic, we urge Council to extend the timeframe by two years to make up for the time lost.

10.2. We welcome an opportunity to discuss such an extension to this policy with Council.

[Full attachment available]

Central Government Grants and Funding

General Comments

Five submitters addressed Central Government grants and funding.

One supported the proposed plan and three provided alternative proposals.

One made a general comment.

Officers Response

A range of feedback was received on central government grants and funding:

- Maximise external funding, including Crown funding for Te Kaha stadium and increased Waka Kotahi capital subsidies.
- Council should not undertake any further building of cycleways until Waka Kotahi has replaced roads and bridges resulting from Cyclone Gabrielle for communities who are isolated
- Increase Council's workforce capability (build, nurture and retain expertise) for delivering cycleways and other climate resilience projects. These will mean we can better leverage the significant government funding for these projects. Any increase in workforce resources is likely to have little effect on rates. There may be opportunities to partner with other councils to share skills/resources.
- Where transport projects are funded with central government grants and subsidies, Council should take advantage of that funding. If we don't that funding will either be redirected to another city or may dry up in future.

Crown funding for Te Kaha has been secured and includes $220m towards the construction of Te Kaha.

Waka Kotahi allocate funding within work categories identified as part of the National Land Transport Fund (NLTF). These categories align with the priorities of the Government Policy Statement (GPS) on Land Transport. The funding allocations within work categories is signed off at ministerial level. Council work closely with regional Waka Kotahi staff to maximise possible subsidies available to the

Council. In 2021/22 Council secured a total of $42.7million in subsidies in both operational and capital expenditure.

As an example of Council maximising external funding opportunities - during the 2023/24 Draft Annual Plan development, Council deferred a number of council-funded projects to secure a $25m programme of work which is 90% funded by central government. This is a package of funding from central government, administered by Waka Kotahi, to improve travel around schools and neighbourhoods, and to improve access by walking, cycling and public transport. It is referred to as Transport Choices funding under the Climate Emergency Response Fund (CERF). The draft Annual Plan has allowed for 11 CERF projects under this fund which are currently being developed and designed for construction next year. The resourcing implications of these additional projects have resulted in a number of projects being delayed for 12 months as part of the Annual Plan proposal.

In our current capital programme other external funds are utilised through, for example, the Shovel Ready programme, Christchurch Regeneration Acceleration Facility (CRAF), Climate Emergency Response Fund (CERF) Streets for People, Department of Internal Affairs and Ministry for Environment.

Support

312 - Nick Clark (North Canterbury Federated Farmers)

We also supportthe Council's endeavours to maximise external funding, including the extra Crownfunding for the Te Kaha stadium and increased Waka Kotahi capital subsidies.

[Full attachment available]

Alternative Proposals

809 - Anne Scott (Spokes Canterbury)

[Transport>Cycleways],[Other/Special Interest Topics>Capital Programme Deliverability; Staff Matters]

Planning and Consultation

Christchurch has benefited from substantial government funding over the past few years through having a steady stream of projects moving through the planning and consultation phases to the point where they were and are "shovel ready" when opportunities arise. The long-term Cycleways vision has significantly helped in this regard. This financial year has highlighted workforce capacity and expertise shortages within council staff. This has meant that some hard decisions have rightly had to be made on what projects can be successfully delivered. With climate resilience a priority these types of projects will continue to be strategically important going forward. Increasing workforce capability is essential to create the right kind of infrastructure for an attractive, vibrant, liveable city. An expert workforce needs time to build, nurture and retain in an increasingly competitive environment where

these skills are in short supply. It is likely these projects will continue to attract significant government funding therefore any increase in resources needed to deliver these projects will have little effect on rates. There might be opportunities to partner with other councils to share skills/resources where appropriate

811 - Yvonne Palmer

[Other/Special Interest Topic>Wheels to Wings]

WHEELS TO WINGS PAPANUI KI WAIWHETU MAJOR CYCLEWAY (ADDITIONAL COMMENTS SUBMISSION)

- **AT PUBLIC MEETINGS HELD IN BISHOPDALE IN 2021** THE COMMUNITY WERE TOLD THAT CCC HAD WAKA KOTAHI FUNDING FOR THE WHEELS TO WINGS CYCLEWAY. YET IT IS A CONCERN THAT WE **HEAR THAT WAKA KOTAHI FUNDING** FOR THE CYCLEWAY IS NOT CONFIRMED.
  - FUNDING HAS INCREASED FROM $19 MILLION TO $23 MILLION AND TRUE CYCLEWAY COUNTS NEED TO HAPPEN.

- **COUNCIL SHOULD NOT UNDERTAKE ANY FURTHER BUILDING OF CYCLEWAYS UNTIL WAKA KOTAHI HAS REPLACED ROADS AND BRIDGES RESULTING FROM STORM GABRIELE FOR COMMUNITIES IN THENORTH ISLAND WHO ARE ISOLATED**.
- NO FURTHER **DESIGN WORK OR ANY TYPE OF PREPARATION OR EXPENDITURE SHOULD PROCEED DURING** THE WHOLE PERIOD OF PAUSATION.

812 - Rosemary Martini

- **AT PUBLIC MEETINGS HELD IN BISHOPDALE IN 2021** AND TALKING WITH STAFF THE COMMUNITY WAS LED TO BELIEVE THAT THE WAKA KOTAHI FUNDING FOR THE CYCLEWAY WAS APPROVED. YET IT IS A CONCERN THAT WE **HEAR THAT WAKA KOTAHI FUNDING** FOR THE CYCLEWAY IS NOT CONFIRMED.
  - FUNDING HAS INCREASED FROM $19 MILLION TO $23 MILLION
  - **COUNCIL SHOULD NOT UNDERTAKE ANY FURTHER BUILDING OF CYCLEWAYS UNTIL WAKA KOTAHI HAS REPLACED ROADS AND BRIDGES RESULTING FROM STORM GABRIELE FOR COMMUNITIES WHO ARE ISOLATED.**

Other/General Comments

743 - Roman Shmakov (Generation Zero)

Many of these transport projects are funded with central government grants and subsidies. It would be financially irresponsible for the council to not take advantage of the funding earmarked for transport projects. These projects would provide various economic, social and environmental benefits for many years after the projects are completed. If we do not go ahead with these projects, the funding will either be redirected to another city or may dry up in the future.

Excess Water Charge

General Comments

103 submitters commented on the proposal to increase the average daily water allowance to 900 litres for residential properties.

20 submitters provided comments in support of increasing the limit to 900 litres, while 24 provided comments opposing the limit.

25 submitters provided alternative proposals and 37 made general comments.

Officers Response

There are mixed views on the excess water use charge for residential properties.

There are a large number of submissions that support excess water charges for a variety of reasons. Equally however there are also a large number that oppose the charges.

Comments received range from:
The limit not being enough to maintain gardens and Garden City image, (especially on large sections vs. townhouses for example). One size doesn't fit all and large properties are being penalised.

- There should be more emphasis on reducing leaks,
- Charging for water is unfair and inequitable as many properties are not metered.
- Shared connections not fair
- More water conservation needed,
- Get households to instal water tanks,
- Better education needed,
- Consider alternative charging methods.

The excess water use charge is a key component of our efforts to ensure the sustainable use of our water resources and is focused on managing peak summer demand. The issues raised around large families and gardens on free draining soils have all been canvassed previously; and the threshold for excess water use is well above the average household use, providing a generous allowance before the charges apply.

To address the concerns raised, we made remissions available for repaired leaks, personal medical conditions and very large families.

Since their introduction we've heard a range of feedback from residents. Overall, we've been heartened by the significant reduction in water use we've seen since charges were introduced.

Shared connections have also been addressed and recent analysis shows a very small number of those shared connections would receive a bill.

It has long been signalled that this is the reason why we implemented excess water charges. One of the key benefits of successfully reducing water use is reducing capital expenditure in the future.

As just reported, Peak water use has reduced significantly since excess charges were introduced which could see savings in future Capital and Operational expenditure, as well as improving the city's sustainability.

Support

107 - Godo Miyazaki

It's normal to pay water use in cities across the world and I think we should really be charging for any use of water.

272 - Simon Trotter

Charge high users

274 - Alison Scott

People need to be rational about their water use. Christchurch is unusual in not charging for water and I think it is foolhardy not to.

31 - Janine Holland

[Other/Special Interest Topics > Excess Water Charge Limit]

agree with water metering and efforts to encourage water efficiency

366 - Therese Fisher

yes excess water should be charged for and I agree that these users should bear the burden of these costs

380 - Stephen Wood

[Other/Special Interest Topics > Excess Water Charge Limit]

While I think council should be free to charge for water as they see fit. this issue seems to be upsetting people. I have lived in a rural areas where a household allocation was over 1000 litres but "enforced" by flow limiters and a requirement for householders to install water storage.

383 - Jody Smith

i think waterbis a precious tesource and i think your proposal to charge helps people understand the value

395 - Quinn Ledgerwood-Gee

I support the water use charge.

504 - Alex Cornford

user pays.

540 - graeme woodward

Measures such as excess water charges are good - discourage over-use, reduce the need for extra costly infrastructure to pay for the few excess users, and a small source of extra income.

552 - Justin Rogers

water provision is not free and high users should contribute accordingly.

576 - Matthew Reid

[Strategic Framework>Climate Change], [Other/Special Interest Topics>Excess Water Charge Limit]

Please maintain stronger water-saving measures. We need to progress actions to address and adapt to climate change, including improving improving the resilience of our water supplies. Please do not reverse or slow the good water saving measures as introduced.

610 - Karen Colyer

It is time people realised water doesn't just come out of a tap!

The world is short of water and we must act accordingly.

It is possible to balance not watering those things that don't need it and keeping wate for food. Don't water berms and the like but water vegetable gardens and orchards.

I grown almost all my own food and manage the use of water carefully.

618 - Anna Stevenson

[Other/Special Interest Topics > Excess Water Charge Limit]

i trust your calculations that 700 is enough for most. Let’s keep the rates down by what means we have

623 - Glen Koorey

[Other/Special Interest Topics > Excess Water Charge Limit]

Christchurch does not seem to appreciate how many other NZ Councils already charge for water usage in the same way one pays for power (and not just "excess" water use either). If we are trying to reduce our demand for precious water, then allowing residents to use an exceptionally large amount for free goes against that principle. Even with a large active family, it is not difficult to maintain average water consumption below 700L a day - if people have difficulty, then there are plenty of conservation measures that could be introduced to them by Council to help reduce their intake. The concern about shared meters is a false flag too because (a) the number that have high excess water use are exceptionally small and (b) over time these meters are being separated out.

666 - Chrissie Williams

[Other/Special Interest Topics > Excess Water Charge Limit]

Charging for water use over the 700 l/day allowance has just been introduced following significant consultation.

If allowed to continue, it will lead to further leak identification and water conservation.

Retain the 700 litre allowance and give the scheme some time to work

671 - Bridget O'Brien

[Other/Special Interest Topics > Excess Water Charge Limit]

The excess water charge has led to a 27% drop in the peak hour demand for FY23 compared to the peak hour in the previous four years, and a 24% drop in the peak daily demand for the same periods. This demand is what is used for sizing new infrastructure, so lowering the demand reduces the capital cost of new infrastructure, as well as reducing the operating cost (e.g.pumping and treatment). And of course it's more sustainable if we use less water as a city.

697 - Mel Graham

[Other/Special Interest Topic>Excess Water Charge Limit]

People who are regularly using between 700-900 litres of water a day should definitely be paying extra to cover their excessive use. If it's a situation such as >5 people in one house, then that's a matter of ratio and I support a system where those situations are given more flexibility. For most households though, a 700 litre cap before charges apply is reasonable. The concern of being charged for water usage has also resulted in residents discovering leaks, mismatched water meters, and generally being more conscious of their water use. These are good things that are improving our environment and our infrastructure.

703 - Nrian Enright

[Other/Special Interest Topics>Excess Water Charge Limit]

Stopes wastage. Unnecessary watering of lawns etc.

812 - Rosemary Martini

[Other/Special Interest Topic>Excess Water Charge Limit]

5. STRONGLY SUPPORT INCREASING WATER TO 900 LITRES. DO NOT SUPPORT CHARGING FOR WATER UNTIL ALL PROPERTIES HAVE METRES, PLUS IT IS UNFAIR FOR LOW INCOME AND LARGE FAMILIES WHO NEED WATER FOR WASHING, AND HEALTHY HOMES.

Oppose

102 - margaret ripley

[[Other/Special Interest Topics > Excess Water Charge Limit]]

We are very unhappy with the water rates chargers. We were told only those who were high/ excessive water users would be charged. We are 2 pensioners using a very average amount of water necessary for living. And so are many others we've spoken too who've been charged. Obviously the allowance before charges is considerably lower than it should be.

176 - Doug Soper

While the frigging council waste hundreds of millions of litres of water per day because tgey cant get their shit together, I think it it morally reprehensible that they think they can just charge the rate payers of this city even more to make up for thier own bumbling inadequacies when it comes to managing water!

178 - Greig Bainbridge

The water charges are a human rights violation. Every day you are running millions of litres out due to your damaged infrastructure. The fact that those on shared titles do not have to pay is also a human rights violation.

197 - PAUL DAIGNEAULT

The whole water rates issue is another debacle. There are so may leaks in the water supply system that it is a joke. (There was a major leak up the hill that I reported to CCC and it took about 2 weeks to get resolved....meantime it was pouring out into the street ..oh I dont know say 300 ltrs per minute...)There is no shortage of water in Christchurch. There is a problem with nitrate contamination and pumping capacity. Get these issues resolved and fix the leaks and don't waste time and money billing for it. Unless you have technology that can detect where the water is being wasted, then this is just another drag on productivity.

209 - Lynette Bay

Water has been a non negotiable element for life since inception. As such it has always been available and free. Everyone has a basic right to it without charging - charging is just adding another tax or form of slavery on people, Stop allowing overseas companies to take our water without paying or it!

258 - Charlotte Cooper

people have sufficient access to water. How can there already be huge rate effecting increases when until now we have never paid for water. This whole policy of paying for water is stupid. I do not support anything that will make this cost people more. Once again another way to make it harder for middle class and single income households by forcing more rates. Yet they are the people who are not earning any more money. I would rather ensure my water usage is kept to a minimum than pay more. Dont make me pay more for other peoples water usage problems.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

[Other/Special Interest Topics > Excess Water Charge Limit]

1.1. In its submission on the Long Term Plan the Board opposed the proposal to introduce an excess water use charge for households that use more than 700 litres of water per day, on the basis that the Board considers that setting a per household "limit" for water is inequitable and could result in large households' legitimate water use for daily activities such as bathing and washing clothes being constrained while neighbouring small households are free to squander water. The Board fully supports the Council's aim to limit water use at peak demand times, and to reduce water wastage; however, it considers that this aim could be more equitably achieved by other means.

1.2. The Board is aware of residents' concerns about excess water use charges, but understands that the matter cannot be revisited via the Annual Plan, but may be reconsidered as part of the next Long Term Plan consideration. In the meantime the Board supports the proposal to increase the allowance of water from 700 litres to 900 litres per day before charging for excess water supply starts from 1 July 2023 to lessen the impact of the charges.

293 - Eva Ross

[Rates>Residential Rates]

I dont think it's good- inflation and living costs with 3 childten is already hard to manage. Its so frustrating to first be slammed with ridiculous water fees (our 5 person household here pays , our neighbours (2 person household and on a shared meter!!!) don't have to - who comes up with these arbitrary number of 8 people in a house only get a relief ! And now this rate hike - I pay you almost $6000 a year . Where does it go ? We live in the East of Christchurch and I cant see any improvement on roads / parks / playgrounds . Where is the money going? If I pay it should be evenly distributed

between all areas but I feel the central city and west of the city are always prioritized . Medium wage earners have only more costs- there's no relief ! So I dont approve of it at all.

>>>

Slash it increase it or make it fair ! We are 5 people and pay. And no we dont have a leak !!! My neighbour is on a shared meter and pays nothing and hangs his water hise out every day to water his garden .We have 3 active children and 2 active adults here who do sport and need to be able to shower and I need to be able to do my washing. Don't punish families with more than 2 children (and seriously needing 6 kids to get to your ridiculous number of 8 people in a household for a fee rebate is ridiculous !). I gave this country 3 children who will count towards the supporting young generation for the concerning growth in our elderly population- that noone can support. But again we pay the bills !

300 - Brooke McKenzie

[Other/Special Interest Topics > Excess Water Charge Limit]

Any water charges are ridiculous and simply another way for a "grab"from ratepayers. WATER DELIVERY HAS ALWAYS BEEN PART OF THE RATE STRUCTURE but never itemised as such. There should be no limit on consumption of water unless the consumer is a large consumption commercial user.

>>>

It would not surprise me in light of the water tax to see some bright spark in council or ecan to look to how to subsidise sewage treament and come up with a ratepayer delivered "turd tax" based on the number of people in a house, giving an across the board quantity delivered from house to treatment plant and either charging on estimated weight per household or volume.

313 - Derek Marshall

There should be no charge. Rate demand shows I'm paying $566.91 "Water Connected" - for what if not delivery of water? "Sewerage" $667.25 - why if I have to buy water to flush toilet? Neither Council nor maori own the water

338 - Anthony Planicka

Water is free council please remember this.Rate payers already pay to have water connected you can not charge for this.Asking for a rate payer to pay twice is not in my rates contract with the council.

As a rate payer we try and consere water over the 12 month period not just in summer.Council should get its own house in order first.

340 - PETER MACRAE

Scrap it altogether, fix the bloody leaks first!!!!!!!!!!!!!!!

47 - Jan Edwards

I would prefer that you stopped charging altogether. We can no longer afford to water our vege garden and this has meant paying for expensive veges or going without

554 - Dianne Downward

I think the water charge should be dropped altogether as we give the same water away to bottling companies for **free** so why are ratepayers charged?? We are already paying for the infrastructure in our regular rates so the excuse that we are paying for the delivery of water doesn't hold up.

Surely there are ''extras'' that can be cut to keep rates down if the level goes up to 900 litres per day?

If you cut the excess cost altogether then you will be saving as you will not need staff to go read all the meters and therefore rates will not need to be raised.

561 - Erica May

with all the leaks on our streets and poor maintenance of infrastructure it's not warranted you charge us at all

579 - Tanya Didham

[Other/Special Interest Topics>Excess Water Charge Limit]

Is there some evidence to support an increase? **Managing water use (of every kind) in our city should be a very high priority.** 700 litres is a lot.

642 - Greg Hay

I would request that the water charge be removed entirely. There are various reasons for this:

- Part of the difference of Christchurch is its beautiful gardens, well kept properties. Since the introduction of this charge the deterioration of the city's beauty has become obvious

- We water the garden in the summer; have a vegetable garden and a it's not fair to ask us to stop watering them. The charge applicable with us keeping our property look as it should, is excessive and has a detrimental impact on our family's finances

- Whilst I gave feedback in the initial public consultation, there was minimal/no clear information about the 2nd consultation. I'm confident you will find the vast majority of the Christchurch public oppose this charge.

- It is not equitable that almost a quarter of Christchurch households could not be charged because they share a meter.

>>>

I would strongly request that the Council listen to the viewpoints of the Christchurch community re: the excess water charge. PLEASE REMOVE THIS CHARGE!

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

This appears to be a breach of The Human Rights Bill in which it is illegal to discriminate.

>>>

The other factor is also the legal definition of the NZ Bill of Rights, and discrimination, and whereby it could well be illegal, to differentiate between those with meters, and those without, especially with the City Council itself, possibly, disconnecting meters on some properties throughout Christchurch, for rebuilds without meters.

683 - Donna Thomsen

[Other/Special Interest Topics > Excess Water Charge Limit]

increase to 900 litres/day, but If there will be no abandonment of this fee, I am fully against the charging of water rates for residential properties as the fee is discriminant and charged only to rate payers, and business owners. NOT all rate payers are equal and some not even charged. Christchurch residents and ratepayers pay enough for the services of utilities and maintenance which provide water to all houses, this should be a right and included in the rates.

69 - michelle combe

This shouldnt be happening in the first place, we sell water overseas to investors and companies and CCC once again wont look after the people in this city that have built it from the ground up and made sure before this lot is in power that this city ran well, the elderly and generation after are watching their money go down the toilet and i have spoken to many people and they are to scared to use their water, how unfair is that , bet the councellors dont worry bout it.

>>>

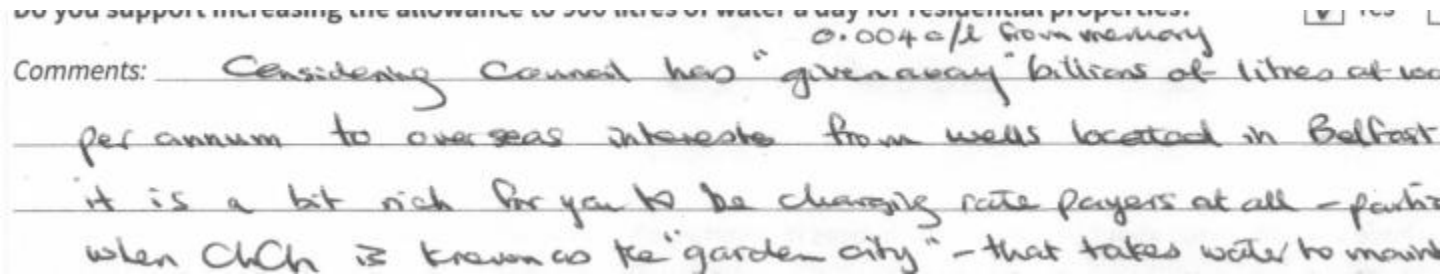
[Other/Special Interest Topics > Excess Water Charge Limit]

As for going to 900 ltres, how bout the powers that be sit back and look at the different people out there, ones with handicapped kids who use loads of water and elderly who keep gardens etc tidy to show how beautiful this city is. 700 or 900 shouldnt be happening at all.

730 - Jane McKenzie

Our water Must to be free as it is a free commodity that falls from the sky, and by right, belongs to No One. The lie a certain group of people feel they are entitled to it is an abomination.

790 - Penelope Wright


Do you support increasing the allowance to 900 litres of water a day for residential properties?

0.004c/l from memory

Comments: Considering Council has "given away" billions of litres of wa
per annum to overseas interests from wells located in Belfast
it is a bit rich for you to be charging rate payers at all - particu
when ChCh is known as the "garden city" - that takes water to maint

9 - Paul King

Existing ratepayers should not be funding any increases in capacity needed to accommodate future population growth either through rates or via water charges. As the population grows, the new ratepayer base should naturally fund its own associated water supply needs through infrastructure levies on new subdivisions.

Seeking cost recovery from current users in order to fund capacity upgrades to benefit future users is simply not an ethically sustainable position.

Except in times of drought, residents should not be discouraged from maintaining the Garden City's amenity and character through watering of gardens and trees as required - this amenity benefits everyone in the area, not just the property owners who are making the effort to keep gardens and road frontages green. So long as they abide by hose bans when applicable, those with the inclination to maintain a green suburban environment have so far been able to do so to the benefit of all around them without exceeding the city's water supply capacity, knowing that ground water capacity not used will eventually/naturally drain to the sea anyway.

There is no good or ethical reason to increase the burden on existing water users and green amenity providers in order to reduce the burden on future water users

Alternative Proposal

121 - k Hay (SSRA)

[Other/Special Interest Topics > Excess Water Charge Limit]

Threshold was set to high. Originally this was a behaviour change exercise. The encouraging of residents checking there own usage and leaks was useful and effective. It then changed to a revenue generating exercise. We are concerned that the cost of billing and running the scheme is more than it generates - this would seem counter productive to reducing CCC spending.

148 - Randal Law

I am in favour of the excess charges **IF ALL properties** are treated equally. Until every house has a monitored water meter I will continue Not to pay excess water charges on the basis I am being discriminated against - when currently 25,000 Christchurch homes cannot be charged.

The Council also needs to improve it's game, and to show some leadership in this matter. To be losing millions of litres through poor infrastructure or management (systems left on for days in parks for example) and then charging the individual ratepayer a small amount for excess is ludicrous.

The excess charges should be taken over a 12 month period. Obviously we will not use as much water in the winter compared to the spring/summer when growing vegetables to be self sufficient requires more water.

I thank you for your time in reading my submission.

160 - Paul Peryman

actual water usage should be charged, to stop, for eg, people hosing driveways and paths to clean them, etc, etc

163 - Craig Winter

The other issue is around who pays. Currently those on a shared water pipe dont pay at all but the single piped properties do.

A fairer idea would be a flat water rate for all properties, so all pay, or hurry up and get seperate pipes for each dwelling.

174 - Samuel Thompson

Commercial excess water should be charged at a higher rate than residential. Businesses are deriving private profit from a community resource, so they should pay the full cost of that business.

180 - Michael Wilson

My understanding that the water charge was set to make sure there's enough water pressure in summer. So make it only a summer charge rather than for the whole year,

267 - David Pigou

Now this is something that I feel very strongly about. How can Christchurch lay claim to being the Garden City, when you are now penalising the people that actually make an effort to keep their gardens nice by charging them with an extra water tax? It is so short sighted that words fail me. The CCC should be making every effort and giving the necessary support to rate payers to have nice gardens. Then there is the 25% of ratepayers who will not have to pay the water tax because they do not have water metres to be read. Yes - people who use excessive amounts of water should pay. But these are a small minority. You are penalising the wrong segment.

>>>

I am really hot about the water tax!! I don't think sufficient thought has gone into this.

292 - Dominic McKeown

this should actually be removed since council has not even got all the leaks under control or have meters for every dwelling type which shows incompetance.

324 - Nikki Griffin

I do think every one should be charged no just some

325 - Oliver Hutchison

[Other/Special Interest Topics>Excess Water Charge Limit]

Lower it further. Charges based on usage are much fairer. Charging low water users more in general rates in order to subsidise the high water users is not a fair system.

359 - Kevin Lamb

Water Supply

Based on my investigation of the 67 territorial authorities in New Zealand providing water supplies, Christchurch City Council is the only council to charge on a total capital value basis.

See Appendix one for the detail.

The Revenue and Financing Policy states:

“capital value is considered to be the most equitable basis for targeted water rates.”

Definition of “equitable basis” – Collins dictionary

“Something that is equitable is fair and reasonable in a way that gives equal treatment to everyone.”

This example for water supply rates gives the impression to the reader that all ratepayers will be treated equally. Appendix two outlines some examples taken randomly across the city. The equitable way to charge for water supply to domestic properties is by way of a uniform charge, or alternatively, by a water meter. This uniform charge basis should also apply to other rating types – wastewater, stormwater, transport, parks and heritage, etc. The examples in Appendix 2 show properties with values ranging between $570,0000 and $1,080,000 being charged a difference of $882 for three waters. This is an unacceptable difference for services which should be charged on a equal basis, where the user pays; and not some form of property tax where the property owners income and outgoings are not known by council.

RECOMMENDATION: Charge all properties on a metered water charge, from 1 July 2023.

>>>

Charges for water supplies taken from 2020/2021 Annual Plans.

Note: The amounts shown, with no further explanation, are a Uniform Charge.

Far North	$224-42 plus metered water
Kaipara	$124-23 plus metered water (Dargaville)
Whangarei	$34-50 plus metered water
Auckland	$1-5.94 per 1000 litres
Hamilton	$444-00 plus excess metered water
Hauraki	$201-26, then sliding scale based on excess over 200 cm
Matamata-Piako	$367-59 plus excess metered water
Otorohanga	$100-00 plus $1-50 cm
Rotorua	$279-00 plus excess metered water over 56cm per 1/4
South Waikato	$399-72 plus excess metered water over 320cm
Taupo	$493-10
Thames-Coromandel	$320.39 average (metered)
Waikato	$250-69 plus $2.05 cm metered
Waipa	$114-00 plus $$1.593 cm metered
Wairoa	$669-10
Waitomo	$664 Te Kuiti plus $2.77 cm over 292 cm
Kawerau	$82-00
Opotiki	$279-28 Opotiki
Tauranga	Fixed amount depending on meter connection size plus $2-23 cm
Western Bay of Plenty	As above plus $1-24 cm
Whakatane	$182-17 plus $1-57 cm
Central Hawkes Bay	$789-33
Napier	$236-00 plus differential fire rate (13.24%)
Hastings	$450-00 plus $0-81 cm (see policy)
New Plymouth	$303-00
South Taranaki	$624-45
Stratford	$573 plus $2-20 cm in excess of 250 cm pa
Gisborne	$548-39
Horowhenua	$437-00 - Levin
Manawatu	$424-00
Palmerston North	$255-00
Rangitikei	$762-81
Ruapehu	$772-05
Tararua	$477-88
Whanganui	$259-01
Carterton	$650-39
Hutt City	$489-00

Kapiti Coast	$222-00 plus $1-19 cm
Masterton	$102-00 plus rate in $ on capital value
Porirua	$401-56
South Wairarapa	$631-00
Upper Hutt	$419-00 plus rate in $ on capital value for fire protection
Wellington	$189-39 plus rate in $ on capital value
Chatham Islands	$785-69
Nelson	$200-60 plus metered water
Tasman	$342-90 plus metered water
Marlborough	$300 (Blenheim) plus metered water
Buller	$800 (Westport)
Grey	$537-40 (Greymouth)
Westland	$378-00
Kaikoura	$542-38
Hurunui	$262-90 plus metered water
Waimakariri	$327-60 (Rangiora)
Selwyn	$254 plus metered water
Ashburton	$415-30
Timaru	$399-00
McKenzie	$409-28
Waimate	$466-10
Waitaki	$559-00
Queenstown Lakes	$280-00 plus a rate in $ on capital value
Central Otago	$433-11
Dunedin	$419-50
Clutha	$646-40 Balclutha
Southland	$444-31
Gore	$395-00
Invercargill	$393-45

396 - Trudi Bishop

Water is a precious life force and must be looked after and not treated as a resource to be exploited. The CCC could offer to subsidised or even free water butts/rain capture devices for residents for a limited time while everyone gets used to paying for excess water charges. A campaign on how and why to save water may be needed. Water butts for residents (including renters) will help reduce water usage and can then potentially be a source of water in case of an emergency.

495 - Penny Cherry

Bigger families should have some help. A family of 6 like mine uses way more than our neigbouring property of 1. They can water their plants etc, our have died as we use our limits with 6 showers, toilets, washing machine, dishes etc. Then the big family across the road have a subdivided property so have no costs, having their sprinkler on all day etc, no worries for them.

503 - Bronwen Summers

[Other/Special Interest Topics>Excess Water Charge Limit]

When building our home we were not permitted to install a compostable toilet.

We installed a grey water waste system, and installed two tanks which hold 14,000 litres of water off our roof which keeps our house in water year round.

As an owner of a large garden frequently admired and talked about, adding joy to my low socioeconomic community and as someone who has made a real effort to take responsibility for my use off water I am distressed as I realise I will still be charged for water (which no one owns) even at 900 litres a day.

559 - Ruth Grey

I’m assuming larger households will be able to get an exemption for greater water use? Maybe charges could be made if water usage is more in the summer months?

570 - Helen Mann

Yes, if this is fairer for low to mid-income households. No, if it's simply bowing to the pressure of lobby groups who represent the upper tier of society. While our aqufers must be very full at present, this can easily change. I support paying for water generally if research shows that it acts as a determent to waste. I would however like the CCC to find some creative way to spread this across a wider range of households so that the law applies to all. This seems fair - and people who react against payment are in part reacting to the sense that what's happening currently is unfair, which I sympathise with.

571 - Jack Gibbons

[Other/Special Interest Topics>Excess Water Charge Limit]

Directly charging for water should be the long term goal of council. Raising the limit moves us further away from this.

Raising the limit before charging is a pointless cross subsidy that will raise the rates burden on smaller households.

647 - Alistair Price

[Other/Special Interest Topics > Excess Water Charge Limit]

The Christchurch City Council way of charging for water is an abuse of its power.

Orion and Enable do not charge for the delivery of electricity and internet data based on the Capital Value for a set amount of usage, whether it is used or not. They also do not charge for excess usage.

Orion and Enable charge exactly for what you use.

Why does the CCC think it has to be different in regard to water? No other council in New Zealand charge for water how the CCC charges for water.

The Christchurch Council City basis for charging for water is simply unethical.

The CCC charge for 700 litres of water based on the Capital Value of a property. In my cases it equates to over $3.00 a cubic litre reset every 3 months. It is a flat charge whether I use it all or some of it.

I will pay for excess water during the summer period. If my water usage was averaged over 12 months I would be under the proposed 900 litre allowance.

What I am paying for water under the present charges is dearer than Auckland and other cities where all water is charged by the litre and a fixed charge. This is based on my actual current usage.

If the CCC is going to charge for water based on Capital Value I am asking the CCC to revert back to July 2020 where a daily water allowance was based on the Capital Value of a property. In my case 1,386 litres per day.

I note on the recent CCC water Invoice that I received there appears to be provision for the daily allowance to be adjusted for individual households. Previous rate demands clearly showed the daily allowance based on Capital Value.

This is from CCC rates account August 2020.

My first preference is the CCC should withdraw excess charges this budget round and reset how it charges for water in the future and treat everyone the same.

It is highly probable that it is costing the CCC more in operational costs of charging for excess water than it receives in excess water charges.

As mentioned in the Press, 17 March 2023, only 9765 ratepayers received an excess water Invoice for a total of $788,133 in one quarter. This was from reading a total of approximately 111,797 resident's water meters. There will be a number of no reads, faulty meters and incorrect meter readings and credits for water leaks etc.

I have recorded the water usage in our subdivision.

In our subdivision 55% residents would have been charged for being over 700 litres per day and 28% based on the 900 litres excess charge out. 12.8% were not considered because there were no water readings.

The following are my concerns:

- A total of 25 water meters were not read in the latest round. (12.8% of all properties in our subdivision) 15 were "No Reads" and this is where the water meters have never been found. The other 10 had been previously read. ***HOW CAN THE CCC CHARGE FOR 3 MONTHLY EXCESS WATER CHARGES WHEN THEY CANNOT FIND THE WATER METER AND IN SOME CASES THE WATER METER HAS NOT BEEN READ FOR MORE THAN 2 YEARS***. It is unfair on those ratepayers whose meters are read every 3 months and charged based on seasonal trends.
- The 3 monthly meter reading and charging cycle is not fair. Depending on reading dates it could advantage or disadvantage individual ratepayers. A ratepayer has already highlighted this in a letter to The Press.
- Water meters are the hardest of all meters to read and as such errors will happen.
- There are over 25% of ratepayers who cannot be charged an excess water charge. This is due to shared water meters and no reads and faulty water meters.
- There is nothing in this excess water proposal that is about **conservation of water** by **all** ratepayers.

I have seen this message on a number of residents sites for the last 2 years and it rarely disappears. Why would a ratepayer alert the CCC so that the CCC may present them with an excess water charge when the CCC find the water meter.

Below is an example of a faulty water meter and the CCC thanking the ratepayer for using water like you oughta! What a joke. It says a lot about CCC thinking and preparation.

My estimate is that it will cost more for the CCC to manage the excess water charges than what it will receive from excess water charges. The CCC will show one excess in one quarter but the remaining 3 quarters will be at a loss. Please CCC prove me wrong!!!

I am waiting on information from the CCC regarding water and charging. This has not been provided to me yet.

I have just received our first CCC excess water account.

What a confusing and lack of information Invoice.

- No opening reading or date.
- The closing reading is in cubic metres only and yet my water meter reads out to single litres.
- All information presented is in litres and yet the charge out is in cubic metres.

This will probably be the only account that I will receive in a 12 month period due to watering our garden during the high use summer period.

Taking my total use over a 12 month period I would not be charged for excess water. Because the CCC reset the water usage every 3 months I am charged for the higher use summer period.

The only fair way to charge for water is to charge for every litre used. This will bring in conservation measures by making all users aware of their usage.

Sadly the CCC sees the excess water charges as a bonus but is it when all costs of reading all 111,797 meters, administration, postage and the multi-million dollar capital cost of the software.

The CCC Councilors should put an immediate stop to the current excess water charging and bring in a fairer charge way of charging for water. Selwyn Council would be a great example to follow.

658 - Helen Reason

Does the council have a scheme to subsidise purchase and use of water tanks eg gutter tanks, to collect roof rainwater for garden watering?

Educating gardeners if there is a water shortage in summer months

eg

- Grey waste water can be used for garden watering

- Suggesting gardeners to water early morning or in the evening as sprinklers on in the middle of the day are not a wise use of water - also the use of timers.

668 - Melissa Wright

[Other/Special Interest Topics>Excess Water Charge Limit]

Homes with a larger than average number of residents should not be penalised for this. Ie, if one house is home to 8 people their daily allowance should reflect this.

The 700L a day allowance should stay put with the option for increased allowances for properties with a larger number of full time residents.

692 - Kay Robertson

[Other/Special Interest Topics > Excess Water Charge Limit]

Some people will have teenagers or vege gardens on sandy soils. They will use more water and so they need a break.

How much do commercial water users get charged? What is their limit? Are residential users subsidising the commercial users or are they paying a fair charge for their share?

707 - Robin Barnes

I do not want the excess water charge increased at all.

Thank you

777 - David Close (Christchurch East Labour Electorate Committee)

[Other/Special Interest Topics>Excess Water Charge Limit]

6.0 Water supply issues – charges, maintenance and capital expenditure
6.1 We are asked only one question about water – whether the residential daily water allowance should be increased from 700 litres to 900 litres at a cost of 0.10% of the rates, which we calculate to be $684,000. Both the question and relating it to cost seem inconsequential when considered in the context of water supply issues.
6.2 The charge is stated to be a conservation measure designed to reduce peak consumption, saving long-term capital expenditure. Is that no longer a priority? Or it is considered that a limit of 900 litres will have the same deterrent effect as a limit of 700? Does the anticipated loss of revenue from the charge affect the economics of administering it?
6.3 It seems to us that the question of 700 litres versus 900 litres trivialises the matter of conservation. It has been reported that 23% of water pumped is lost through leaks in the system. Much of this will be lost at times of peak consumption, about which the Council is concerned.
6.4 Some of the water losses will be reduced by the Council's regular programme of water main renewals, and City Care responds promptly to water leaks reported by the public. However, it is our understanding that a large proportion of the leaks are not identified, and that detecting the precise location of the leaks is not easy and may require special equipment. It will also cost money – rates money – but, if the Council talks conservation to residential consumers whilst allowing leaks of 23% in its own system, it invites charges of hypocrisy. In addition to reducing long-term capital costs, leak detection will bring operational savings. A reduction in leaks from 23% to 15% of water pumped (a reasonable target over several years) would save 8% of pumping costs.
6.5 It is proposed to defer $20m of capital spending on the water supply because of doubts on deliverability (page 21). The annual savings on deferral of $20m of capital expenditure would be at

least $1.6m. This could be a useful sum to commence a leak detection and remediation programme.
6.6 Submission:
(i) That the question of the residential water allowance be treated as a conservation issue, not as a matter of a rates saving or a rates cost.
(ii) That, to maintain its credibility as the manager of the water supply system, the Council introduce a leak detection and remediation programme as a matter of urgency.
(iii) That initial funding for the programme be from the annual savings on the deferral of $20m of capital expenditure on the water supply (page 21).

793 - Cathy Harlow

Additionally, I think the Council needs to clarify the rationale for the excess water charge itself. Is it based on a lack of water in peak times, the inability of the current infrastructure to deliver water in peak times or both. The narrative here seems to be muddled and I think this undermines residents' ability to engage with the issue. Is the main issue a limited resource that users should be paying for, an inability to deliver a resource that would be available with improved infrastructure, or a combination of a limited resource and an inability to deliver it?

94 - KEVIN DEAN

how about charging the bottlers and irrigators

This is ECANs job but the council are at best hypocritical, not to charge these businesses when they charge the rate payer.

one can only hope that seeing these businesses are ChCh rate payers they also should be charged accordingly.

Other/General Comments

145 - GORDON FITZGERALD

It is farcical to implement something that you know cannot involve all rate payers.

Some areas do not have an issue with water supply at high demand times as their infrastructure can cope, but they are having to save or pay, when in fact they are not contributing to the main goal of reducing usage in poorer infrastructure or higher usage areas.

Someone saving water in one area that has plenty and will never run short, does nothing for the areas that do have problems, so why should they pay for a pointless exercise.

You cannot have a policy that is 'more fair' it either is fair or it is not. If it is not fair, then only charge the people who can affect the goal of the idea, who, by cutting usage, will help that areas supply

issues. All the other people paying when they are not helping, you are saying is 'more fair' but is pointless.

148 - Randal Law

I am in favour of the excess charges **IF ALL properties** are treated equally. Until every house has a monitored water meter I will continue Not to pay excess water charges on the basis I am being discriminated against - when currently 25,000 Christchurch homes cannot be charged.

The Council also needs to improve it's game, and to show some leadership in this matter. To be losing millions of litres through poor infrastructure or management (systems left on for days in parks for example) and then charging the individual ratepayer a small amount for excess is ludicrous.

184 - Michael Heenan

[Other/Special Interest Topics > Excess Water Charge Limit]

This charging policy is already wrong as some are charged and others can use as much water as they want and get off any charge.

In the short term the level should be raised until a uniform overall policy that is fair to all can be implemented.

194 - John Walsh

It is grotesquely unfair that those with meters should subsidise any water use by those without meters. The charge should be suspended until ALL users are metered.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

However in the interim, the Board is concerned that the introduction of this charge has not been as smooth as it might have been. We have particular concerns about the fairness of charging some residents, while others cannot be charged because they do not have a separate meter installed.

216 - Ben Norman-Larter

I understand the need to move to user pays, but it comes across as double dipping.

Our household already pays what I view as high rates due to house size, which in turn accomodates more people (5). This means these 5 people (admittedly 3 x teenage daughters doesnt help) use large amount of water, withour deliberately using water excessively. Yet we get penalised with our rates and the water charges for this.

232 - Patrick Nolan

Dear Council Members,

I am writing to express my concern over the current water charges being imposed on households that share a water meter with other apartments. It is unfair to impose charges on some households while others are exempt from paying for the same service.

Furthermore, since the introduction of water meters, the amount of water used by households has significantly reduced. This means that the cost of running the meter system is not justified by the minimal revenue generated from charging households for water usage.

Additionally, I would like to bring to your attention that the Mayor of Christchurch disagrees with the current system of charging people for water usage, citing it as unfair. I believe that this sentiment is shared by many residents who feel that the current water charging system is inequitable and should be reviewed.

In conclusion, I urge the council to reconsider the current water charging system, which unfairly burdens some households while exempting others. Thank you for your consideration in this matter.

271 - Mark Radford

also unfair how houses with high pressure bewenvale ave, pay as the pressures causes damage that causes leaks,

Council has plans to decrease pressure but why paying now?

293 - Eva Ross

Slash it increase it or make it fair ! We are 5 people and pay. And no we dont have a leak !!! My neighbour is on a shared meter and pays nothing and hangs his water hise out every day to water his garden .We have 3 active children and 2 active adults here who do sport and need to be able to shower and I need to be able to do my washing. Don't punish families with more than 2 children (and seriously needing 6 kids to get to your ridiculous number of 8 people in a household for a fee rebate is ridiculous !). I gave this country 3 children who will count towards the supporting young generation for the concerning growth in our elderly population- that noone can support. But again we pay the bills !

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board would like the Council to provide mechanisms to establish the best greywater and rainwater recycling options.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Other/Special Interest Topics > Excess Water Charge Limit]

19. In a previous submission we supported the introduction of an Excess Water Supply Targeted Rate and, in principle, we support the increases in average daily allowance to 900 litres, especially as this rate could result in an estimated $17 million in capital expenditure being deferred in the next 10 years. But the bigger concern here is not the rate itself, but how the rate is individually determined, as Council does not seem adequately set up to charge this rate in a fair and equitable way.

35 - Mark Hooper

[Other/Special Interest Topic>Excess Water Charge Limit]

The excess water charge is a ridiculously unfair and inequitable policy. How can you possibly implement a policy that grants the same water allowance to a small dwelling with a single occupant as is granted to a large dwelling with 7 occupants. Basing the allowance on an average household size and occupancy is bizarre at best, lazy at worst. Why dont you charge rates under the same metric? You are the Council of 'The Garden City'! Yet we are unable to water our gardens. We also had terribly destructive fires across the Port Hills in recent years, your excess water policy is likely to make a similar event a lot worse with more tinder dry fuel prevalent due to under watering. I will be applying to the small claims court if i am charged an excess water charge and will begin a social media campaign to encourage everyone who is charged an excess water charge to do the same.

362 - Julie Carter

The current charges are unfair.
- Some users cannot be billed because they dont have separate metres.
- Plus if you bill for excess use in summer you should allow credits for underuse in other periods. Or at least make it an annual charge to make it balanced and fair.

393 - jeff scandrett

The council needs to gets own house in order and fix the millions of litres lost in water leaks as a priority

397 - Victoria Andrews

[Performance Framework>Levels of Service]

As a rural ratepayer in Akaroa we must provide our own water. No consideration or mention has been made of the fact that rural ratepayers live on a very different level to those in the city. We do not have a sealed road, there is no postal delivery or street lights in our area. Not everyone lives in the city.

40 - Cyndy Carey

no one should be paying a water fee until all pipes are fixed and untill everyone pays or not, not just some residents.

45 - Chris Sloss (No)

Perhaps our decision and policy makers should get their own house in order before charging residential properties for excess water use.

How many thousands of litres of water per day is wasted by CCC due to faulty pipes and poor maintenance etc ?

492 - Rachel Smith

I would support council using income from water charges to support residential properties to purchase and install rainwater tanks to reduce water usage further.

494 - Sjaan Bowie

we need to be smarter with our water usage and encourage things like rainwater tanks to future proof

507 - Isabel Milward

[Other/Special Interest Topics > Excess Water Charge Limit]

It is high time that water use is measured and charged for in an equitable way across domestic and commercial premises. In exceptional circumstances perhaps 900l could be approved for some but for the majority a personal educaiton programme would be worthwhile to help them focus on changes that suit their lifestyle that would bring their water use to under the 700l threshold. One way forward could be to allow water use of upto 900l with a 3 year timeframe to reduce this to 700.

51 - Paul May

its still a socialist tax. Water supply is design on a per person basis not by household. Council should not be charging anyone until all household can be charged (ie separate shared meters) and it should be on a per person basis using the building code calculation of number people based on number of

rooms. At the moment a one bedroom flat could use 900 L which would be extreme wastage and not be charged.

[Strategic Framework>Climate Change]

second point is council pushes climate action and sustainability and we growth most of our fruit and vegetables at home which is exactly what is needed to reduce transport emissions and help with sustainability but now council punishes us.

either make it user payes ($/liter used) for everyone and drop fix charge or grt rid of thencherging all together. Currently, its just another socialist tax on hard working NZers that got ahead with bigger houses and that care about our garden city status. Our house shoukd have something like a 1200 L limit not 900 L and still be at the lower end of water usage.

518 - Vicki Pigou

It is not fair that not everyone is being charged with the new water rates levy. It needs to be everyone or no-one. Charging some is just no fair.

534 - Cameron Matthews

[Other/Special Interest Topics > Excess Water Charge Limit]

I support the concept of charging for excess water use, but have no idea what the threshold should be.

555 - Karen Whitla

im appalled at the lack of planning for water smart metres.

at the moment this city is discriminating against home owners

560 - Marc Duff

The City is not equal in terms of water use needed and being from Hornby and built on a riverbed, our need is greater than those on the Eastern side of town with a higher water table. Any system that sees even one residents water unable to be read and others charged is not a fair and equitable system.

604 - Irinka Britnell (Englefield Residents Association)

Yes but with no increased charges.

We recommend no one is charged for water unless everyone is charged for water.

Not fair under the Bill of Rights Act - where all must be treated equally.

Installing costly meters and then having to read them is a total waste of money.

Unless everyone has a meter this should be abandoned. It is ethically, financially and morally repugnant to think of such an unfair system.

Water Reforms should be kept in the hands of local government.

Canterbury has already had it's water half destroyed due to the greed of Central government taking over the Regional Council and wanting to generate more tax.

674 - Claire Coveney

We are facing extreme weather changes, that includes weather bombs, torrential rain so no need for alot of water to be used.

We also face patterns of drought, when we need to educate people about water use.

People growing crops could apply for more, but on the whole we waste far too much water through ignorant use.

The huge irrigators used by jndustrial dairy farmers taking water from our aquifers is inequitable.

If councils amd ECan consent to water bottling plants abd industrial irrigators it seens inequitable. So local small crop farmers need support as they provide food security.

693 - Sarah Clark

I believe if everyone is not being charged fairly no one should be charged

696 - Nicky Sarson

There are ways to conserve and reuse water.

702 - Mel Himin

The whole water charge thing is inequitable given that some houses do not have monitors - why bother? Everyone or no one.

706 - Rob Battersby

The above possible answers only give the council a perceived view that the Rate payer supports charging for water above the current daily limit.

[Coder Note: did not select an option for 1.7]

708 - Jessica Adams

This question is misleading and does not allow feedback from ratepayers as to what they think about the water charges.

The water charges are unfair because not everyone is being charged and they are therefore inequitable and should be scrapped until a universal system can be implemented. The charges have not not discouraged use over all ratepayers and currently smome ratepayers are being punished for the overuse of others. Ratepayers without meters can use as much watrwr as they like, The Council should not be charging for water use as the Council does not own the water. If there is to be a supply charge it should be universal. If water use is to be reduced then this should apply to EVERYONE either by charging or good publicity campaigns like no irrigation or hand held hoses and it should apply to EVERYONE.

72 - sonny van der Krabben

[Other/Special Interest Topics > Excess Water Charge Limit]

I agree with the increase however I have a few points below.

I have many friends that for various reasons will not receive a bill. neighbors that have a shared meter, group of 6 flats 1 meter solo mum with blow up pool filling on a weekly basis 5000L+, people up the hill big 20000L self topping up pools and the CCC cannot locate the meter so are not charging, just because the property is small does not mean that they are not high users. this is ridiculous and not in the interest of fairness and community.

I have a huge amount of difficulty understanding why power to my meter costs less then $350PA in line fees that is to generate, transmit(Transpower), then distribute(Orion) and in my rates portion that I pay to get the free resource from the ground to my gate Tested and chlorinated is $395. and now the CCC want to charge me based on a 23YR old meter that is not certified, Calibrated and or tested for the purposes of collecting revenue. that's a bit rough now I understand that it is not covered by the weights and measures act 1987. so hiding behind legislation...But

I honestly thought that the CCC was better then this but I am mistaken now they want to raise our rates again...

I contacted the CCC to receive a my quarterly usage so that I could track our usage and was told that they do not do that but we will receive a reading if we are an excessive user????

So what we get for our $395 portion of rates (based on where we live and the value that the CCC put on the property) Plus the excessive water use charges is "water" an essential to sustain life. essential

to grow our own vegetables so we can save money on groceries and feed my family good food. As the cost of living is becoming untenable.

Why not use the rates increase for the sole purpose of water supply and leave the public to struggle on.

722 - Don Gould

[Other/Special Interest Topics>Capital Programme (General)]

$6000000 to develop a piece of software to count the water usage across the city seems absolutely horrendous and I hope that we will see through the ltp process and better more robust budget presented that staff well-being be held to rather than this constant game of carry forwards push bags which really undermine entire process of long-term planning and making mockery of the budgeting process

728 - Sue Piercey

I support measures to encourage people to conserve water and use it wisely but I think the current excess water charge is farcical -it is very unfair given that: many properties do not have water meters, where there are multiunits there are no chargesetc Plus there are so many leaks throughout the city that need to be attended to that contribute to problems with supply at peak demand. I discovered my own newly installed water meter was leaking not long after it was installed and found both my neighbours were as well. Rather than 3 monthly readings I think any charges should be based on annual usage. I also want to know if the council acts on reports from contracted water meter readers when they report a leak and whether the homeowner is notified.

742 - Phil Grey

council need to fix their leaks as there is a significant amount of water wasted. Once that happens, public might be persuaded to approve the charge

80 - Bridget Goodman

this water charge should not be in effect until all houses can be on their own meter

it is rediculous to charge some and not the remaining 25%.

Other

General Comments

Nine submitters made other comments on revenue.

Three supported proposals in the draft plan, one opposed and five provided alternative proposals.

Officers Response

Issues raised by submitters included:

- We have to generate more revenue and be more creative. Suggestions include billboard tax, selling assets, taxing fossil fuel transport such as petrol tankers, new build levies, get Selwyn/Waimakariri ratepayers to contribute
- Issue more green bonds
- Don't sell assets

Council has considered different types of revenue source, but we are restricted by the rating mechanisms available to us under legislation - e.g. we do not have power to tax fossil fuel transport, and we are not able to rate properties outside our district.

Support

255 - Laurence Freeman

The proposed changes seem reasonable

329 - Tony Dale

[Borrowing>Borrowing & debt management], [Spending>Our proposed spending]

These changes are OK.

[Coder Note: with regards to proposed changes to revenue, spending and borrowing]

491 - Peter Galbraith

Fine

Oppose

330 - janice Ford

[Borrowing and Debt Management], [Our Proposed Spending]

I am not in favor of the proposed changes to revenue, spending and borrowing. You dont do anything for the people in Templeton. You only care about yourself and increasing your wages and spending money on anything but Templeton.

Alternative Proposals

113 - Pat McIntosh (Redcliffs Residents Association)

Revenue could be improved by encouraging the sale of the farmland in Otago purchased by CIAL for their speculative out of area airport project which is not in the interests of local residents.

170 - Glen Whittaker

[Other/Special Interest Topics>Asset Sales]

Would like to see further exploration of disposal of non-revenue/un-needed assets.

205 - Zara Potts

[Rates>Residential Rates]

we commend the council for trying to keep the increase to a level lower than other cities - however in these economic times, your rate rise combined with the ecan rise is over 7% - a little higher than inflation. We suggest there are other things you could do to raise revenue such as a billboard tax, selling assets, taxing fossil fuel transport such as petrol tankers, new build levies, etc. time to think creatively about revenue.

>>>

see above - and issue green bonds because funds managers want more of them and there are a dearth of them in nz.

21 - Emma Jamieson

The asset sales are an extremely poor way to manage resources. I suggest the developers pay for it.

>>>

need to ensure the Selwyn and Waimak ratepayers pay their costs to the city as the current mayor promised.

745 - Colin Meurk (creative transitions to sustainable futures)

We have to generate more revenue to provide the social services - not only physical infrastructure, but green-blue infrastructure, social housing, rail, etc

Fees and Charges

Waste Management Charges

General Comments

Four submitters addressed the proposed wate management fees and charges.

One opposed the proposal, two provided alternative proposals and one made a general comment.

Officers Response

The 2020 Waste Management and Minimisation Plan provides the strategic direction for waste management in Christchurch for the next six years. Our vision is that Ōtautahi-Christchurch is a sustainable city, working towards zero waste and a circular economy. Our goal is for all our residents to have access to recycling, resource recovery and waste management services along with the understanding that we all have a responsibility in reducing and minimising waste.

Our role is to ensure our waste management facilities and services maximise resource recovery and avoid adverse effects to people and the environment, with a focus on reducing waste while increasing quality recycling and organics collection within Christchurch City Council boundaries.

Alternative Waste Disposal

As part of the central government waste programmes and Council's 2020 Waste Management and Minimisation Plan, we encourage people to look at alternative Disposal Schemes (https://ccc.govt.nz/services/rubbish-and-recycling/learning-resources/) when disposing of their unwanted items. Landfill is the last option for disposal.

Kerbside Collection Opt In/Out

The cost of the opt in fee differs to the rebate as it covers additional costs which is on top of the targeted waste charges applied to rates, this includes annual invoicing and the associated administration costs. The opt in fee is for properties that do not pay the waste minimisation charges on their rates such as churches, schools and sports club as are non-rateable but would still like to be part of the kerbside service and therefore pay an annual opt in fee that is invoiced for the collection and processing of our three wheelie bin collection service.

EcoDrop Gate Charges

Council reviews and approves the gate charges annually. There is a number of elements that factor into this annual charge e.g. processing, handling and transporting costs. Council's role is to ensure that processing and disposal of any material is ethically and appropriately disposed of and in line with our 2020 Waste Management and Minimisation Plan. Council continues to look at viable options to help reduce expenditure.

Oppose

658 - Helen Reason

Appreciate that consideration has been given to ratepayers in current financial climate. However would ask that costs for dumping green/garden waste at metro sites is not increased - I understand that this material is recycled by the council.

Alternative Proposals

548 - Mark Darbyshire

Opting in or out of kerbside collection

Owners of Atlas Quarter (36 Welles Street) receive a rates remission of $272.50 to opt out of wheelie bins (since we pay for our own rubbish collection), yet I see in the fees/charges that people pay $323.85 to opt *in* to rubbish collection, and this is set to increase by 9.9% to $356.00. Therefore, I believe that the wheelie bin opt-*out* rebate should be increased to:

- $299.48 at a minimum (to match the 9.9% percent increase for opting in)
- preferably $356.00 (to exactly match the fee for opting in and provide a consistent calculation for both opting in and opting out).

728 - Sue Piercey

I think the council should have at least one free dumping day at the Metro station. I am sick of seeing rubbish dumped along Ferrymead Drive or down by the Estuary or at Duncan Park. I'm sure this also happens in other parts of the city. Perhaps a free dumping day could cost the council less than it must have to pay to have people go out and pick up the dumped rubbish.

Other/General Comments

174 - Samuel Thompson

The increased opt-in rubbish collection cost will mostly affect people who are already forced to live in poor conditions and can least afford it. No one would pay any amount for that service unless they had no alternative, so it seems unfair to target those people even if costs have increased.

Rec and Sport Charges

General Comments

Six submitters commented on the proposed rec and sport charges.

Four supported what is proposed in the plan, one opposed and one provided an alternative proposal.

Officers Response

Support

553 - Jocelyn Papprill

[Fees and Charges>Libraries Charges]

Most of the proposed increases are in line with cost of living rise hence are acceptable increases in costs. Great to see that costs to use community pools and libraries have not increased - these are vital community assets that must remain accessible for all.

575 - Donelle Gryphon

I do appreciate, though, that fees for swimming have not increased, and in many cases the fees for commercial use of facilities has increased more than it has for community usage.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Fees and Charges>Libraries Charges]

DPA is pleased to see that Council is committed to holding most of its fees and charges at this economically difficult time, especially for front line services like sporting and recreational facility hire, swimming pool charges, and music hire charges at libraries. It is vital that disabled people to have access to affordable recreational, sporting and cultural opportunities provided by Council as part of community inclusion.

85 - Abigail Johnson

I appreciate that changes to fees have been minimal. The slight increase to campsite fees is fair in line with inflation.

Oppose

548 - Mark Darbyshire

He Puna Taimoana

I am concerned about the proposed increase in the price for a 10-visit pass for He Puna Taimoana for the following reasons:

- A 10-visit pass would be more expensive than paying for 10 off-peak entries individually!
- The 11% increase is disproportionate compared with the increases for other fees at the hot pools.
- Holders of a 10-visit pass attend the pools less often than holders of a monthly pass so are less of a burden on the facilities.

The peak price increases for He Puna Taimoana are bittersweet. It's unfortunate that these are being put up so strongly, but I appreciate that these pools are very popular and typically fully booked.

Alternative Proposals

808 - Kari Hunter

Reduce charges for swimming pools for young people and community service cardholders. There are many schools without swimming pools, and reducing barriers to learning to swim is important.

Community Halls and Spaces

General Comments

Three submitters commented on the proposed fees to hire community halls and spaces.

One supported the proposal, one opposed and one provided an alternative proposal.

Officers Response

Submitters generally appreciate Council's approach to keeping increases to fees and charges for community facilities to a minimum. They generally accept smaller increases are prudent, particularly for personal or commercial use. One submitter expressed disappointment in the charges Council levies for the use of community halls.

Feedback from submitters supports Council's modest increase in some fees and charges for community facilities proposed in the draft Annual Plan. $130,000 of additional revenue has been factored into the draft Annual Plan budget as a result of modest facility fees and charges increases. There are no other level of service implications.

Support

623 - Glen Koorey

Appreciate the effort to keep most community facility costs unchanged or small increases, esp. for low-income families and non-commercial activities

Oppose

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

Dissapointed in the charges for community Hall charges.

Alternative Proposals

85 - Abigail Johnson

I appreciate that changes to fees have been minimal.

>>>

If anything I would support further increasing the cost of hiring council facilities and parks for personal or commercial use.

Regulatory Services

General Comments

One submitter opposed the fees for getting a LIM.

Officers Response

Land Information Memorandums – charges and Fast track service

Where is the profit from this service going?

That Land Information charges should be reduced to $290 to be in line with Selwyn and Waimakariri District Council's and the Fast track charge of $390 be removed.

Profit where does it go? The surplus reduces the amount of general rates that we need to collect to fund other activities within Regulatory and Compliance Group, such as undertaking Compliance investigations for complaints Council receives for non-compliances in relation to Bylaw's and legislation that the Council enforces.

Other Metro Councils (Auckland, Wellington, and Dunedin) are our benchmark. Below is the charging information provided on their respective websites:

Auckland

Standard LIM - $325

Urgent LIM - $439

Wellington

LIM: Residential - $426.50

Fast Track Residential LIM - $212.75

Dunedin

Residential LIM - $305

Urgent Residential LIM - $357

Christchurch

Standard LIM - $290

Fast Track LIM - $390

Selwyn and Waimakariri District Councils are not used as benchmark councils for setting fees as they are not of same and similar size.

Fast-track option was introduced after feedback surveys from customers over a number of years. By removing the Fast Track option would be contrary to what the customers wanted. It is an optional service and not compulsory for customers.

Oppose

358 - simone waters

3. Land Information Memorandums

As I have previously submitted, the council charges a sum far more than neighbouring territorial authorities. The accounting statement seems to point to a surplus exceeding $1.4 million for the financial year for the Land and Property Information Services budget.

Notes made by staff to the Council during the setting of the Long-Term Plan noted:

“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."

My question was about where the "profit" is going, not an exercise in comparisons between councils.

I have discussed my concerns over the years with three Council staff and nothing has changed to justify the fee and associated "profit".

The Council should be setting fees considering the following guidelines and practices:

"Guidelines for setting charges in the public sector (2017)" – The Treasury.

"Setting and administering fees and levies for cost recovery Good Practice Guide" – Office of Auditor General

RECOMMENDATION: Land Information Charges be reduced from $290-00 from 1 July, 2023, to be in line with Selwyn and Waimakariri District Council charges and the "fast track charge of $390-00 be removed

Libraries Charges

General Comments

Nine submitters addressed the proposed libraries fees and charges.

Three supported the proposal, two opposed and four provided alternative proposals.

Officers Response

Three submitters supported the Library retaining its fees and charges at the current level, one also approeciated the reduction last year of the holds fee from $3 to $2, and the removal of holds fees for Akaroa library users.

Three submitters would like to see the holds fee removed for all library users.
Three submitters would like the venue hire fees to be removed for community groups and/or not for profit organisations. One suggested as an alternative reducing the venue hire fee to $5.

Charges relating to the hire of music CDs, DVDs and Bestsellers remain the same. Proposed increases in venue hire is aligned with inflation.

From the start of FY23, hold fees were removed for adult members picking up their holds at Akaroa and Little River Libraries, in response to the rural isolation of these communities and their distance from other libraries in the network. This has seen a 46% increase in the number of holds being placed

compared to the same period in FY22. At the same time hold fees for adult members living elsewhere in the city were reduced from $3 to $2. This has led to an increase in the number of holds placed for specific titles members want to read. Holds for children and young adult remain free.

In FY2023 fees for hiring community rooms within libraries were changed to address inconsistencies on how these fees were applied previously, and to bring fees in line with those applied to all community venues across Council. These fees are based on a three tier pricing structure which recognises the differences between what a community group that does not charge attendance fees can afford, compared to a community group that does charge attendance fees, and a commercial entity. Hire fees offset electricity and maintenance costs associated with the upkeep of these buildings in the community.

Support

397 - Victoria Andrews

Thank you for dropping the hold and other charges at council libraries for Akaroa and outer bay residents. As an isolated and remote part of wider Christchurch individuals and families find it difficult to pay for petrol and drive the long distance into town on a regular basis. Numerous residents have expressed their appreciation in that they can now order items on line and have them sent to the Akaroa Library at no charge.

553 - Jocelyn Papprill

[Fees and Charges>Rec and Sport Charges]

Most of the proposed increases are in line with cost of living rise hence are acceptable increases in costs. Great to see that costs to use community pools and libraries have not increased - these are vital community assets that must remain accessible for all.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Fees and Charges>Rec and Sport Charges]

DPA is pleased to see that Council is committed to holding most of its fees and charges at this economically difficult time, especially for front line services like sporting and recreational facility hire, swimming pool charges, and music hire charges at libraries. It is vital that disabled people to have access to affordable recreational, sporting and cultural opportunities provided by Council as part of community inclusion.

Oppose

304 - Jan Bierman

The holds fee needs to be removed from library borrowing. The $2 fee is a penalty on serious readers, retirees, and regular library users who know what they want to read. Borrowing items is part of a library's core service - it is not a value-added service. This is a free service in all major metropolitan libraries. Why does CCC continue to penalise readers with this punitive fee?

>>>

And, stop the punitive fees - like the libraries holds fee - this is not an income stream.

548 - Mark Darbyshire

Tūranga meeting rooms

I oppose introducing a price for the meeting rooms of at least $15.32 when previously they were free. A price this big could make them inaccessible to many users and should only be considered if the rooms are usually fully booked. Otherwise the rooms should be kept free for community use or only a very modest fee of $5 should be charged. Bear in mind that these rooms are tiny compared with Spark Place and the Activity Room which are proposed to be rented to the community at about the same price ($15.50).

Alternative Proposals

115 - Angela Nichols

Please remove the fees for hiring a room in a library - I belong to a group that used to meet fortnightly at Upper Riccarton Library - We can't afford to meet anymore. so sad after 10 years of doing so.

357 - Peter Rodgers

previously hold fees for library holds have been removed for Banks Peninsula residents. I support extending this to all residents

390 - Janeen Hattrill

Dear Mr. Mayor, Councilors, and financial advisers.

I am writing to you on behalf of a group of ladies called the “Material Girls.”

We have been meeting at the Riccarton Library for many years in one of the learning rooms, once a fortnight from 6.30 pm on a Thursday.

We are a small group of mainly pensioners, only two are waged, we do patchwork and quilting, we make quilts for charity, one being the Champion center so that when families arrive, they are given a snuggly quilt to help them on their journey through the Champion center.

When we first started using the classroom there were no charges for non-profit organizations.

Which we were very grateful for.

Then council decided to start charging for the rooms. We managed this for some time but now with the increase in fees and the cost of living it has become impossible for us to afford the charges.

We have tried to meet in the café but it is not a great space for us to work on our projects.

We notice since the fee increase the rooms are not being used.

I recently attended a Craft Snippets meeting at the Riccarton Library where Rob Lee talked about the Creative spaces at other libraries and the equipment being purchased and staff available to help.

We do not required supervision; the library is already open, and we always leave the room clean and tidy. We find carrying heavy sewing machines difficult at times and the Riccarton library with its ramp perfect.

We have tried other venues but have not found anything suitable. One member has a husband with dementia and is not able to leave him for any length of time. She lives in Riccarton and the library is close. She is not able to join us now and I am sure you will agree meeting regularly with a group of like-minded women would be very beneficial to her mental health.

It is also very beneficial to us all for our mental health, as you will appreciate not being able to meet during covid was tough. We are really struggling to find somewhere as convenient with such great welcoming staff.

Please consider carefully reinstating the no fees for non-profit organizations, and if this is not possible reducing the fees some what to make it possible for us to enjoy our beloved community library once again.

634 - Michael Davidson

Remove the $2 hold fee at libraries. This fee discriminates against people on low incomes. It allows people who are more well off to have preferential treatment by being able to reserve books.

Parking Fees

General Comments

Two submitters provided alternative proposals for parking fees and charges.

Officers Response

It was requested Council investigate a general increase in parking prices, whilst another view suggested on-street parking in the central city should be free on weekends to generally support vehicular travel to businesses.

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 and less turnover for parking spaces.

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.

Alternative Proposals

67 - Rose Cavanagh

On street parking should be free in the CBD on weekends to encourage more people into the city and support regeneration efforts.

747 - Allan Taunt

However, I do feel fees for car parking are remaining quite low. Could the effects of an increase in this be investigated?

Other

General Comments

Twenty five submitters made other comments on fees and charges, these are mostly general comments about fees and charges.

10 provided support for what is proposed, four opposed and five provided alternative proposals.

Seven made general comments.

Officers Response

Submitters commented on a range of other fees and charges.

Some general support for fees and charges, and appreciation for limiting the increases.

Some felt fees were too high, shouldn't be increased, or should be kept as low as possible. Specific comments were made about fees for Akaroa boat compound storage, burials, dog registrations, and the application fees for approval to do authorised work.

Some supported further increases in fees, especially recognising recent high inflation.

Support increase in fees where we would all be better off if people created less demand for those services – e.g. waste collection, parking

Council says it may commence debt recovery action to recover unpaid fees/charges. Does this apply to rates? Debt collection agencies should be a last resort.

Re Hagley Park event fees:

- Is the daily fee for the event day only?
- Will the Council consider adding further categories with associated fees for events well in exceedance of 10,000 people?
- Banner hire: distinguish between community & NfP, and Commercial & private hire
- Increase the $5,800 bond sum for restoration of land following large events to ensure costs are fully met by the organisers of such large events, including lost public access time if applicable.

It is normal commercial practice to use debt collection services to recover debt that remains outstanding following reminder letters and appropriate demand notices.

Re Hagley Park event fees

- Fees for Hagley Event are per day with set up days included in the per day charge.
- Staff are not anticipating any further charge categories at this time.
- The banner hire charging suggestion could be investigated and progressed for consideration within the 2024-34 LTP
- Re the bond: Staff reserve the right to charge actual costs to event operators.

Re Application fees for approval to do authorised work: Those charges are driven by actual costs, as it is not only the work being undertaken that requires checking, but also uploading data etc into our asset systems. On the public website there are 4 pages of contractors authorised to carry out work on our system, so there is ample competition in the market. If a contractor wishes to be added to the list there is an application form.

In general, fees and charges are set at a level to recover Council's actual costs.

Support

146 - brian donovan

In line with inflation is fine.

153 - Brendan Ross

ALL GOOD FROM WHAT I CAN SEE

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board is broadly supportive of the proposed changes to Council fees and charges, acknowledging the attempt to avoid cost increases to the community that would create a barrier to using our services, while in some areas proposed fee increases are in keeping with the increased costs the Council is facing.

174 - Samuel Thompson

They seem reasonable as long as staff wages and salaries are also increasing

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board agrees that the proposed changes are fair, reasonable and consistent.

236 - Jono de Wit

Small fees increases are ok.

255 - Laurence Freeman

Seems a good mix of cost recovery and retaining affordable services

388 - Stephen Farrell

Can't seem to find this a second time but believe you are making it cheaper for people to access your services which sounds helpful.

548 - Mark Darbyshire

Nice work keeping prices down

I’m impressed that so many consumer-facing prices aren’t going up. Well done!

747 - Allan Taunt

I am largely supportive of the proposed fee changes.

Oppose

174 - Samuel Thompson

The application fees for approval to do authorised work for the council seem not only high, but to only exists to keep new businesses out of that market and reduce competition. It would likely result in better and cheaper services over time to remove barriers to new contractors, rather than increasing them (or better yet bring those services back into public ownership).

575 - Donelle Gryphon

I do think it's absurd that the fees for things like burials and dog registrations are increasing. The revenue this provides the council must be minimal compared to the impact on the people paying these fees.

704 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

The > 10% increase for boat compound storage in Akaroa, and similar increases, is unreasonable

725 - Emile Reiser

Fees and charges for services should not be increased

Alternative Proposals

165 - Richard Abey-Nesbit

I support increases in fees for services where we would all be better off if people created less demand for those services - for instance, waste collection and disposal, and paid parking for motor vehicles.

I support having no increase or decreasing fees for services where the city would benefit from more people using those services - libraries and exercise facilities, for example.

293 - Eva Ross

stop it

604 - Irinka Britnell (Englefield Residents Association)

Council Fees are too high across the board already.

We recommend no increases.

700 - James and Philippa UPton

Fees and charges should be kept as low as possible for shared community assets.

762 - Ross Gray (Christchurch Civic Trust)

5 Hagley Park: p.175 Under the heading 2. Events - Hagley Park - Daily Fee is a table of thedaily Council fees for Commercial and Private Events, p. 175. The highest daily fee is charged forattendance of 10,001+ people. However, attendance at some commercial events in Hagley Park maywell exceed 10,001, given the scale of the area available for such use. Furthermore, such events mayrequire many days of 'pack-in' and subsequent 'pack-out', thereby limiting public access forextended periods to the park's designated commercial areas on non-event days.

(i) Is the daily fee for the event day only?

(ii) Will the Council consider adding further categories with associated fees for events well inexceedance of 10,001+ people?

(iii) Will the Council consider further raising the fee for commercial events exceeding 10,001+?Fees for Hagley Park Banner Frame Hire: p. 176 displays the Council fee for weekly hire per frame.However, whereas the table on p. 175 distinguishes between the fees for a Community & Not-ForProfit event and the fees for a Commercial and Private Event in Hagley Park, no such distinction ismade in respect of Council fees for weekly banner hire.

Will the Council consider altering the existing wording to include two categories for banner hire (withassociated fees), consistent with the Council's distinction in respect of event hire of Hagley Park?

Presumably the up to $5,800 bond fee (p.176) relates to 10,001+ occupancy which itself maynot be adequate, as discussed above. Is this bond sum sufficient? ‘Restoration of land fees’:are there publicly available guidelines used by the Park Manager to enable informedjudgement about the appropriateness of the penalty? The Trust believes that costs incurredfor such remedial work must be fully met by the organisers of such events, which shouldinclude a calculation of ‘lost public access time’ if applicable. Charges should be set at a ratewhich will truly incentivise organisers to treat Hagley Park with due respect for its status asone of the nation’s most important heritage public open cultural spaces.

Other/General Comments

181 - Bob Nicholls

Good business is no surprises

195 - David Quested

fees need to increase, inflation is over 7%, fees and charges must go up.

550 - Paikea Ormsby

Higher fees is good.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

[Rates>Residential Rates]

We would prefer to leave this to the acumen and collective opinion of the Council with a target to bring the rates rise upto 5.42% in 2023-2024.

674 - Claire Coveney

Be fair to people struggling to make ends meet.

81 - Stephan Lloyd

Very sad for the people that use the services a lot but unavoidable with the global economic issues at the moment.

Borrowing and Debt Management

Borrowing and Debt Management

General Comments

25 submitters addressed our borrowing and debt management proposals.

Five indicated that they support the proposals in the draft plan, two opposed and fourteen provided alternative proposals.

Four made general comments.

Officers Response

Comments made under this category often were really about operating and capital spending levels, rates and asset sales, so have been summarised under those categories.

Some submitters urge Council to borrow more. Others to stop borrowing. Others to increase rates to stop borrowing. Others to borrow to fund climate action and poverty reduction. Spend on a reliable rapid transport system, cancel the stadium, restrict spending to match income, spend more in Templeton.

Repaying some borrowing makes sense as interest rates rise. But don't put off significant projects as they will just become more expensive.

Concerns about the lack of borrowing headroom in 2026. Don't sell any revenue-generating assets to get over the bump in the road.

The financial covenants will be reviewed as part of the 2024-2034 LTP

Support

173 - Benjamin Greenway

The proposed approach seems reasonable.

255 - Laurence Freeman

The proposed changes seem reasonable

329 - Tony Dale

[Revenue>Other], [Spending>Our proposed spending]

These changes are OK.

[Coder Note: with regards to proposed changes to revenue, spending and borrowing]

491 - Peter Galbraith

Fine

658 - Helen Reason

[Other/Special Interest Topics>Capital (General)]

Ratepayers will be pleased that the council has reduced capital spend and borrowing which more than offsets the increased operational spend

Oppose

160 - Paul Peryman

I am a pensioner.

The amount of debt and proposed borrowing seems ridiculous to a lay person.

Most households restrict their expenditure to match their incomes.

The CCC should be doing the same.

If the CCC lives within it's revenue means, based on a rating tax that is independent of residential property value, but based on a nominal rate for all plus actual usage of services by rate payers (as is done, for eg, in payment of electricity), perhaps we wouldn't have rates rises partly dependent on servicing borrowing costs.

330 - janice Ford

[Revenue>Other], [Our Proposed Spending]

I am not in favor of the proposed changes to revenue, spending and borrowing. You dont do anything for the people in Templeton. You only care about yourself and increasing your wages and spending money on anything but Templeton.

Alternative Proposals

107 - Godo Miyazaki

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Mass Rapid Transit]

We should be borrowing more so that we could future proof the city for a significant population growth. We build and they'll come. The main area for spending would be a very reliable rapid transit system.

17 - Mark Penrice

I'd rather the council cut borrowing by canceling the stadium.

235 - Harrison McEvoy

The council does not take on enough debt to fund capex projects. When conditions are right there is no reason the council should avoid debt if it leads to an infrastructure deficit.

236 - Jono de Wit

A lower percentage of rates will be going to debt servicing that planned (in a higher interest environment) so that shows that we could be borrowing more to allow us to continue momentum in investing in the city.

270 - Donald Fraser

[Other/Special Interest Topics>Disposal of Council Owned Land]

Sell and reduce borrowing.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board is concerned about the lack of headroom in financial year 2026 and would not want to see any revenue-generating assets sold, or partially sold, to get over the bump in the road.

300 - Brooke McKenzie

17% of council income to service borrowing. Borowing for progressive projects that will long term save money can make sense. However it makes sense to also look at the $ interest on borrowing and

the amount borrowed and ask the question can projects be better achieved on a progressive timetable within the annual interest factor.

325 - Oliver Hutchison

[Our proposed spending], [Strategic Framework>Climate Change], [Transport>Cycleways]

Borrow more. Don't hide behind fake austerity politics. Fund more climate action, cycle lanes, and poverty reduction.

384 - James Allan Kay

Increase rates so that the council does not have to take on debt! We should pay for what we need when we need it and not let future generations pay.

>>>

[Rates>Residential Rates]

Raise rates to pay for these programs, we need more cycleways and less council debt.

499 - Brad Spiers

[Rates>Residential Rates]

borrow to fix problems please.

>>>

Borrow more. Set the city up to hum at its potential.

518 - Vicki Pigou

I don't think the Council should borrow any more money.

560 - Marc Duff

No, as long as the borrowing will address infrastructure issues facing us now that will save costs in the long term and also the same around facilities,

667 - Jonathan Nicolle

[Other/Special Interest Topics>Capital Projects (General)]

Repaying some borrowing makes sense as interest rates rise. It should not come at the expense of putting off significant projects however as they will inevitably get more expensive in the long run.

802 - Ruth Falconer

[Libraries>Libraries (Operations)]

Minimise borrowing, therefore reduce spending
Keep our libraries - a wonderful learning resource for all income levels & nationalities.

Other/General Comments

140 - Bill Carroll

The CCC debt servicing costs make up a high share of annual expenditure.

153 - Brendan Ross

[Other/Special Interest Topics>Asset Sales]

I WOULD LIKE TO SEE THE BORROWING AND ASSET PORTFOLIO REMAIN WITHIN CURRENT GUIDELINES, SO FAR AS PRACTICABLE.

208 - George Tylee

This should be explained in a per ratepayer/per household basis. I have no issue borrowing for existing infrastructure, but there needs to be contorls on opex and new infrastructure.

730 - Jane McKenzie

☹

Spending

Our Proposed Spending

General Comments

118 submitters commented on our proposed spending.

13 provided comments that support the proposal, 11 opposed.

67 provided alternatives, generally indicating that they would like us to reconsider or adjust our spending, either generally or on specific things. 32 made general comments about our spending.

Officers Response

Submissions on spending priorities did not have a unified theme but tended pull in different directions.

Many supported spending on climate change response/adaptation including cycleways, public transport, a walkable city, urban trees, flood protection, and stormwater enhancements. This was tempered by other submissions emphasising the need to control and reduce spending, focusing only on the basics, and sometimes specifically on roading.

Cycleways received passionate support, but there was also concern that they were a waste of money and/or over-engineered.

Infrastructure spending was generally supported, and in particular three waters infrastructure. Some noted that Council should be realistic about what it can achieve.

One submitter argued that reducing the capital spend by $136m (as proposed) risks the health of the civil construction industry, and the whole economy.

There was some support for the roving footpath crews, but also concern about their cost. One submitter noted that the Snap, Send, Solve app worked well and meant that a roving crew was not needed.

There was a strong theme in many submissions to focus on the basics / necessities, not the “nice to haves”.

Some supported spending on things that include everybody regardless of income – e.g. support spending on libraries (South Library received several submissions of support), community facilities, community groups, art gallery, green spaces (especially in the east), red zone amenities, children’s playgrounds, museum rebuild. This creates fun, vibrant city where everyone feels they belong. Spending on arts, events, heritage, culture and creativity was supported by some, but others considered it was an unnecessary “nice to have”.

Some supported spending to make the city attractive for visitors and residents (e.g. attract more students, young families and immigrants), while there was also a strong focus on limiting spending to keep rates low in difficult economic times.

There was concern about Council's ability to manage spending in a way that avoided inefficiencies. For example:

- Reduce governance cost and bureaucracy. Council managers ae overpaid.
- Ensure there are enough staff to process building consents.
- Concern about traffic management – it should not be over-engineered – e.g. 3 trucks and 5 men for a verge mower
- Reduce duplicate services – e.g. mowing the berms and having another crew do the grass in the red zone with the same equipment
- Concern about retaining staff
- Support efficiencies – e.g. leaving some staff vacancies unfilled

There was some support for the Living Wage Movement.

There were differing views on which option to choose in relation to the Capital Endowment Fund (the option that would reduce rates by 0.16% or by 0.08%)

Most wanted existing service levels to be retained, although some argued reductions in service levels were necessary.

Other points raised:

- Important to continue to maintain insurance cover
- Support for restoration of native forest on Banks Peninsula
- Council should not buy only electric vehicles, since they have a lower lifetime cost
- Instal solar panels on council buildings
- Reinstate inner city shuttle
- More parking at Christchurch Hospital
- Rent more residential red zone land out to projects or to farmers for grazing or growing hay
- Drop the airport's Tarras investment
- Get rid of chlorine in the water as fast as possible
- Be more transparent about capital programme costs
- Do away with lavish morning teas and lunches. Ban unnecessary travel
- Don't spend money on the SAP Improvement Programme
- Don't need 4 theatres and a large number of swimming pools
- Don't spend on a $160k stone to celebrate Antarctica

Submissions on spending priorities did not have a single unified theme but were varied and pulled in different directions. The key competing themes were to focus on:

- the basics (core services) – control spending
- infrastructure, especially three waters
- climate change adaptation, including cycleways and public transport.

Council takes a number of factors into consideration when setting the budget in the Annual Plan, including; priorities, deliverability and affordability.

Support

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board is broadly supportive of the proposed changes in these respects, noting the inflationary pressures the Council is under, and the extent of cost increases the Council has little control over, acknowledging the examples given in the consultation document: insurance, electricity and road condition assessment.

The Board certainly acknowledges the importance of maintaining adequate insurance cover given the prevalence of natural disasters, particularly in view of climate change. The Board is also committed to supporting the ongoing development and implementation of the Ōtautahi Christchurch Climate Resilience Strategy's climate goals, and the Ōtautahi-Christchurch Urban Forest Plan, and therefore applauds any proposed changes that positively supports these.

173 - Benjamin Greenway

The proposed approach seems reasonable.

237 - James Rice

Not major comments, budgetting seems sensible and targetted where it should be. I love the spending increase on public transport and cycle infrastructure, those sorts of investments are excellent uses of ratepayer money.

255 - Laurence Freeman

The proposed changes seem reasonable

3 - Hayley Young

I agree that spending less will help.

304 - Jan Bierman

Plans for reductions in spending supported.

312 - Nick Clark (North Canterbury Federated Farmers)

4.1 NCFF supports the Council’s focus on doing the basics better, including on the day-today services provided by the Council. Operational spending is forecast to be $585.2million over the coming year,

$48.4 million more than forecast in the LTP. With inflationincreasing pressure on council operating spending, it is crucial that all areas ofspending are continually reviewed to ensure it delivers strong value for money and isappropriately phased, controlled, and directed to maximise its benefits. Fiscaldiscipline is also important for reducing the need for large rates increases.

>>>

5.1 Similarly, NCFF supports the Council's high priority for capital investment in roads andthree waters. As with operational spending, it is important that the $615.8 millionforecast to be invested over the coming year is prioritised and planned so that itdelivers strong value for money. We note the proposed capital spend is $136 millionless than forecast in the LTP and that this will also reduce the amount of borrowingrequired (with total debt of $2.5 billion, $378 million less than forecast in the LTP).

5.2 We agree that it is important for the Council to be realistic about what it can deliver andwhen in this challenging and ever-changing economic environment.

[FULL ATTACHMENT AVAILABLE]

329 - Tony Dale

[Revenue>Other], [Borrowing and Debt Management>Borrowing and Debt Management]

These changes are OK.

[Coder Note: with regards to proposed changes to revenue, spending and borrowing]

38 - Reuben Campbell

I believe you are currently doing an excellent job

491 - Peter Galbraith

Fine

669 - Mark Gerrard (Historic Places Canterbury)

HPC Specific Comments on the CouncilDraft Annual Plan 2023/2024:Christchurch CathedralHPC endorses the release of the $3 million grant as outlined in the Draft.

725 - Emile Reiser

[Transport>Footpaths and Streetscapes]

I support the roving footpath crews

794 - Elizabeth Beale (Creative New Zealand)

Draft Annual Plan 2023/2024
4. We acknowledge the 2023/24 Annual Plan is focusing on the main issues identified in your Long Term Plan 2021-2031 (LTP). Over a decade on from the earthquakes, the 2023/24 Annual Plan provides the opportunity to further commit to Council's LTP, to invest effectively and wisely, and to enable Christchurch to develop into a 21st century, future proof city that its residents are proud to call home.
5. It is encouraging to see Council retaining investment in the city's future without compromising its services and facilities, including those for arts, culture and creativity.

Oppose

124 - Steve Mcneill

[Other/Special Interest Topics>Capital Programme (General)]

Renewals expenditure is stated as $192.7 million. This is well below the rates collected for renewals at $332.8 million. Ratepayers are paying $140 million more than is needed in this year. While renewals expenditure is generally "lumpy" across several years this mismatched amount seems extreme. More rates have been collected than spent for some years, and rating for renewals is out of balance. There appears to be financial manipulation happening in order to balance the books.

180 - Michael Wilson

[Transport> Roads; Cycleways; Footpaths and Streetscapes], [Three Waters>Water Supply; Waste Water]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

23 - Phil King

[Recreation, Sports & Events>Pools]

They dont need 4 theatres and a large number of swimming pools etc.

Please consider not spending 160k on a stone to celebrate Antarctica and shutting down the stupid number of duplicate services so as you can bring down rates and perhaps spend our money on things that would actually make a big difference such as more arterial roads and better roads so as we don't suffer from the slowest roads in the country.

[Coder note: For context *"I think the rates here are outrageous. I moved from the Gold Coast Australia where the rates on my $1.8m property were $2300 per year. The rates on my $900k Christchurch property are nearly $6k per year."*]

>>>

reduce it by reducing all the duplicate services. It's not needed, unnecessary and unaffordable.

287 - Johanna Stockman

I wasnt happy that certain people on the city council got a pay rise when us rate payers have a rates increase nearing.

330 - janice Ford

[Revenue>Other], [Borrowing & Debt Management]

I am not in favor of the proposed changes to revenue, spending and borrowing. You dont do anything for the people in Templeton. You only care about yourself and increasing your wages and spending money on anything but Templeton.

399 - Miranda Luxton

Council needs to stop spending on cycle ways and other projects that are not of great advantage to the majority of the community. Curb your overall spending and tighten your purse strings like the rest of us.

51 - Paul May

this should be thr vast majority of council spend and to maintain existing infrastructure. [Coder note: capital programme]

Other nice to haves need to be significantly cut back. Council is not provide us the ability to comment on real and meaningful cuts to council spending.

534 - Cameron Matthews

[Transport>Cycleways, Other]

If these require re-allocation of funding, feel free to raise revenue via rates increase, or re-allocate funding from any number of discretionary spending on car-related infrastructure, such as from Parking Renewals On Street, Central City Parking Building Replacement, Carriageway Smoothing, Roading and Transport Improvements, Northern Arterial Extension including Cranford Street Upgrade, Halswell Junction Road Extension, Improving Bromley's Roads, etc.

[Coder note: For context *" The proposal to defer $23mil for environment projects, mostly in the cycleways programme, and $10mil for safety projects are misguided. If anything, investment in these projects should be increased and accelerated."*]

642 - Greg Hay

67542 SAP Improvement Programme - I do not agree with this expenditure. Given the existing cost of this ERP, does spending this money provide direct benefits to the Christchurch community?

63987 Excess Water Use (IT Project) - given my previous comment re: removing the excess water charge, this spend is not required

728 - Sue Piercey

[Transport>Other]

I do not wish to see roving footpath maintenance crew. I think maintenance of footpaths should be part of general council maintenance and I don't see it as having higher priority than any of the other maintenance issues that concern the council. People can either ring the council or use snap, send , solve to notify any maintenance issues. I have found the council responsive to my own notifications eg the cutting of long grass either side of a footpath in my area that was becoming unsafe to use as the grass was obscuring the footpath and the footpath was on a slope.

736 - Jeremy Dixon (Civil Contractors New Zealand)

[Other/Special Interest Topics>Capital Programme Deliverability]

CCNZ appreciates the difficult position of the Christchurch City Council as it fights to keep rates at a reasonable level while attempting to ensure levels of service are maintained and best value for money is achieved.

One of the key strategic objectives of CCNZ is to promote a healthy civil construction industry.

The CCC capital and maintenance spend is a critical source of workflow for the civil construction industry.

The proposal of council to reduce the capital spend by $136m for the 23/34 year is of major concern to the local civil contractors in terms of being able to remain a healthy industry locally that is a driving factor in a healthy wider CHCH economy.

The LTP has what was labelled a “medium level” of service for our infrastructure assets. Which would only bring our cities infrastructure assets up to, or below, pre earthquake level, it was not enough to improve the overall infrastructure assets –this was concerning at the time, given the long term cost of increased maintenance of aged and damaged assets v’s new.

We are now looking to remove a further $136m from this level, on top of the under spend in previous annual plans.

This raises serious concerns within the industry around our workflow, ability to keep people employed in the short to mid-term, and further compounds the issue of aged assets not being repaired / replaced and costing the city more in the long run (which will mean larger rate rises down the line or wasted investment of borrowed money on maintenance or reduced service levels).

The civil construction industry, when all supply and support industries are included, is the single largest employer in the greater Canterbury region. It is therefore critical that this industry is strong, or at least on a solid footing, as a struggling civil industry is also detrimental to the wider economy of Christchurch. A downturn on the construction economy leads to a downturn on the wider economy.

The residential and commercial civil construction markets in Canterbury are in decline. The committed spend of Waka Kotahi for the Canterbury region is very low when compared to the rest of the Country, with very few projects of significance confirmed and a reduced forecast spend overall.

A reduction in spend by CCC, alongside the reduction in the markets stated above, has the potential to have dire consequences for the local civil industry and therefore the wider CHCH economy in a very short space of time.

The council has a responsibility to its rate payers to ensure their decisions do not have a negative impact that outweighs any perceived benefits of keeping rate rises lower than they would be if LTP spending forecasts were adhered to. CCNZ members are quite sure people would rather pay the price of a coffee per week extra to keep the level of service no worse than it is and to support a key cog in the wider economy.

The consultation document states that one of the main reasons for the reduction in spend being the perceived lack of available resource to actually do the work.

It is true that while the past few years have seen many civil construction markets buoyant, and resource has been spread thin in some areas, the rapid decline locally in nearly all of the civil markets means resourcing is not an issue CCC should be considering in its decision making. The resource to carry out the work is very much available.

A reduction in spend by CCC will have a major impact on the local civil market, and the wider economy, as there will be;

- Job losses at all levels
- Skilled people leaving to go to new regions where there is work
- SME's going out of business

These 3 effects of a significantly reduced pipeline will impact the local economy significantly as the job losses will see renters and house owners leave the region, which has the potential to impact the rating base.

The reduced spend will also see infrastructure services fall further behind where they should be and see more spent on maintenance costs – which is a poor use of money when compared to a capital investment in upgrade or new.

It should be noted that a drop in the market will first hit the small SME's and labour hire staff. These are generally the most vulnerable and should not be the group that takes the hit for a drive to keep rates lower than they should be to have the city service and infrastructure we need to have.

Skilled people lost to the region will take time to come back or build again from scratch if the local civil market has to reduce significantly. These skills are hard to find and the most cost effective way to build infrastructure for CHCH is with skilled people that know the needs of the region they work in and they assets the work on. To have these people there needs to be confidence on the forward work flow.

The Christchurch City Council has some very tough decisions to make, but not investing our money where needed now will only bring more pain (and significant cost) down the line. We would like our submission to be heard in person.

CCNZ Canterbury is extremely concerned that none of the options consider an increase in the capital spend (or at least meeting the original budgeted spend), the options only consider a variation of rate levels to reduce borrowing levels. Surely there is a false economy here – where a difference of a few $ for residential rates per week, and a limit on borrowing, is valued higher than jobs. The decisions made now will either keep or cost jobs in the future.

Economists emphasise that when an economy is in recession, an unwillingness to spend on infrastructure will have dire effects on the wider economy. Unemploment leads to lack of spending and the economy goes into ever decreasing circles. You, as a council, need to realise that a lack of investment in infrastructure is not part of the solution you should be looking for.

CCNZ fully realise that CCC cannot solve this entirely and is not the maker of this issue but our council needs to recognise that it has a large part to play in keeping the local economy strong.

Alternative Proposals

10 - Jig Dhakal

We really need to increase funding to make infrastructure fit for purpose.

103 - Brenda O'Donoghue

Please do not defer spending on infrastructure below and above ground that will make Christchurch a more resilient city for the future and the climate emergency risks it presents. For example invest in 3 waters, more trees and green areas (and not just in the rich parts of the city) - more trees and green areas are needed on the east side of town and lower socio-economic neighbourhoods. Do not hold back on investment in walking, cycling and public transport they are key to having a healthy and resilenient city.

107 - Godo Miyazaki

spend more where it requires

140 - Bill Carroll

Fund an improved basic service provision (eg the underground water infrastructure to reduce leaks) by cutting back on money spent/wasted? on 'frilly' stuff like buskers-type festivals, Hagley Park parties and more sculptures.

Christchurch can be a nice place to live if the rates are low, basic services work well and our parks etc. are nice to recreate in. Now is the time for a return to a simpler service provision that has long term benefits for all ratepayers/residents with less of the 'PR' type expenditure on party-type events that are of temporary benefit (if any), and then only for a relatively small number of attendees and organisers.

154 - Jessica Smale

Please don't cut any spending on community or infrastructure projects. Looking after our people and taking action on climate change should be our priorities.

165 - Richard Abey-Nesbit

I believe rates are too low and should be increased by more, and that beneficial spending with a large positive return on investment should be increased.

170 - Glen Whittaker

Need to see further reductions in overall spending (and acceptance that some services need to be reduced)

189 - Valerie Davis

Be conservative, nows not the time for improvement.

>>>

Be conservative with increases - residents are already under financial pressures beyond expectations.

195 - David Quested

[Rates>Residential Rates]

Several things have occurred world wide that effects us. Cost of living has gone overboard and we are just coping. The current government are spending money like its an endless bucket. We must do the important things first. EG bike lanes, yes they have their place but not at the high cost to all of us, get important things done first....transport, hospitals and education

197 - PAUL DAIGNEAULT

I have already expressed my thoughts on this . I will never use the town hall, i will never use the library, I will never use the convention center and I will never use the sports complex or the new stadium. As a cyclist I avoid the cycleways if at all possible. (I am safer on the road) These are all of the big projects that the council is wasting my money on.Please spend my money on the basics. Get the roads sorted get the water sorted, get the waste sorted.

>>>

Yes as per above, I want to see money spent on basic services and not buildings and projects that have an enduring cost of maintenance. Yes to the museum, but no to the sports center and no to the stadium and other big projects that only a select few will use.

>>>

I will never be able to afford to see another All Blacks test in the stadium or a concert at the town hall so why should I pay for this.

>>>

Please let the Council become a fiscally responsible entity. We cant keep on funding increases in rates that are both proportional to property values and the councils costs.

198 - Janice Donaldson

Christchurch ratepayers need to be assured that the Council governance and operational teams have value for money, clarity of role and purpose at the forefront of their minds, and do not take ratepayers for granted or think they are "cash cows"

>>>

Infrastructure maintenance and development is incredibly important - and one of the most important roles for a Council and for expenditure

206 - Roger Davidson

Please review what is essential to providing improved services and what is nice to have.

209 - Lynette Bay

Just wondering why council is spending so much money on non essential projects? Why not spend what we can afford taking into consideration what the actual priorities are? We the people need to be taken into consideration as it's our money. Big government needs to keep it's nose out of our council business.

>>>

Prioritise essential infrastructure for everyone - not just select groups.

Refocus government spending on priorities not wants/wishes.

224 - Ester Vallero

[Strategic Framework>Climate Change]

please prioritise cycle ways and actions that will improve our city resilience to climate change

>>>

please prioritise cycle ways and actions that will improve our city resilience to climate change

[Transport>Cycleways], [Other/Special Interest Topics>Wheels to Wings]

resource cycle ways in an equitable way, all residents deserve to cycle safely, do not delay the Wheels to Wings cycleway!!

229 - Sophie Morton

Please increase the funding towards the libraries

230 - Sam Brooks

i think cycle ways and climate change initiatives should be prioritised.

25 - John Batchelor

Emphasis must be on core services, and within what, we, as a community, can afford.

We do not have the money for everything on everyones' wish-list.

>>>

Constrain spending. It is our (tax-payer) money. You are serving us!

250 - Henry Ashton-Martyn

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure]

more spending for public transport, cycling , and walkable city stuff is needed as we feel the impacts of climate change more and more

>>>

As said previously more needs to be set aside for public transport, cycling , and walkable cities.

28 - Andrea Davis

[Other/Special Interest Topics>Te Kaha]

I agree to pull back on those big building projects, I still think its crazy to spend that money on a Stadium that will hardly be used or full. that land is cost a fortune to remediate make it into a cool living area, which will make the city alive like it needs to be, not full of empty stadium and buildings, also will stop all those current apartment owners complaining about noise. The city should be for living art music studying and life not a series of monoliths to a bygone era of rugby and the old boys club.

28 - Andrea Davis

Become more transparent about how much these programmes [Coder note: capital programme] costs. People will start to realise they need to chip in a little in their communities for keeping things tidy.

286 - Marianne Erickson

would love for Templeton to be included/looked at!!

29 - Sarah van der Burch

[Strategic Framework>Climate Change], [Other/Special Interest Topic>Te Kaha], [Three Waters>Water Supply]

The most important spending we can do right now, is to plan for climate changes and climate emergencies. It will be much cheaper to spend now on items than in the future when it is much worse.

*Te Kaha is a waste of resources

* Climate resilience spending - be proactive versus the ambulance at the bottom of the cliff

*Get rid of the chlorine in the drinking water as quickly as possible

292 - Dominic McKeown

all needs to be reduced

>>>

[Rates>Uniform Annual General Charge]

go wih lower option [Coder note: UAGC] but really look at how rates are being spent since there is wasteful spending occuring. any shortfall should not be taken up by ratepayers and council needs to rethink its spending and obligations.

297 - Paul Broady

Facilities, Property & Planning – carbon neutral fleet – bring funding forward

60462 Programme – carbon neutral by 2031 fleet and plant asset purchases.

I can find no more details about this programme on your web site. It appears to be significantly important for emissions reduction and has 34,424K allocated for 2025/26 - 2030/31 but zero funding for 23/24 and 24/25. The urgency with which emissions reductions are needed would suggest that this programme should be advanced sooner than indicated here.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

13. It is pleasing to see that the Council has continued its focus on considering more efficient ways of doing things, such as leaving some staff vacancies unfilled for 2023/24 and revisiting some of the cost-saving measures first considered when developing the Long Term Plan 2021–31. It is also expected that Council prioritises cutting wastage in their spending, which most organisations in the private sector will be doing during these challenging economic times and it should be seen that the public sector follows suit. It is important that the Council is able to genuinely show that they are significantly tightening their belts and saving money (not just delaying spending), to at least make the rises a little more palatable for businesses and residents. The Council has an obligation to all ratepayers that they receive the best return on their rates and an assurance that their contributions are being wisely spent.

325 - Oliver Hutchison

[Borrowing and Debt Management], [Strategic Framework>Climate Change], [Transport>Cycleways]

Borrow more. Don't hide behind fake austerity politics. Fund more climate action, cycle lanes, and poverty reduction.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport], [Transport>Public Transport Infrastructure]

(ii) more emphasis and funding of public transport, including reinstatement of the inner city Shuttle

>>>

[Transport>Public Transport Infrastructure], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

VNA members consistency confirm their support for improved public transport, which they consider more important than spending on expanding roads to accommodate more cars.

[FULL ATTACHMENT AVAILABLE]

338 - Anthony Planicka

[Other/Special Interest Topics>Staff Matters]

I am sure the council could do better it it really wanted to and made sure managers salaries are not over the top and the council got value from these managers.

34 - Amanda Evans

Not sure why CCC is intent on the Tarras investment, this should be dropped to sace ratepayers.

368 - Grant Hartley

[Rates>Residential Rates]

Rates increases should be kept to a minimum by reducing the level of beaurocracy in Council and eliminating unnecessary expenditure.

397 - Victoria Andrews

No consideration or mention has been made of the fact that rural ratepayers live on a very different level to those in the city. We do not have a sealed road, there is no postal delivery or street lights in our area. Not everyone lives in the city.

>>>

Please remember that ratepayers on Banks Peninsula do not enjoy the same level of service as that provided in the city. We have to make do with much less and often have to fight to get the basics.

459 - James Mackenzie

Christchurch has done amazing things and has some of the highest rates in the country, let's keep it that way and keep spending the money on what will draw in more students, more young families and more immigrants. They're our future.

47 - Jan Edwards

Too many highly paid ccc stafg

504 - Alex Cornford

[Strategic Framework>Climate Change]

CCC should implement a long term vehicle cost reduction policy. Electric vehicles cost less over their lifetime than current ICE vehicles. Therefore CCC should not buy any ICE vehicle on cost basis alone. Not to mention how diesel vehicles stink and emit harmful particulate pollution. There is also the matter of flooding costs which are exacerbated by CO2 emissions and global warming. Additionally I will add that photovoltiac solar panels offer exceptional value for money, reducing electricity costs and paying back their initial investment within a decade. I want smart investments which reduce costs.

>>>

We are in a climate crisis, any denier idiots like Maureen Pugh or Stuart Smith might visit Hawkes Bay to inspect the consequences of that devastating flooding. Climate inaction is more expensive than action now.

I have already proposed a cost effective "no ICE vehicle" policy. It will save money. It will reduce particulate pollution and stinky diesel fumes in our cities air.

I also propose that council buildings have solar panels installed, these business premises are mostly used in daylight hours so they should benefit from this cheap renewable electricity.

BOTH POLICIES SAVE MONEY in addition to reducing harmful emissions.

51 - Paul May

cut spending more, sell shares, cut uncessary noce to have and significantly reduce council staff numbers to a learn mean efficient workforce.

54 - Bono F Beeler

Is the CCC Council really sticking to expenditure for basic services?

Why not rent more of residential red zone land out to projects or secure their leases for small monthly fees, or rent out for grazing ot to farmers to use specific parcels to grow hey for winter feed for a small fee

Instead we are confronted with hudge rate increases and fancy red zone plans, a larger then life stadium, and whatever else we cant currently afford

>>>

see my point above

tighten your belt- this is just infuriating

>>>

stick to servicing the basic services and upgrades

568 - Sara Campbell

Please increase the budget for the South budget by $2.5million

571 - Jack Gibbons

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure]

I support greater investment in bus, lanes bus stops, and cycleways and footpaths. This is how I mainly get around the city.

572 - Barry Hopkinson

[Other/Special Interest Topics>Wheels to Wings]

The proposed cycleway is a complete waste of ratepayers money. There is no justification for it and the model that suggests it will be used by cyclists will be proven to be complete rubbish.

This is the council spending a ridiculous ammount of money on a completely over engineered proposal that will significantly reduce road side parking for residents on Harewood road

I strongly oppose this project

573 - Bill Greenwood

[Rates>Other]

I support a further slight increase in rates provided there is a higher rate of return than current inflation (7%+) or wide community wellbeing gains for any proposed additional spending.

575 - Donelle Gryphon

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure; Other]

I would like to see greater investment in bus stops, cycleways, and footpaths. The maintenance of cycleways and footpaths needs to be improved, the roving maintenance crew will help this. Accessibility of footpaths also really needs to be improved.

576 - Matthew Reid

[Grants and Funding>Community Grants; Capital Endowment Fund]

I support neither of these options but Option 2 is the least bad option. Community funding should be a core Council funding activity, not shifted onto CEF.

597 - Cameron Bradley

[Three Waters>Other; Waste Water]

I do not support:

- Delaying or reducing investment into three waters
- Not budgeting for the wastewater treatment plant fixes

>>>

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

I do not support:

- Delaying or reducing investment into active and public transport

6 - Gerry Mitten

1. Do away with lavish morning teas, lunches and so on. Shouts and catering for consultants totally eliminated.

2. Only refreshments permitted, tea, instant coffee, wine and ginger biscuits.

3.A total travel ban, only travel permitted are ones that are considered vital. No more swaning around the country, South Pacific, Aussie and further afield on perk junket trips.

>>>

5. Introduce and maintain a fair pay system, shared equally amongst the lower paid in the council.

604 - Irinka Britnell (Englefield Residents Association)

[Rates>Residential Rates]

It is great to see efforts made by the council by using innovative accounting with the Capital Endowment Fund where it is possible to make some adjustment to help ease the burden of increased rates.

We recommend the first option which will reduce the rates by .16% rather than .8%.

While it is all very nice to have funding for community projects, it is more important to put food on the table. People are doing it really hard right now with no end in sight. We challenge any of you people in the council to live on a benefit alone. There is a constant 'churn' of people being evicted because they have fallen behind on their rent due to lack of affordability. Children are going cold and hungry. People on fixed income have no more to give for any increase.

We recommend more innovative thinking for the council to make money apart from rates being their main income.

It does not make sense and is very shameful for the council to take money from the poor and then award themselves higher wages then those they have taken money from. Talk about 'entitlement' especially when it comes to the CEO including bonuses in hard times. What is that about ask the people when we are all struggling. Once upon a time the council managed without an overpaid CEO and an army of overpaid managers.

Yet with all the overpaid army of consultants you still have budget blowouts and can never factor that in to your sums!.

So we wonder what do we the people really get out of our overpaid council. Why must there be increases to our rates at all?

We recommend the CCC starts learning to manage on a fixed income like the rest of us.

>>>

Spend within our means. Is is that hard?

62 - Janny Webb-Walker

When there are recurrent issues it would be better to fix it properly once than 20 times. Change the system so that can occur. It annoys me us to see money wasted like that

>>>

Be careful with our money and continue to make this city an amazing city to live in

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

Ross Houliston, our Research and Submissions Officer, found difficulty in trying to find the true data within the plan documents, for example a breakdown of costs is not given when you enter an ID number, as it just comes back with the total project figure, and not how that is broken down.

It is noted that the operational spends seems to have been miscalculated, however it would appear there still seems to be a difference/gap of $87.6 million when you take into consideration the Capital Spend and Operational Spend.

>>>

Doubtful if they will cope under intensification.

[Coder note: in response to the question "Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?"]

653 - Marie Gray

[Community Facilities > Community Facilities (Operations)]

I want to live in a fun, vibrant city where everyone feels they belong. I am in favour of spending on libraries, community facilities, funding for community groups, the art gallery and children's playgrounds. I am excited the museum rebuild is getting underway and I look forward to the opening of Matatiki and the performing arts precinct in due course.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

[Rates>Residential Rates]>[Other/Special Interest Topics>Capital Programme (General); Governance]

The Avonhead Community Group Inc. in principle do not support the annual rate hikes that has already made the Christchurch properties unaffordable and for property owners it is a matter of significant concern. However, in view of the available information provided by the Council an average rats increase for residential users @5.79% is not acceptable. We would recommend to the limit of 5.42% as was signalled in the LTP 2021-2031.

A fresh look is strongly recommended to approach the subject by reducing governance cost, reduce spending in a few areas where it would not impact on the essential public services and defer a few project that would not bear impact on our day to day life. In the present economic environment in the country and as per the predictions of the RBNZ in the coming years, any burden on the property owners would enhance the miseries further. As a collective effort, the Councillors must act together irrespective of their party political philosophy and go back to the drawing board to reduce the burden in 2023-2024.

692 - Kay Robertson

Re the Operational spend. Yes, I guess we need to do that.

However, I would note that the current 7% CPI includes things like food and rent, which presumably a council doesn't spend a lot on. So a comparison to the CPI isn't really appropriate and probably obscures the real cause of these price increases.

I wonder how much of the cost is due to things like the closure of Marsden Point and now bitumen has to be imported? How much of this is due to the privatisation of our energy sector and the dismantling of much of NZ's manufacturing and resource sectors due to off-shoring policies by multiple Governments so that now we are essentially price-takers due because we now must import a lot of basics?

708 - Jessica Adams

Spending should be on essential services and capital programmes and not on cycleways, promoting Arts and events.

>>>

Essential works in the capital programme should be the main focus of Council. Priority needs to be given to essential work such as water infrastructure, wastewater and flood prevention NOT cycleways.

711 - Patricia Hira-Creagh

[Other/Special Interest Topics>Capital Programme (General)]

<u>Water Infrastructure</u>

The Long Term Plan, V2 pg 12 states that "*We need to ensure we have the right infrastructure in place at the right time to support growth", and* with this in mind I believe that our water infrastructure is in need of major improvement so that it is fit for purpose.

I am supportive of prioritising immediate investment into improving the water infrastructure, given the billions of litres of water that are lost in a year. This allegedly is due to aging pipes, and it is reported that Council staff expect the infrastructure to continue to deteriorate faster than it can repair it, for at least the next five years. Christchurch City Council manager Tim Drennan is reported as saying

in a Stuff article dated 3 March 2023, that the Council has a target to get down to 25% water loss, but in 2019 that target was 15% and that council targets were adjusted in 2021 because of the increased backlog of water mains past their end of life, which were predicted to increase until 2028. https://www.stuff.co.nz/the-press/news/131379272/water-leaks-in-christchurch-getting-worse-as-millions-of-litres-lost-every-day

720 - Fiona Bennetts

Investing $2.05 million in a coordinated effort to attract major events to Christchurch - this wouldn't be needed if the city was more than just another city with a conference facility and stadium. Our point of difference is our connected cycleways, our great access to the outdoors, Hagley Park, etc. Spend less on "advertising" and more on infrastructure that will speak for itself (word of mouth is more powerful!)

724 - Rosalee Jenkin

[Transport>Cycleways; Public Transport Infrastructure; Footpaths and Streetscapes]

I support the council increasing maintenance on our footpaths, and also support more investment in bus lanes, bus stops, cycleways and footpaths.

725 - Emile Reiser

[Transport>Cycleways]

Increasing funding for developing cycling infrastructure should be encouraged as much as possible.

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

The more cycling infrastructure is built, the fewer cyclists die and get injured on roads designed for cars.

>>>

[Transport>Cycleways; Public Transport Infrastructure; Footpaths and Streetscapes]

More money should be allocated to infrastructure for footpaths, cycleways and public transport.

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

[Grants and Funding>Requests for Additional Grants and Funding]

While a funding increase of this magnitude would provide the level of support needed by the kaitiaki currently working to restore ecosystems and absorb carbon through the restoration of native forest on Banks Peninsula, and could significantly help to offset the City's residual emissions by 2045, it would still represent less than 1% of the Council's overall budget. Such a spending re-apportionment would represent excellent value for money making a meaningful step-change contribution to achieving Climate Resilience for Christchurch.

750 - Pubudu Senanayake

Further to my comment on the roving maintenance crews for footpaths, I support the increase in capacity of the council maintenance system (the overall capacity, rather than the roving crews).

777 - David Close (Christchurch East Labour Electorate Committee)

That the Council acknowledge that one-off savings do not solve long-term funding problems.

802 - Ruth Falconer

[Rates>Residential Rates]

Only if it's absolutely necessary. Cut out any unnecessary spending especially on arts + sports

808 - Kari Hunter

[Other/Special Interest Topics>Staff Matters]

Provide good livelihoods and conditions for all the people working directly and indirectly for the council. This includes ensuring that everyone employed by contractors doing work for the Council gets good working conditions and at least a living wage.

811 - Yvonne Palmer

Do you have any comments on our proposed changes to fees and charges?

Why is Ratepayer funding being used when the delays of CCC building + Resource Consents. Management should have this done by Staff + Self funded.

812 - Rosemary Martini

AS A RATEPAYER I AM DISCUSTED THAT RATEPAYER FUNDING IS BEING USED FOR THE COST OF DELAYED CCC BUILDING AND RESOURCE CONSENTS. THIS HAS TO BE POOR MANAGEMENT WHEN THERE IS NOT SUFFICIENT STAFF TO PROCESS APPLICATIONS WHICH IMPACTS ON FUTURE DEVELOPMENT AND BUILDING CONSENTS.

83 - PETER SMALL

I DO THINK WASTING MONEY ON OVER ENGINEERED CYCLE LANES COULD BE PUT TO BETTER USE SUCH AS MORE PARKING AT THE CHCH HOSPITAL AND ALSO PUT TOWARDS TH ENEW STADIUM

86 - Helen Hessey

Those items mentioned above (Coder note: our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our park) are essential to maintain, and that is where the millions that will be wasted on the cycleway should otherwise be spent.

9 - Paul King

Please reduce or eliminate spending on non-core activities.

94 - KEVIN DEAN

no more grand projects on behalf of the rate payers.

if sporting bodies want these facilities then let them build it.

Plant a tree, not concrete.

>>>

Please support suburb street roading and footpaths waste water etc and parks,

>>>

I think I have said enough but on finishing; PLEASE

PLANT MORE TREES, VALUE OPEN SPACE NO MORE BIG THINK PROJECTS

99 - Amanda Neil

Fees and charges are necessary. Just make sure a decent proportion is spent on smaller communities as well as the larger ones.

All lives matter and are to be treated with equal care for equal rates.

>>>

I repeat . . . we pay equal rates with all other city ratepayers, but we do not get equal services, especially in the fields of roads, footpaths, water, surface water, water, facilities and parks.

Other/General Comments

153 - Brendan Ross

MAINTAINING OUR CURRENT SERVICES FOR LIBRARIES AND OTHER PUBLIC FACILITIES SUCH AS POOLS ETC IS VITAL, AS WELL AS PRESERVING OUR PARKS AND OUTDOOR REC AREAS.

176 - Doug Soper

As above in my first comment. Pull your heads in and stop the nonsense. If you ran your own household like you tun council youd be broke long ago!

[Coder Note: For context, here is the previous comment *"You happily talk about the "average" rates increase but never get specific to homeowners.*

It's long past time the bloody councilors we elect start focusing on core services instead of all the frilly lovely to have shit!

Ratepayers are not a bottomless pit!"]

18 - Phillip Heslop

What is the 'other' 20%, that seems like an awful lot of the budget that id unallocated for a rainy day when we seem to only spend 1% of the budget on social housing.

~$123M assigned for 'other' while ~$6.16M is assigned to social housing?

Working in the construction industry I am telling you that you could build a large social housing facility for under $100M that could provide cheap student rent, cheap beneficary cost and benefit everyone

185 - Andrea Mead

[Rates>Residential Rates]

Increase in rates is fine as long as the monies is shared across the city. I find that the poorer areas dont get enough attention and the richer areas gain the benefits of better roading and infrastructure.

>>>

more monies need to be spent on increasing the livability of the poorer areas, better care of parks and roadways, more input into crime and youth care. The lower socio economic areas suffer.

21 - Emma Jamieson

When our cities infrastructure is so unreliable , you should have a plan to fix it. I see promises but no solutions.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board stresses the importance of focusing on the basics first. Particularly in these difficult financial times, our residents expect us to focus on delivering core services efficiently and effectively.

216 - Ben Norman-Larter

I would like to see CCC treated more like a business with rate payers as its shareholders. There needs to be continued transparency, and accountability around non-core spending.

226 - Lisa Mcgonigle

[Strategic Framework>Climate Change], [Transport>Cycleways]

Please continue to prioritise climate action and building cycle lanes.

26 - Marilyn Yurjevich

Either cut the bells and whistles or keep the increased rates

300 - Brooke McKenzie

[Transport > Operations]

Costs woukld be dramatically reduced if sensible traffic management was incorporated. 3 trucks and 5 men for a verge mower or street sweeping, 5 trucks to change a street light on a roundabout. The city is getting fleeced by major roading/other contractors and traffic management companies. It has become a money go round with cartel type pricing which has to stop.

301 - barbara whitaker

Spend wisely.

304 - Jan Bierman

Focus on the basics - infrastructure first.

318 - Jennie Brittenden

Spend rate payers money as if you were budgeting for your own household.

321 - Nathaniel Herz-Edinger (Living Wage Movement Aotearoa New Zealand)

The Draft Annual Plan stresses the rate of inflation and the effect this has on costs. With this in mind, we'd like to applaud Christchurch City Council for their continued commitment to the Living Wage. Working families across Christchurch are struggling with inflation at the moment. Groceries, rent, and interest rates are all on the rise. Many find themselves wondering how they're going to make ends meet and they don't have the option, like the council does, of increasing rates. It's a scary time.
However, those working for the council, whether as library shelvers at Tūranga or as contracted cleaners and security guards across the city, can expect their pay to take into account the cost of living. We applaud the council for their commitment to their workers. We applaud Mayor Phil Mauger for his commitment to the Living Wage Movement.

324 - Nikki Griffin

Services should not be cut and managed better

Not multiple contracts for the same thing

Eg mowing the Berms and having another crew do the grass in red zone with same equipment

400 - Robert Fleming

I understand the budgetary increase for service delivery.

495 - Penny Cherry

As a family we dont care on spending as long as the city of CHCH thrives and our children have as many opportunities as we did growing up here.

5 - Elle Evans

The grapevine says a lot of staff are leaving CCC and rates increases are increasingly being used to pay over-priced consultants. How much of the rates increase will be used towards retaining current, experienced, and knowledgeable CCC staff? What is the average remuneration increase for CCC staff that has been budgeted for 23/24?

516 - Cynthia Roberts

[Transport>Cycleways], [Recreation, Sports & Events>Pools], [Parks>Red Zone], [Libraries>Libraries (Operations); Libraries (Capital Buildings)]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

517 - Timothy Rowlands

The CCC needs to decrease spending and turn off a number of non essential business activities and promote those that will bring investors, businesses and people to the city and rely on organic growth.

522 - Michael Neville

[Grants and Funding>ChristchurchNZ Funding]

The council needs to look harder at expenditure. Frivolous spending, such as the rebranding to the "City of Play" or whatever, and the new logos is in my opinion a waste of money that could have been better of spent elsewhere.

528 - Chris O'Brien

Instead of wasting over $20 million on the harebrained cycleway, I believe the money should be spent on fixing our roading, sewage and other important infrastructure. The governemnt would be bettter spending the $10 million subisidy for this fiasco on helping the poor blighters up in the Hawkes Bay.

[Coder note: In the context of the Wheels to Wings Cycleway]

535 - Ann Gillies

Seems sendible to prioritise spending.

647 - Alistair Price

Spend wisely.

706 - Rob Battersby

CCC needs to its spending in order, before always running to the rate payer to prop up the profligate spending of this council.

721 - Matt Edwards

[Strategic Framework>Climate Change], [Transport>Cycleways], [Other/Special Interest Topics>Tree Canopy], [Three Waters>Stormwater and Land Drainage], [Rates>Residential Rates]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Coastal hazards adaptation & adaptation planning]

Additionally, I support proactive funding for coastal hazards adaptation.

721 - Matt Edwards

[Our Proposed Spending]

Investment into climate resilience has been found to have benefit-cost ratios ranging between 2:1 and 10:1. Investing in climate adaptation early is critical for our community's economy.

730 - Jane McKenzie

[Recreations, Sports & Events>Recreation Centres], [Strategic Priorities>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning], [Other/Special Interest Topics>Te Kaha]

The Stadium, Recreation Centre etc will be fantastic for Christchurch City in the future, and very exciting, but taking into account the 2030 Agenda and the 15 minute cities, how will these 'Venues' be utilized. With the schedule by 2030 to do away with vehicles as such, and with the majority of people being locked down into their areas/zones, what is the point of spending excessive quantities unnecessarily. Personally, I would like to think this 2030 plan will not eventuate, but if it does.. what will happen to these enterprises, and will they warrant the money being spent now?

>>>

[Other/Special Interest Topics>Capital Programme (General)]

Roving Footpath Roaming Crew, 2 Million?? Is Outrageous! Especially if Waka Kotahi is already receiving 24 Million, therefore, this ought to be within their allocated budget without the necessity to receive more.

738 - Natalie O'Connell

[Transport>Cycleways; Carparking; Footpaths and Streetscapes], [Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning]

In 2023, the Council should not be proud to say they are delivering on the basics. Climate change is here. Fund cycleways, remove car parks, pedestrianise the central city, stop allowing suburban sprawl.

>>>

[Other/Special Interest Topics>Consultation Process/Engagement and Communications]

Spend more money on getting young people involved in local government. Let's change the demographic of who's actually submitting on Council plans.

743 - Roman Shmakov (Generation Zero)

Generation Zero believes that it is best to retain and improve council assets and services, rather than making marginal/negligible individual decreases to rates through substantial decreases to services.

745 - Colin Meurk (creative transitions to sustainable futures)

stop gold-plating - the world can't afford it.

815 – Michael Galambos

Stop spending so much on luxuries.

Pay your staff enough to be able to afford rates.

Grants and Funding

Community Grants

General Comments

9 submitters commented on community grants and funding.

One in support, one opposed and three provided alternative proposals.

Four made general comments.

Officers Response

Some submitters support the continued provision and a modest increase in community grants, specific examples included grants for Pest Free Banks Peninsula, Hoon Hay Community Centre, community beautification initiatives and a community response to climate change. There was a general recognition that community grants support volunteerism and is a core Council activity.

Conversely other submitters, albeit fewer in number, supported suspending grants for a year and stopping grants completely.

Submissions generally support the continued provision of community grants particularly where these enable volunteers to thrive or the grants contribute to community driven projects building social capital and stronger resilient communities. Submissions advocating larger increases to grants are tempered by alternative views calling for reductions.

There are no cost or level of service implications if the provision of community grants remains consistent with the draft Annual Plan.

Support

653 - Marie Gray

[Parks>Other]

I therefore support the investment in Pest Free Banks Peninsula, community funding such as the Biodiversity Fund and Sustainability Fund, investment in the parks ranger service, nature-based storm water management and landscape-scale restoration initiatives such as restoring the gullies of the Port Hills. Indeed, I think the investment in this area needs to double. There is no time to wait. There is widespread support for environmental initiatives among the public – could this be a targeted rate in the future?

Oppose

56 - Greg Urquhart

Stop giving away our money

Alternative Proposals

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

b. We seek funding being made available to community groups endeavouring toengage communities in discussing the possible consequences of climate changefor them in their differing catchments.

42 - Tracey Mclean

take grants awAy for a year.

576 - Matthew Reid

[Our Proposed Spending], [Grants and Funding>Capital Endowment Fund]

I support neither of these options but Option 2 is the least bad option. Community funding should be a core Council funding activity, not shifted onto CEF.

Other/General Comments

597 - Cameron Bradley

[Grants and Funding>Capital Endowment Fund]

These grants are relied upon by community organisations who volunteer significant amounts of time to deliver valuable services to your residents in very cost-effective ways. This level of service should be maintained as much as possible.

637 - Marie Byrne

[Parks>Other]

I commend the supporting community building projects within Phillipstown such as the community beautification initiatives in the reserves in Phillipstown; Olliviers, Cross, Essex and Little Stanmore. These ongoing projects have not just got the

community involved in working bees, but have also led to safer and cleaner parks. In Olliviers Reserve in particular there is noticeably less rubbish and vandalism. I congratulate and thank Council for this and ask that it continues.

I would ask that a plan to remove the colourful planter tyres that the community members have planted and decorated does not go ahead. I worry that this would undo all of the positive community feelings that have resulted, just to mitigate an extremely small risk leeching into the soil.

649 - Kaitlyn White (Hoon Hay Community Association)

We wanted to thank the Council for the support of renovating Hoon Hay Community Centre at 90 Hoon Hay Rd. While the earthquake strengthening and renovations have been slightly delayed until early May, we are so grateful for the Council (but particularly the Community Board's) support to make this happen. Hoon Hay has a distinct lack of facilities and our neighbours have to travel to other areas for facilities. To at least keep the centre and make it fit for purpose means there is something in our area that can continue to be used for the good of the community. We've recently used it for a free Easter scavenger hunt that attracted 130 people on Saturday 8 April, and we will continue putting the centre to good use in the future.

717 - Vanessa Metcalfe

* I support funding for community groups.

Strengthening Communities Fund

General Comments

There was one submission on the strengthening communities fund.

Officers Response

The Waihoro SCH Community Board support the retention of Council's Strengthening Communities Fund (SCF) at its current level ($7.1M) - they do not support the proposal to use a portion of the interest earned off the Capital Endowment Fund to off-set rate funding of the SCF

There is no proposal in the draft Annual Plan to lower the SCF - a review of submissions on the use of the Capital Endowment Fund to off-set rate funded grants is provided in another response category.

Support

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board supports keeping SCF funding at $7.1 million, and notes that they would not support funding SCF with the Capital Endowment Fund.

ChristchurchNZ Funding (General)

General Comments

Fourteen submitters commented on ChristchurchNZ Funding.

Three provided support, six opposed and three provided alternative proposals.

Four made general comments on the issue.

Officers Response

There was a mix of support and opposition to funding Christchurch NZ. Some responders felt this spending was “frivolous”, while others requested more funds be spent attracting events and visitors to the city.

There was a mix of support and opposition to funding Christchurch NZ. Some responders felt this spending was “frivolous”, while others requested more funds be spent attracting events and visitors to the city. The additional events funding proposed in the Draft Annual Plan is important for attracting events to the city.

Support

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

12. It is positive to see an investment of $2.05 million in a coordinated effort to attract major events to Christchurch, particularly with new opportunities presented by the completion of Te Pae, and the pending completion of Te Kaha, Parakiore and so on. The Chamber has long advocated for optimising the use of these attractions and the importance of drawing significant major events to the city for maximum benefit from these major investments.

667 - Jonathan Nicolle

[Rates>Residential Rates],[Grants and Funding>Funding for Other CCOs],[Libraries>Libraries (Capital Building)],[Other/Special Interest Topic>Te Kaha]

No one likes paying more rates, but the headwinds facing the Council from climate change and higher costs of borrowing makes this a no brainer. Many Christchurch residents have benefited from much higher property valuations over the past two years and reflecting that financial gain in rate rises is fair. We need to ensure our city attracts young people and retains our youth. Spending money on the new stadium, attracting external events and rebuilding Christchurch South library and ensuring the Adventure Park stays open are excellent ways to do so.

794 - Elizabeth Beale (Creative New Zealand)

Investment in Christchurch’s creative economy

6. We support the re-focus and changes to levels of service to attract major events to the city. Investing $2.05 million in a coordinated approach across your city's key agencies and providing better resourcing for events will have a significant impact for the arts and cultural sector and build capacity back into the ecosystem. We know that events and festival work are a key part of many creative workers' incomes.

Oppose

553 - Jocelyn Papprill

I am not in favour of investing $2.05 million to attract major events to Christchurch. I am not convinced of the business case for such an investment beyond what is currently established. Much of the rewards from major events goes into the pockets of already wealthy people with costs incurred often socialised to ratepayers.

56 - Greg Urquhart

[Rates>Residential Rates]

When you have agencies like Christchurch NZ that is costing over $20,000,000 — and a massive staff. - just as a single example. There are true and easy options to reduce costs.

[Coder note: The following is provided for context and does not need a response *"I think its disgusting, at a time of increased pricing and a potential ressession that you can not remove wasted costs out of council. Rate take in 2010 was about $270,000,000 - now 13 years later the rate take is close to $800,000,000.*"]

600 - Bronwyn GRAHAM

I think there is too much investment in attracting large events.

666 - Chrissie Williams

Proposed LOS change

Original level of service agreed for 2023/24	New proposed level of service for 2023/24
30 city bids prepared to attract business events to Christchurch.	50 city bids prepared to attract business events to Christchurch.

I oppose an increase from 30 to proposed 50 city bids prepared to attract business events to Christchurch

The investment made by the CCC and allied organisations for an event is significant. The net benefit may not be great, and is frequently a benefit to PRIVATE business, not to the community. For example, based on figures provided by ChristchurchNZ, the quantified cost to Christchurch of hosting SailGP in 2023 was estimated at $8.57million, and the quantified benefit was estimated at $10.32million – a net benefit of $1.76million

This is a small net benefit for the investment made.

I therefore oppose any increase in Council funding directly, or through Christchurch NZ, to bid for further business events.

746 - Des Patterson

Dont spend money attracting events to chch.

777 - David Close (Christchurch East Labour Electorate Committee)

8.0 Expenditure of $2m to attract events to Christchurch
8.1 This sum of money is an addition to the generous funding already provided to Christchurch NZ. The qualities of our city and its facilities should be sufficient to attract events from outside Christchurch. We are highly suspicious of the cost-benefit studies which are used to justify expenditure on events and attraction of events. In particular, we are opposed to incentive payments to event owners, such as the NZ Rugby Union.
8.2 In a world where we are now conscious of the need to reduce travel, we must think of local facilities as being primarily for local people. The justification of our new facilities must be maximum use by local people. Visitors are welcome, but we should not be providing artificial incentives to travel.
8.3 Submission: That the $2.05m proposed to attract major events to Christchurch be deleted from the Draft Annual Plan. (See Section 11 below for proposal for reallocation.)

Alternative Proposals

396 - Trudi Bishop

As venues such as Te Pae are profit making they should be using their profits to attract visitors to the city rather than relying on rate payers to bring customers to their door. These venues should be run as not for profit so all money is put back into the venues to attract more visitors to the city. We should be using the proposed $2million marketing spend on making the city a more liveable one to be in for its permanent residents - by reducing harmful emissions in the city, increasing spend on public transport and reducing homelessness.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

We are pleased to have had the opportunity to contribute to the Destination Management Plan for Banks Peninsula currently being developed by ChristchurchNZ. The separate plan for Banks Peninsula recognises that the issues facing the Peninsula, and the opportunities it presents, are very different than those in the City. It is important that this plan, both in its development and implementation, respects the unique character, landscape, environment and natural amenity of Te Pātaka o Rākaihautū Banks Peninsula. Outdoor recreation, including walking and cycling, is one of the Peninsula's significant attractions to local, regional, national and international visitors. These activities should be promoted in a way which is sustainable and respects the natural environment and the social licence of the community. The concept of regenerative tourism should be a guiding principle in the development and implementation of the Destination Management Plan, and in the funding of actions under that Plan. Developing and promoting outdoor recreation opportunities and a regenerative approach to tourism should both be given a high priority.

777 - David Close (Christchurch East Labour Electorate Committee)

[Other/Special Interest Topics>Disposal of Council Owned Land; Provincial Chambers], [Transport>Footpaths and Streetscapes], [Parks>Heritage]

(iv) It is ironic that almost the only mention of housing is a proposal to sell some housing which the Council is reluctant to restore or redevelop. It is ironic that, in a budget where money is tight, the Council has set aside three tranches of $2m for nice-to-haves: $2m for a roving footpath repair crew, $2m for attracting events to Christchurch, and $2m for advancing the restoration of the Provincial Council Stone Chamber.

Other/General Comments

393 - jeff scandrett

The waste of $100k on rebranding christchurch, by people who dont live here is crazy. The icon is so disjointed and means nothing.

522 - Michael Neville

[Our Proposed Spending]

The council needs to look harder at expenditure. Frivolous spending, such as the rebranding to the "City of Play" or whatever, and the new logos is in my opinion a waste of money that could have been better of spent elsewhere.

647 - Alistair Price

Get rid of ChristchurchNZ for their appalling new marketing strategy. That will save millions.

A few years they did Bloom for show week. How far did that go? The CEO of ChristchurchNZ does not have a clue about what is good for our city.

746 - Des Patterson

Rebranding idiocy just more wasted trash on the ChristchurchNZ pyre.

Funding for Other CCOs

General Comments

Two submitters addressed funding for other CCOs, one provided support while another provided an alternative proposal.

Officers Response

Submitters addressed the following issues:

- Support spending on stadium, events, South Library, and ensuring the Adventure Park stays open
- City Care does not seem to make much money. Is this set up really value for money? City Care's before tax profit in 2022 was $5.43m but $5.2m of that is from government grants, interest and asset sales.

Citycare's profit in FY22 was significantly impacted by a reduction in revenue as a direct result of the extended COVID lockdown in the Auckland region (down $11 million from FY21).

Support

667 - Jonathan Nicolle

[Rates>Residential Rates],[Grants and Funding>ChristchurchNZ Funding],[Libraries>Libraries (Capital Building)],[Other/Special Interest Topic>Te Kaha]

No one likes paying more rates, but the headwinds facing the Council from climate change and higher costs of borrowing makes this a no brainer. Many Christchurch residents have benefited from much higher property valuations over the past two years and reflecting that financial gain in rate rises is fair. We need to ensure our city attracts young people and retains our youth. Spending money on the new stadium, attracting external events and rebuilding Christchurch South library and ensuring the Adventure Park stays open are excellent ways to do so.

Alternative Proposals

692 - Kay Robertson

Looking at the City Care website, I see only one of the directors is an engineer, the rest have a background in law, marketing, and similar. Looking at City Care's financial statements, the before-tax profit for 2022 is $5.453,000, but $5,208,000 of that is from Government grants, interest and the sale of land, plant and equipment. It seems they don't actually earn that much from all their far-flung operations. Is this setup really value for money?

Capital Endowment Fund

General Comments

82 submissions were received on the Capital Endowment Fund (CEF).

33 submissions supported the proposal to use $1 million from the CEF for one year only to fund grants and reduce the overall average rates increase by 0.16%.

10 submissions would rather use $500,000 from the CEF for one year only to fund grants and reduce the overall average rates increase by 0.08%.

10 submissions provided alternative options, and 29 submissions held a neutral position.

Officers Response

A number of submitters who supported Option 1 ($1,000,000 of the Capital Endowment Fund (CEF) to offset rates-based grants) commented that this was an opportune time to do this due to higher interest rates boosting the Funds value. Other supportive submitters believed that it was particularly important to adopt measures to reduce rates this year when finances were tight.

Submitters who opposed or did not support the use of the CEF cited that grants were a core function of Council and were concerned that the use of the CEF was tantamount to a reduction in grant funding. They emphasised the value to the community, particularly the volunteer sector, of community grants. Submitters pointed out that beneficiaries of Council grants and the CEF were also struggling with increased costs and any reduction would hurt.

A small number of submitters who purported to support the use of the CEF to offset rates based grants made comments counter to this position - indicating that there may be some confusion with the concept. Other submitters expressed confusion with the concept more overtly.

Some submitters who supported Option 2 ($500,000 of the (CEF) to offset rates-based grants) stated that they supported this as the "lesser of two evils" meaning if Council were of a mind to use the CEF it should be at the lesser amount. Others regarded Option 2. as a sensible compromise.

Overall the issue was quite polarising with about 48% of submitters supporting Option 1 and 35% of submitters opposing Option 1. 8% of submitters supported Option 2. Approximately 9% of submitters did not support community grants whether derived from the CEF or not.

Submitters had mixed views and no overwhelmingly clear direction was provided. There was more support for Option 1. There was little support for Option 2.

A number of submitters appeared confused by the concept as a whole as their stated position did not match their comment.

If Council were of a mind to offset rates-based grants with the Capital Endowment Fund some submitters acknowledged that doing this during a period where the CEF earns more interest is prudent.

Option 1 will result in a saving on rates of 0.16% and is factored into the draft Annual Plan.

Option 2 will result in a an additional 0.08% in rates as Option 1 has been factored into the draft budget.

Not using any of the CEF to offset rate funded grants will result in an additional 0.16% on rates as Option 1 has been factored into the draft budget.

Support Option 1 (Using $1 million from the CEF for one year only)

104 - Elizabeth Ough

I would like to see the extra money go back into the community.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board reluctantly supports the proposal (option 1), understanding the higher deduction from the Capital Endowment Fund is reflected in the level of rates increase led with in the consultation, and the alternative (option 2) would increase it. The CEF is an important source of community grants that enrich and nourish the community, though it is also acknowledged that higher interest rates have meant more money than usual available to distribute this year, and keeping rates low is especially important in a cost of living crisis.

164 - Jemma Harnett

There are some really great community groups out there doing some really cool and important things and more that just need a little help to get off the ground.

195 - David Quested

The CEF, we must use some of that, it has to come from some where.

209 - Lynette Bay

Use it now, NOW is a rainy day

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports option 1.

258 - Charlotte Cooper

anything to reduce rates at this point is important when we are in a cost of living CRISIS

26 - Marilyn Yurjevich

Community organisations do a lot for Christchurch. They need to be supported.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

1.1. The Board supports the proposal to use one million dollars from the Council's Capital Endowment Fund for grants that are normally funded by rates; thereby reducing the rates increase facing ratepayers for 2023/24.

267 - David Pigou

Not a big issue in the overall scheme of things.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora supports using $1 million from the Capital Endowment Fund (CEF) for one year only to fund grants, and reduce the overall average rates increase by 0.16% (Option 1). Te Mana Ora suggests that Christchurch City Council consider how money from this fund could be used to benefit ratepayers with properties with lower capital value. Similar to the proposal to set the UAGC at a lower value and reduce rates on properties with a lower capital value, taking a proportional approach to using the CEF to reduce rates would be more equitable.

3 - Hayley Young

Definitely a larger rates reduction is preferable.

310 - Blair Kenton

I'm not really sure how spending more money on grants reduces the rates increase but why not?

311 - James Riddoch (Property Council New Zealand)

9.1. Property Council supports Option 1 which will use $1 million from the CEF for one year only tofund grants, and reduce the overall average rates increase by 0.16%.

[FULL ATTACHMENT AVAILABLE]

349 - Joseph Fullerton

The value of grants from the fund to the community is important.

357 - Peter Rodgers

i prefer an option which supports community rather than removes potential support

366 - Therese Fisher

Community grants are important to the development of a connected city. Retain this value.

401 - Merav Benaia

I support the proposal to use $1 million from the CEF to fund grants..

516 - Cynthia Roberts

Use the CEF in times of need such as now when the high Cost of Living means families under pressure

52 - Boyd Kedzlie

I support option 1 as this is a one-off situation and does not impact future years income from the CEF which can be considered for use for other purposes.

554 - Dianne Downward

The rate increase is already too much for many people so the more they can be reduced the better

559 - Ruth Grey

Use the interest now.

612 - Sarah Laxton

I support option 1.

623 - Glen Koorey

A good use of extra funds, thanks to higher interest rates

674 - Claire Coveney

This spending should be a priority to serve communities and honour our commitment to reduce carbon emissions due to climate emergency now!

692 - Kay Robertson

Yes to borrowing from the Capital Endowment Fund. Now that interest rates are normalising, we can expect more income from the CEF for the foreseeable future.

710 - charlot hudson (Sumner Community Residents' Association)

The reduction in rates is marginal but the projects that can be supported are immediately visible in communities. Many community grants are applied for by volunteer groups whose 'payment' is the creation and delivery of the projects they are passionate about. We believe the community benefits of having community groups able to deliver their projects is more impactful on a community than a marginal reduction in rates. It empowers residents to make local change where need is identified and encourages a 'ground up' response.

720 - Fiona Bennetts

With the cost of living affecting a huge number of residents, option 1 gives the greatest benefit

730 - Jane McKenzie

Obviously if it helps to reduce rates now. That's a mature and sensible plan.

[Coder note: Supports option 1]

745 - Colin Meurk (creative transitions to sustainable futures)

maintaining social and environmental NGOs is critical to citizen engagement and fulfilling much of the aspirations of Council.

789 - Michael Allan

[Other/Special Interest Topic>Excess Water Charge Limit]

support raising the daily water allowance to 900 litres from July 1, 2023, and support Option 1 for community grants.

812 - Rosemary Martini

CCC GRANTS SHOULD CONTINUE TO BE SUPPORTED AS THE ORGANISATIONS WILL HAVE COSTS INCREASED DUE TO INFLATION, HOWEVER ANNUALLY REVIEW ORGANISATIONS AND ASSIST WHERE POSSIBLE FOR AMALAGATION.

99 - Amanda Neil

Community grants are necessary and should be well funded to help our many voluntary organisations function well, for the sake of their community's welfare.

Support Option 2 (Using $500,000 from the CEF for one year only)

149 - Julie Kidd

I think there should only be $500,000 used from the Capital Endowment Fund. Otherwise agree.

236 - Jono de Wit

I think using a smaller amount from the CEF is better.

380 - Stephen Wood

using $1M leaves much less for the real purpose of the fund - community grants.

388 - Stephen Farrell

Retaining a realistic understand of the costs involved in upholding society without relying on this fund is essential for the people of this city embrace.

534 - Cameron Matthews

Barring deflation of the currency, our inflation-related cost increases are permanent. By deferring them now and robbing the CEF instead of raising the appropriate revenue, we are only deferring the

cost increases to be born by a future council, and their future residents. Just fund the grants normally by raising revenue via rates.

537 - Patrick Kennedy

For the sake of a few dollars a year, I don't think that this a cost cutting exercise that needs to exist.

54 - Bono F Beeler

tighten your belt

552 - Justin Rogers

isnt that money for a rainy day?

651 - Marie Gray (Summit Road Society)

Climate Change and Ecological Restoration

The devastating weather impacts in the North Island are highlighting the importance and urgency of both reducing emissions and building climate resilience. The Society's long term vision includes restoring native vegetation to the gullies of the Port Hills including wetlands, shrublands and broadleaf-podocarp forest. Reforestation of the gullies will create ecological corridors, provide habitat for native fauna, reduce erosion and sedimentation, improve freshwater values, enhance community wellbeing, improve resilience to extreme weather events, sequester carbon and restore mahinga kai values. Landscape-scale projects require a collaborative approach, with councils, hapū, community organisations and private landowners working together.

We support a holistic, catchment-based approach that focus on regeneration ki uta ki tai. We need to set up the appropriate conditions for nature to take over. In areas of regenerating and remnant bush such as on Banks Peninsula, this includes fencing, weed, pest and predator control, and enrichment planting. The biggest threats to the health of the forest are invasive weeds and feral browsers, such as pigs, deer, hares, rabbits and possums. In valleys or other areas that are devoid of vegetation, the focus is on landscape-scale planting. There is insufficent seed source for these areas to naturally regenerate in the coming decades.

To this end:

- We prefer the option of funding 50% of community grants from the Capital Endowment Fund to ensure there is more community funding available overall.

815 – Michael Galambos

As Council is experiencing financial pressure the funding of community grants should be minimised. Such grants are a luxury for when times are good.

816 – Robert Peacocke

I support Option B, based on the understanding this change will mean more expensive residential properties pay a slightly higher share of the rates than they have previously.

92 - George Laxton

I support option 2 so that more money goes out to the community since a lot of these funds target those who need it most and benefit large proportions of people overall.

Alternative Proposals

176 - Doug Soper

A better option woild be to scap ALL grants. Grants should not form any part of the core function of council in providing basic, well maintained infrastructure

208 - George Tylee

Option 3 - do not use CEF to fund grants.

21 - Emma Jamieson

support neither. .

224 - Ester Vallero

i don't support either, the second option is less bad but community funding is a core function of Council, not to be funded by CEF.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Comments on use of the Capital Endowment Fund
4. We note the Council has indicated that it intends to use "$1 million of the Capital Endowment Fund for grants that would normally be funded by rates."

5. We further note the comment that "This fund is used for civic and community, innovation, economic development and looking after the environment…"

6. We further note that the Council has budgeted “$2.05 million in a coordinated effort to attract major events to Christchurch”, a significant contribution towards the city’s economic development.

7. We support the Council using $1million of the Capital Endowment Fund for grants that would normally be funded by rates for the current budget only.

8. We seek that in future budgets, where the Capital Endowment Fund provides distributable funds higher than anticipated, that such funds are purposefully directed in large towards “looking after the environment” given the need to prioritise environmental improvement. We shall be taking careful note of future expenditure of this fund.

396 - Trudi Bishop

I do not support either proposal. We should leave the CEF alone to be used for what it is intended and leave the rates increase in. Community groups are a vital part of the fabric of our city. They have helped proactively improve the city, its waterways etc for the community. The sense of community by being part of these groups helps build vital support networks, a sense of belonging and love for our city and must be continued to be supported.

399 - Miranda Luxton

refunds grants full stop. Save money.

51 - Paul May

this is unnecessary spending and should instead be cut. The government takes tax for social services and these types of grants.

536 - Pam Richardson

The ‘help up’ funding is vital for the survival of a number of volunteer groups .
Volunteer groups provide and offer a range of activities great for mental health and wellness . The City Council couldn’t survive without the groups operating in our communities . Self help goes a long way and no better than being provided by the community.

548 - Mark Darbyshire

While option 2 is better than option 1, income from the Capital Endowment Fund should not be going towards General Rates at all! Any increased income should go towards additional community projects that are consistent with the current Capital Endowment Fund Policy.

560 - Marc Duff

Would prefer the Capital Endowment Fund not to be touched at all

561 - Erica May

spend more wisely listen to what rate oayers want

566 - Geoffrey Sugden

I believe that having these funds available in the future will be of more value.

576 - Matthew Reid

[Our Proposed Spending], [Grants and Funding>Community Grants]

I support neither of these options but Option 2 is the least bad option. Community funding should be a core Council funding activity, not shifted onto CEF.

610 - Karen Colyer

If I understand this correctly I prefer the grants to be used where they are most needed - for the hard working community groups who are struggling to provide the services needed.

This summer The Lyttelton Harbour Information Centre has provided an outstanding service for visiting passengers off cruise ships. This work is all done voluntarily and is a huge committment by those involved.

634 - Michael Davidson

You have not presented an option to not use CEF to fund community grants. Community grants are BAU and the CEF should not be used to bulk fund them, so you can reduce rates. CEF should be used for one-off community grants.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

Should be left alone altogether.

>>>

ENDOWMENT FUND/COMMUNITY FUNDING:
With regards to using the Endowment Fund to assist community funding, over 50% of our residents did not want to see this fund touched for this purpose, and believe it is better kept for what maybe more pressing issues in the future.

647 - Alistair Price

Grants should be stopped. Ratepayers are struggling.

653 - Marie Gray

I have concerns about the proposal to fund community grants from the Capital Endowment Fund. Of the2 options presented, I favour the 50% funding model to ensure there is more funding available overall. The draft plan says this funding arrangement will be in place for one year only but is this move trying to test the waters for funding community grants from the Capital Endowment Fund on a permanent basis(in effect reducing the amount of grant money available)? Or will there be calls to cut community funding in the Long Term Plan? I strongly oppose any cuts to community funding – indeed I think this funding needs to be increased. Community groups achieve huge benefits for the city as a whole for minimal cost, many run on the smell of an oily rag and cutting funding to community groups would have devastating impacts on social cohesion and environmental action

69 - michelle combe

Mayb lower the council overheads and you may find a solution

697 - Mel Graham

I do not believe that the overall rates increase should be reduced at all. If the CEF has resulted in having more money due to higher interest rates, great! We can put that money into the community! If the rates increase remains the same, then we have more money going into the community overall. That's a good thing!

700 - James and Philippa UPton

Avoid cutting community grants as long as there is a transparent and robust process for allocation.

733 - Angel Faith Booth Beynon

We should use the $1million *and* fund it from rates for a 0.08% increase.

746 - Des Patterson

Definitely decrease community funding during a recession.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board opposes the cutting of the capital endowment fund, unless it is for a specific project.

76 - Benn Dickie

Option 3: Fully fund the CEF for community grants and don't use this as a method to decrease rates.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Grants and Funding>Requests for Additional Grants and Funding]

DPA supports the Council's proposal to use $1 million from the Capital Endowment Fund to make more Economic and Community Grants. We recommend that Council prioritise funding from the expanded Community and Economic Grants scheme to support disabled people's-led community and economic development initiatives as a means of enabling the creation of more community programmes and economic development projects driven by us.

811 - Yvonne Palmer

increase by 0.08%.

Comments: Support the Grants and Review Organisations and assist with amalagation rather than lots of similar groups

94 - KEVIN DEAN

Again, the public purse gets squeezed for a Sports Arena they apparently must have, while their community grants get reduced.

Was this mentioned in the PR Campaign

Other/General Comments

144 - Brian Donovan (New Brighton Residents Association)

The NBRA is unsure of the impact of the difference between two options

17 - Mark Penrice

Depends who gets the grants.

197 - PAUL DAIGNEAULT

Stop giving away our money to useless causes. Spend the money improving the roads and housing.

324 - Nikki Griffin

Grants really need to be looked at and making sure it is for a viable cause and are not for the same thing but different groups

367 - Jonathan Gregg

what is the capital endowment fund? Is it real money or borrowed? You shouldnt be using borrowed money to reduce rates

499 - Brad Spiers

Beautifully worded double speak

597 - Cameron Bradley

[Grants and Funding>Community Grants], [Performance Framework>Levels of Service]

These grants are relied upon by community organisations who volunteer significant amounts of time to deliver valuable services to your residents in very cost-effective ways. This level of service should be maintained as much as possible.

681 - sylvia lukey

Not sure as I do not know how this will impact upon some organisations nor how much this relates to in dollars per property.

777 - David Close (Christchurch East Labour Electorate Committee)

However, we think that there are risks in such single-minded concentration on reducing rates:
(i) Raiding the Capital Endowment Fund for $1m to pay for grants normally funded by rates creates a

problem for next year. As the CEO remarks, one-off savings of this sort do not leave many rabbits to be pulled out of the hat in future years.

97 - Rick Mansell

Cannot answer without knowing what grants you will give it to.

Canterbury Museum

General Comments

One submitter indicated that they support the proposed funding for the Canterbury Museum.

Officers Response

The submitters support of the funding for the Canterbury Museum is noted.

Support

771 - Anthony Wright (Canterbury Museum)

We are grateful for the ongoing support of Christchurch City Council to the Canterbury Museum Trust Board and the provision of Statutory Grants to the Museum and have comments relating to:

- the percentage increase proposed for the Statutory Grant for the financial year 2023/24
- the amounts proposed for the Capital Grants for the Canterbury Museum Redevelopment project

Both of these points are submitted on as follows:

Support – Statutory Grant Allocation and Levy increase for 2023/24

The Museum supports the 5% increase in the Statutory Grant from last year.

The Canterbury Museum has worked with Christchurch City Council staff to propose a supplementary Capital Grant that supports the Statutory Grant.

Requests for Additional Grants and Funding

General Comments

There were seven requests for additional grants and funding.

Officers Response

Orana Park

Orana Park Trust request ongoing additional minimun funding of $1,000,000 p.a. from the Council and potentially other local authorities in order to maintain existing levels of service. More particularly to undertake deferred maintenance, retain specialised staff and maintain financial sustainability.

The Trust's budget for the 2022/23 financial year is currently being managed on a basis of "critical expenditure only", there is a projected loss of $1,000,000. Without increased financial support the Trust advise they will encounter severe financial difficulty within two years and potentially face closure.

Following a meeting between the Trust and a number of Councillors the idea of a small targeted rate was discussed, the Trust would like to progress this option along with any other appropriate opportunities.

Council currently support Orana Park through the Strengthening Communities Fund to the value of about $150,000 per annum. In addition, Council have secured a one-off amount of $500,000 via Better Off funding to support the Park. Subject to meeting certain criteria, Better Off Funding will be available from July 2023. Orana Park is also able to access Council's Capital Endowment Fund for discrete projects that have not attracted any other Council Funding. The option of a targeted rate is able to be discussed in the 2024/34 LTP process. There are no additional cost or level of service implications at this time.

Prestons Community Facility (Marshlands Hall)

The Waitai Community Board are signalling that they will again propose Council funding for a community facility in Prestons through the 2024/24 Long Term Plan process.

Staff are aware that funding for a community facility in Prestons through the 2024/24 Long Term Plan process is a top priority in the Waitai Community Board Plan and is consistent with Council's Community fcilities network Plan. Work is underway to better understand the cost of any Council contribution and this will be fed into the long Term Plan process. There are no additional cost or level of service implications at this time.

Historic Places Canterbury (HPC)

HPC thanks Council for the Canterbury Stories project and the carry forward of unspent Heritage Incentive grants. HPC also requests that Council set aside a sum of between $800K and $900K per annum (OPEX) to provide for Heritage Incentive Grants in future years.

$900K OPEX for new Heritage Incentive Grants equates to about 0.14% on rates, the 2024/34 LTP process may be the best forum for Council to consider a proposal of this nature.

Christchurch Civic Trust (CCT)

CCT believe funding for Heritage Incentive Grants needs to be reinstated from 2024/25 onwards.

Styx Living Laboratory Trust (SLLT)

SLLT gratefully acknowledges the funding and other support received from Council.

The Youth Hub

The Youth Hub request that Council set aside a capital grant of $2,000,000 toward the construction of stage two of the Youth Hub currently being constructed at 109 sailsbury Street. This is primarily to allow the delivery of essential support services to the City's youth and support an existing development. A capital grant of this nature will be a cost to rates of 0.024%.

A capital grant of $2,000,000 toward the construction of stage two of the Youth Hub this nature will be a cost to rates of 0.024%. Whilst a proposal of this nature would normally be considered in an LTP process the fact that a sustainable project is already underway may justify Council considering this in an Annual Plan process.

Disabled Persons Assembly (DPA)

The DPA support the use of the Capital Endowment Fund to off set rates funded grants but are under the mistaken impression that this will result in additional community funding being available. This is not the case.

Alternative Proposals

265 - Lynn Anderson (Orana Wildlife Trust)

Request for Orana Wildlife Park to be recognised as a key regional asset for long term Council operational funding support, via a small targeted annual rate.

For over 46 years, Orana Wildlife Trust (a registered charity) has operated Orana Wildlife Park, an internationally recognised zoo and Canterbury icon attraction. The Trust operates in a commercially astute manner to: provide quality recreational experiences for local people and visitors to Canterbury; conserve endangered native and exotic wildlife; educate all visitors (especially children) about environmental and conservation issues; and support research. We make significant contributions to recovery programmes for Aotearoa's threatened species (e.g. kākāriki karaka), connect visitors with wildlife and inspire people to care about the plight of Aotearoa's and the world's endangered species.

To ensure the viability of Orana, we must secure sustainable levels of increased ongoing operational funding and retain our key people. Despite the impacts of COVID-19, it is no longer possible for Orana to fund annual operational costs from traditional means. The Trust's budget for the 22/23 year is being managed on the basis of "critical expenditure only" with a projected loss of more than $1M.

What we need: A minimum of $1.5M per annum of operational funding support is crucial to ensure the ongoing future financial sustainability of Orana Wildlife Park.

Risks of not securing increased operational funding:
- Deferred maintenance – Many of our buildings and much of our infrastructure is old and

requires major maintenance works. Using polite terms, the Park can appear rather rustic to visitors. A minimum of $500,000 per annum must be directed towards deferred maintenance to ensure the key risks of visitor dissatisfaction and failures of infrastructure are mitigated.

 Specialised staff – The zoological industry is small and there is a very limited pool of skilled and experienced staff within New Zealand. Other major NZ zoos pay higher salaries. As a result, poaching of our technically skilled and experienced team remains a serious and ongoing issue. Having appropriately qualified and experienced staff is a requirement of our zoo licence, otherwise MPI could close the Park. Market rating staff salaries is essential to retain our people.

 Financial sustainability – Without increased levels of ongoing operational funding support, Orana Wildlife Park will be in severe financial difficulty within two years. It is an absolute requirement of zoo licencing that the organisation is on a sound financial footing. COVID was a silver lining as central government funding support bought time, but we can no longer delay an inevitable financial demise without increased local government funding support.

Recent engagement with City Councillors has suggested increased operational funding support for Orana could be achieved via a small targeted rate. We urge Council to consider this option further. Results of a 2023 Orana Visitor Survey illustrate some support for this: i.e. 75% of those who live in Christchurch said they were a rate-payer and 82.9% of them were happy to contribute some level of support to Orana in their annual rates bill, most commonly $10-$19 (36.2%) and $30+ (29%). The survey clearly shows that Orana drives visitation to Christchurch, i.e. 20.1% said they visited Orana because they were visiting Christchurch; 4.7% of travellers said the reason they visited Christchurch was to visit Orana.

Canterbury has an internationally recognised zoo achieved at little cost to the ratepayer ($20M has been raised to build Orana in over 46 years) and desperately needs increased funding support.

We invite Councillors to visit Orana and discuss the issues first-hand and we will be in touch in the near future to propose possible dates.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to flag the following for the Long Term Plan:

- Marshlands Hall Trust – funding required for the Marshland Hall Trust facility.

669 - Mark Gerrard (Historic Places Canterbury)

HPC considers the Canterbury Stories web site to be a successful initiative. HPC commends the Council for funding work on this project. HPC recently attended a Workshop and came away impressed with the Canterbury Stories Team approach and progress made. HPC requests this projects

funding be continued and additional funds be set aside to allow the Staff to promote the site to the communities of Christchurch and beyond.

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Heritage Incentive Grants (HIG)HPC supports the carry over of the resources to ensure funds are available for Heritage Incentive Grants in the upcoming financial year. HPC requests provision be made for the need for addition grant funding as we note the upcoming sale of the Harley Chambers and Worcester Chambers buildings. The new owners may apply for grants for their restoration. (Knowing funding is available will surely empower the Heritage Team in any negotiations with the new owner/s.)

HPC requests the Councillors consider: Heritage Incentive Grants (HIG)- The Tangible Fund HPC requests the Council at minimum, begin the full reinstatement of the grant to its highest previous levels (between $800,000-900,00).Reinstating it to its previous levels will bring operational parity with the Intangible Fund. HPC considers there is an imbalance as applications for built heritage are generally more cash intensive so the funding for the HIG should reflect this and needs to be raised. "Our Heritage Our Taonga" Heritage Strategy commits the Council to supporting and partnering with the Community in the retention of our Heritage and the funding must reflect this. HPC argues BOTH the HIG and Intangible Funds should be well supported to be effective. This is not a case of one or another but both together.

682 - Bethany Baker (Styx Living Laboratory Trust)

4. The continuation of community partnerships funding to Trust's like our own.
a. Support from Council allows the SLLT to accomplish many things that would otherwise not be possible (e.g. leasing of our field centre and land acquisition).

i. As SLLT is on limited funding from MfE and other grants/funding sources, there is high uncertainty about the ongoing funding to lease the field centre while we work to accomplish the other "Visions" for the Styx.
b. Council benefits from its partnership with SLLT from our ability to also get support from Central Government and our community-led environmental management, which leads to reduced overall costs to Council.

762 - Ross Gray (Christchurch Civic Trust)

1 Heritage Grants: The Trust notes (p. 44) that the $200,000 for heritage funding is specifically for Intangible Heritage (a concept resulting from the development of Our Heritage: Our Taonga, 2020 CCC heritage strategy): the grant effectively recognises this relatively new addition to our traditional way of thinking about heritage.

The figure of $347,000 in the draft AP is not an increase but a carry forward from the previous year's funding for Heritage Incentive Grants (HIGs). 3 years back Council resolved that the remaining HIG

pool was to be spread out over the next 3 years. This limited the HIG pool each year to $347k. The final year of this arrangement is 23/24. After this, there is no HIG funding unless changes are made in the LTP. The Trust believes these changes need to be made to enable the continuation of the HIG. The ravages of earthquake heritage destruction, including post-quakes in the form of demolition, give even greater importance to our city's heritage than hitherto.

766 - Sue Bagshaw (The Youth Hub)

The Youth Hub Trust is currently constructing a world-first Youth Hub at 109 Salisbury Street in central Christchurch. The Hub will deliver everything Christchurch's young people need to improve and maintain their mental health, from supported housing and health and support services, to recreation and creativity.

We appreciate the tough economic environment the Council, like all of us, are facing and the need to keep rates as low as possible. However, as you rightly point out in your consultation document, this needs to be balanced against the need to deliver services and facilities for all residents, as well as investing in our city's future.

Delivering services and facilities and investing in our city's rangatahi is exactly what Youth Hub Christchurch achieves.

Therefore, as part of the 2023-24 Annual Plan we would like the Council to consider making a capital contribution of $2 million towards the construction of the Youth Hub. This contribution would go towards the design of stage two of the project (including a second wing of youth housing, a basketball courtyard, a public cafe which will be used for training purposes, creativity, music, performance and events spaces, an art gallery, and education and training areas including planter boxes and greenhouses on the roof). All of these facilities are essential for completing the Trust's vision of a holistic, one-stop model for positive youth development.

In particular, discussions with housing providers have confirmed the need for a safe, youth-only, supported housing facilities in Christchurch. There have also been recent revelations that young people in state care are languishing in motels waiting for suitable accommodation to be found. For example, one young person in Christchurch recently spent 600 nights in a motel while Oranga Tamariki found suitable housing.

By providing this funding in the 2023/24 financial year, the design of stage two can be finalised prior to stage one completion allowing construction to be continuous. Continuing the construction will allow the Trust to avoid costs relating to demobilising and then remobilising the construction site. It also provides continuity to the contractors working on the site and will provide a greater chance of the Youth Hub being completed within the timeframe of its current resource consent.

We believe Youth Hub Christchurch will be a much-valued facility for Christchurch's rangatahi. We would welcome the Council becoming a key project funder, alongside already secured funding contributions from central government through Crown Infrastructure Partners and Anglican Care through gifting use of the central city site at 109 Salisbury Street. Parents of the young people who

come to the Hub will appreciate the fact that their children will enjoy making friends, gaining skills and being able to contribute to the city.

We have a real opportunity with Youth Hub Christchurch to do things differently, create a caring community and invest in our city's future. We hope you agree.

[Full attachment available]

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Grants and Funding>Capital Endowment Fund]

DPA supports the Council's proposal to use $1 million from the Capital Endowment Fund to make more Economic and Community Grants. We recommend that Council prioritise funding from the expanded Community and Economic Grants scheme to support disabled people's-led community and economic development initiatives as a means of enabling the creation of more community programmes and economic development projects driven by us.

>>>

Recommendation 2: that Council prioritise funding from the expanded Community and Economic Grants scheme to disabled people's-led community and economic development initiatives as a means of enabling the creation of more community programmes and economic development projects which are both led and driven by us.

Other

General Comments

12 submitters provided other feedback on grants and funding.

Two supported proposals, two opposed and seven provided other proposals.

One made a general comment about grants and funding.

Officers Response

The Theatre Royal Trust request that a $2,000,000 interest free loan granted by Council in 2013, to fund essential earthquake repairs, is forgiven. The liability of the loan, due for repayment in 2025, is an increasing burden on the Trust who currently utilise all the proceeds of its operational and philanthropic fundraising programmes to cover essential operational costs and maintain the heritage building.

A submitter asks that Council cease handing out garden award certificates as it is currently charging ratepayers for excess water use.

A submitter asks that Council cease finding "highbrow" activities like the Christchurch Symphony Orchestra contending that the poor are funding the wealthy.

The Age Friendly Cashmere / Spreydon / Heathcote Committee request that Council continue to support Age Concern travel and transport programmes.

Two submitters ask that Council cut all spending on the cathedral restoration project.

The Rod Donald Banks Peninsula Trust and the Lyttelton Reserves Committee both gratefully acknowledge Council's support for repeated initiatives in their areas of activity.

The Banks Peninsula Conservation Trust gratefully acknowledges the funding and other support received from Council over the past 10 years over a wide range of initiatives.

The Banks Peninsula Native Forest Climate Change Group support existing funding programmes in the Annual Plan but do not consider them sufficient to meet the requirements of Council's Climate Resilience Strategy. They request that the Biodiversity Fund is increased from $400,000 to $4,000,000 per annum.

One submitter believes Christchurch is under provided for in performing arts venues. They also support the creation of a temporary outdoor [performing arts] space in the Performing Arts Precinct.

It is gratifying that a number of submitters take the time to thank Council for the support and assistance it has provided over the recent past.

The Isaac Theatre Royal Trust is a not for profit community organisation that took a leading role in the reopening of what is now known as the Performing Arts precinct after the earthquake. The loan was used for the purpose granted and the (heritage) Theatre has been restored and become the centre of a vibrant emerging performing arts precinct. Looking into the background and nature of the interest-free loan staff believe it is understandable why the Theatre Trustees hold an continued expectation that the original intent of Council was to forgive the loan upon its due date. The liability of the loan is becoming an increasing burden and the Trustees need certainty. The 2023/24 Annual plan is an appropriate forum for Council to consider forgiving the loan. The cost of which will be approximately 0.025% on rates.

Garden awards are managed by community boards based on the level of support from within their communities, often kudos is given for sustainability.

Activities such as the Christchurch Symphony Orchestra are generally funded through the Strengthening Communities Fund. This is a fully contestable community fund. Groups submit applications based on fund criteria; Councillors make decisions taking into consideration all the relevant available information. The Fund supports a wide cross-section of activities and initiatives across Christchurch and Banks Peninsula.

The Council is not proposing any changes to funding schemes that support Age Concern travel and transport programmes. Whether such programmes continue to be supported is a decision for the elected members based on the merits of the funding application at the time.

Council consulted the community and made a commitment through a targeted rate to support the Cathedral restoration. This commitment is binding and ends in 2028.

The cost to rates of the Biodiversity Fund is increasing from $400,000 to $4,000,000 per annum is about 0.55%; the 2024/34 LTP process may be the best forum for Council to consider a proposal of this nature.

With construction underway on the Court Theatre, lay down and construction support on the Gloucester Street frontage and a temporary use (car parking) on the Armagh Street block, there is no suitable site for a temporary outdoor space in the Performing Arts Precinct.

Further community venues for performing arts are also under construction in the central city including movement, dance and circus arts spaces at Parakiore, several dance studios and a small theatre at the YMCA, and a further performing arts space has been created at Te Matatiki Toi Ora The Arts Centre. Understanding how these venues will be used and to what extent they may address current needs will take time to access. Funding for arts organisations through Council happens primarily through Strengthening Communities and Events and Festivals funds. These funds are always oversubscribed. In addition, Council administers the Christchurch Creative Communities Scheme (funded by Creative New Zealand) which supports various organisations, artists and projects through two funding rounds each year.

Support

773 - Andrew Turner (Lyttelton Reserves Committee)

- We request that Funding for the Banks Peninsula Reserves remain at least at current levels.
- We request that Funding for the Lyttelton Reserves, which are the subject of the Terms of Reference of our
Committee, remain at least at current levels.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

Submission on Christchurch City Council 2023-24 Draft Annual Plan

Thank you for the opportunity submit on the Council's 2023-24 Draft Annual Plan. We value the opportunity to provide feedback.

We note with appreciation that Biodiversity funding ($400k) as set out in the Long Term Plan has been retained, and the retention of funding to Pest Free Banks Peninsula ($65k) and operational and capital funding for the Rod Donald Trust ($100k and $1.35k respectively) as set out in the Long Term Plan. We

strongly support all of these budgets remaining at least at current levels.

Oppose

197 - PAUL DAIGNEAULT

Stop funding the Christchurch Orchcastra and other high brow events. Why should the wealthy be supported by the poor.

645 - Luke Baker-Garters

I oppose bringing forward the Cathedral Restoration grant which should be scrapped altogether. New Zealand is a secular country, the government at any level shouldn't be using public money to give to religious organisations even if the council believes there will be spillovers in public utility from the use of the money. The $3 million from the restoration grant should instead be directed to fill the $2.5 million shortfall for the rebuild of the South library with $500,000 left over for other uses.

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[Transport>Carparking]

Scrapping the Cathedral Restoration grant would provide $3 million in additional funding for expanded parking enforcement services if there are any shortfalls not covered by fines.

[Coder Note: For context "*The council should expand parking enforcement to 24 hours a day as is standard in Wellington and Auckland. There is an epidemic of illegal parking that occurs outside of council enforcement hours which reduces the accessibility of neighbourhoods for people outside of cars. This expansion of parking enforcement should pay for itself through increased revenues from fines while improving the public space."]*

Alternative Proposals

102 - margaret ripley

And please stop sending out community garden award certificates. A misuse of rate payers money and a contradiction when we get charged for watering our garden to keep it attractive!

548 - Mark Darbyshire

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Urban Regeneration], [Recreation, Sports & Events>Community Arts]

Performing arts venues

For many years, Christchurch has struggled with a lack of venues to support an equitable, accessible, and diverse performing arts scene. Council should ensure existing venues are appropriately funded (Little Andromeda springs to mind) and consider whether any additional venues are required. I support the creation of a temporary outdoor space in the Performing Arts Precinct, as a variety of residents (myself included) submitted on last year.

585 - Greg Ward (Theatre Royal Charitable Foundation - Isaac Theatre Royal)

The Theatre Royal Charitable Trust and Theatre Royal Charitable Foundation Board of Directors requests the Christchurch City Council:1. Agree that the $2 million loan to the Isaac Theatre Royal is forgiven in the Annual Plan 2023/24.

The liability of the loan is an increasing challenge for the Theatre. All income generated by theatre operations is utilised for the operations of the theatre to ensure it thrives as a performing arts venue for the people of Canterbury or set aside for the significant maintenance and heritage preservation of the building. The Theatre needs help to address the challenges presented by the earthquake rebuild and restoration, and Covid-19. Addressing the loan in a meaningful way would greatly reduce the challenges ahead for Theatre governance and management.

[FULL ATTACHMENT AVAILABLE]

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

The BPCT gratefully acknowledges the funding support received for over 10 years from the Christchurch City Council (CCC) for our ecological protection and enhancement work on Banks Peninsula.

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We are enormously appreciative of funding grants that have been confirmed by CCC for the 12-month period 1 July 2023 – 30 June 2024 from the Environmental Partnerships Fund including funding to support:
• BPCT operations
• Te Kākahu Kahukura on behalf of 20 organisations (including CCC) working to improve biodiversity outcomes in the southern Port Hills
• Pest Free Banks Peninsula elimination programme on behalf of 14 organisations (including CCC), targeted to protect and enhance biodiversity on the Peninsula through the widespread removal of animal pests.
• Feral goat programme
We also appreciate the ongoing support for covenant related project funding and feral pig control funding from the CCC Biodiversity Fund. It is pleasing to see that 400k has again been budgeted for in for the Biodiversity Fund in 2023 Annual Plan.

[Full attachment available]

>>>

[Rates>Residential Rates]

Support if it ensures that funding for biodiversity is increased or held at $400,000

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

The Native Forest Climate Change Group has been lobbying the government to make it easier to register naturally regenerating areas into the ETS, but we also see that other financial support – particularly through Council grants to landowners and local kaitiaki can and should be used to drive this change.

We support the existing programmes and funding identified in the Annual Plan to assist with such work already underway including; the Biodiversity fund ($400k), Pest Free Banks Peninsula grant ($65k) and Rod Donald Banks Peninsula Trust grants ($100k plus capital injection of $1.35m). We also support the management of Council owned Regional parks on Banks Peninsula for biodiversity recovery combined with recreation and environmental awareness and education..

However, given that Climate Resilience is identified as the first of the four big issues on which the Long Term and this Annual Plan is based, and reaching net zero emissions and guarding the environment (through supporting of our environment, restoring ecosystems and natural carbon absorption) is one of the four core goals of the Council's Climate rResilience Strategy we find the small amount of funding currently allocated to these programmes woefully inadequate.

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We submit that the Biodiversity fund is increased to $4 million per annum, Pest Free Banks Peninsula grant to $650,000 per annum, Rod Donald Trust capital funding increased to $1million per annum (to facilitate biodiversity land purchase), and that a commensurate annual grant is made to Banks Peninsula Conservation Trust to help fund its work in co-ordinating large scale regeneration projects and supporting and protecting native forest on private land..

[Spending>Our Proposed Spending]

While a funding increase of this magnitude would provide the level of support needed by the kaitiaki currently working to restore ecosystems and absorb carbon through the restoration of native forest on Banks Peninsula, and could significantly help to offset the City's residual emissions by 2045, it would still represent less than 1% of the Council's overall budget. Such a spending re-apportionment would represent excellent value for money making a meaningful step-change contribution to achieving Climate Resilience for Christchurch.

742 - Phil Grey

cut all council spending on the cathedral reinstatement project…it is a complete waste of ratepayers money. No one actually cares about this vanity project anymore as its been such a protracted embarrassment to the wider community with how the rebuild has been managed

747 - Allan Taunt

A council is not a business, sure we need sensible financial decisions, but the focus of governance and operations is about the people, communities, and environment. Tying in with this is a consideration how decisions today affect the future – what are we leaving to our children, their children and beyond.

To better support people, communities, and environment, I feel we should increase spending in the following areas:

- Social services, bringing the community together, and reducing harm. This helps strengthen communities, people look out for one another, there is increased wellbeing and people feel welcomed. A proactive approach is far better than the reactive "ambulance at the bottom of the cliff" approach we currently have.

Other/General Comments

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

To continue Council support for Age Concern travel and transport programmes.

Three Waters

Three Waters (Operations)

General Comments

Three submitters comments on three waters operational issues.

One in support and two provided alternative proposals.

Officers Response

Overall support for ongoing funding of three waters as a critical function of Council for a safe and prosperous city.

Specifically support for pipe renewal works and a focus on water leak repairs and renewals.

A submitter did not support Fee increase at CWTP tanker facility.

A number of submitters opposed Chlorine and Fluoride introduction.

Local authorities have an obligation under the Water Services Act 2021, and the Local Government Act 2002 to provide a drinking water supply to the urban areas of the District, to maintain its capacity, to protect it from contamination, and to ensure that it complies with the appropriate Drinking Water Standards and is safe. Local Authorities also ensure an adequate supply of water for commercial use and for fire-fighting and ensure that it is managed in a way that supports the environmental, social and economic wellbeing of current and future generations. This includes maintaining the network, including wells, pump stations, treatment facilities, reservoirs, and underground reticulation pipes and meters. We supply water through approximately 160,000 residential and business connections, through seven urban water supply schemes and six rural water supply schemes. This equates to 50-55 billion litres of water in a typical year, which is the equivalent of around 22,000 full Olympic size swimming pools.

We build, own, operate and maintain wastewater networks and wastewater treatment plants to protect public health and the environment. The service is focussed on providing a reliable, safe and resilient system for conveying wastewater away from properties, for treatment and disposal. Wastewater, also known as sewage, refers to the used water collected in internal drains from homes and businesses, and includes trade waste from industrial and commercial operations. We collect wastewater from approximately 160,000 customers in Christchurch, Lyttelton, Diamond Harbour, Governors Bay, Akaroa, Duvauchelle, Tikao Bay and Wainui. We treat this wastewater at eight treatment plants and dispose the treated wastewater into the sea and to land irrigation schemes. Although all residents benefit from the presence of a safe and reliable sewer network, the primary benefit accrues to those properties which are located within our geographic network area – that is all those properties that can physically connect to the network.

We no longer have Wastewater Treatment Plants discharging to Lyttelton Harbour. The wastewater is now pumped back to the Christchurch Wastewater Treatment Plant.

We convey stormwater during rainfall events, and is intrinsically linked to and interdependent with our Flood Protection & Control Works Activity to protect the community from the harmful effects of flooding.

Three waters operational funding is prioritised to ensure the protection of public health and improve environmental outcomes across the city.

The change in water regulations has seen the need for a review of resourcing to ensure compliance.

We use a multi-value approach to stormwater, where the drainage value of the network is considered alongside other values such as ecology, culture, recreation, heritage and landscape. Together these are known as the 'six values' that we utilise in stormwater drainage and waterway management. In delivering this service we provide a balanced mix of maintenance and renewals to preserve the levels of service and improve stormwater discharge quality to mitigate the human effect on water body health.

Operation of our drinking water supplies and the use of chlorine, and potential future addition of fluoride, is in accordance with our water safety plans and the drinking water standards.

Support

318 - Jennie Brittenden

[Other/Special Interest Topics >Excess Water Charge Limit]

The root of the problem continues to be the condition of the pipes and I have seen reporting from CCC of the millions of litres wasted before it arrives at the householder's dwelling. I feel that it would make much more sense to fix the pipes and then the problem would be much less prevalent.

Alternative Proposals

303 - Mark McGrath

We don't agree nor support the proposed fee increases.

If oyu increase the fees oyu need to definitely improve the efficiency of the operational facility:

The plant is far to often only operating one dump station.

The WWTP needs to have both dumping stations to be more efficient for the users/drivers who need to access the facility

Please can you arrange for the hoses used for washdown be re-fitted with the pressure taps that they used to have.

554 - Dianne Downward

I see many leaking pipes when I go out for a walk but I understand that that is being worked through as fast as possible

Waste Water (Capital)

General Comments

18 submitters comments on our proposed spending on waste water.

Three were in support, two opposed and eight provided alternative proposal.

Five made general comments.

Officers Response

There was good support for investment in wastewater infrastructure with submitters noting the importance of recovering from the fire at the Christchurch wastewater treatment plant, reducing wastewater overflows to waterways, calls for increased spend to support growth and please to spend more in the east of the city.

Specifically support for improved resilience of new assets and in an environmentally friendly manner, support Pipe renewals and support CWTP upgrades.

There were also comments asking for improved resilience of WW Treatment plants on Banks Peninsula.

There were concerns about reduction in funding and any deferral of the Biogas project.

The Annual Plan proposes a significant investment in wastewater infrastructure with the priorities being driven by asset condition and reduction of wastewater overflows to ensure we comply with our resource consents, while protecting public health and minimising adverse effects on the environment. Investment in growth is a challenge with the changes to the Resource Management Act potentially enabling development in parts of the city with wastewater capacity constraints. Development contributions will continue to be an important source of funding for growth.

Support

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board supports the following capital programme projects:

- Wastewater Treatment Plant (59076).

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Wastewater

The OHRN continues to be concerned about the frequency of wastewater overflows into theŌpāwaho Heathcote River. Like the Council, we seek reduction of both wet weather and dry weather wastewater overflows into the river.

To that end, we support the Council's capital commitment in this area, especially to those projects which will address the capacity and bottlenecks in the system when dealing with wet weather events. In particular,

38. We acknowledge and strongly support the allocations made to reduce wastewater overflows into the Ōpāwaho Heathcote River:

a. Opawa Road (PS44) (43947)

b. Tilford Street Pump Station & Pressure Main Capacity Renewal (PS13) (43946)

c. Somerfield Pump Station, Pressure Main and Sewer Upgrades (42154), (71278)

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for the following projects:

WW Pacific Road Mains Renewal: Project 70580: Total 10 year spend: $2,680,000. Starting2023-24 $1,277,000. 2024-25 $525,000. Rest $878,000.

Oppose

668 - Melissa Wright

[Three Waters>Water Supply]

Pushing the respective water supply and waste water programmes another year will cost more. Not only is the increase of construction increasing at rates far higher than inflation but the assets continue to deteriorate. Th decrease in works planned for this year will only increase the need for more expensive emergency works in the future.

671 - Bridget O'Brien

[Three Waters>Water Supply; Stormwater and Land Drainage]

I don't think the capex budgets for 3 Waters should be cut. These are essential services and for too long they have been underfunded. The industry has the capacity to deliver the programme as per the Long Term Plan.

Alternative Proposals

180 - Michael Wilson

[Transport> Roads; Cycleways; Footpaths and Streetscapes], [Three Waters>Water Supply], [Our Proposed Spending]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

185 - Andrea Mead

[Three Waters>Water Supply; Stormwater and Land Drainage], [Transport>Roads]

roadworks, parks, water, waste water and drainage improvements needs to be focused on the Coastal areas. The current state is woeful and in some instances a health and safety concern where water pools up and poses a health risk.

297 - Paul Broady

Wastewater – biogas storage upgrade – would this reduce methane emissions?

I note that project 47123, CWTP Biogas Storage Upgrade, funding of 3,190K has been deferred from23/24 to 25/26 – 30/31. I can find no more details about this on your web site. If the up-grade iseither to reduce leaks of biogas to the atmosphere or to enable storage of more biogas which couldthen be used for electricity generation then it would be a positive for climate change mitigation andworthy of earlier action.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Three Waters>Water Supply; Stormwater and Land Drainage]

In particular, we don't want to see drinking water, stormwater and wastewater systems, which are a critical function of local government, neglected in favour of vanity projects. It is important that these systems are not neglected – or "pushed" too far – especially as population growth and demand on these systems is set to continue.

597 - Cameron Bradley

[Three Waters>Other], [Our Proposed Spending]

I do not support:

- Delaying or reducing investment into three waters
- Not budgeting for the wastewater treatment plant fixes

664 - Trina Mora-Kelley

[Three Waters> Waterways Quality and Compliance]

waste water into Lyttelton Harbour needs to stop.

683 - Donna Thomsen

[Three Waters>Water Supply (Capital); Stormwater and Land Drainage], [Transport>Roads; Footpaths]

We need to see more of our money going towards upgrading facilities, like water, sewerage, waste, storm water, roads and footpaths.

712 - Brent Martin (Friends of Banks Peninsula)

We draw attention to the **Akaroa Reclaimed Water Treatment and Reuse Scheme**
currently planned, as an example of new infrastructure that weakens rather than strengthens resilience. This $75m project includes relocation of the existing wastewater plant and a shift to 100% land-based wastewater disposal (via irrigation to trees), with no contingency currently planned in the event that
the irrigation site and storage system are unable to receive the treated wastewater. This scheme has major resilience challenges, including:

1. Untreated wastewater will be pumped approximately 100m uphill to the treatment site, via a pump station located close to the Akaroa foreshore on reclaimed land that has been identified by the Council as being in the Coastal Hazard Inundation Zone. Inundation from sea-level rise or storm surges could render this pump station inoperative, requiring Akaroa's raw wastewater to be discharged into the coastal environment.

2. The treatment plant itself may suffer an outage. The lack of a planned emergency outfall and limited storage capacity for untreated wastewater further increases the likelihood of raw wastewater being discharged into the coastal environment.

3. The irrigation field and associated storage capacity is finite in size. If the scheme proves to be too small to safely store and irrigate all of the treated wastewater, or is damaged by storm-induced slips or other unforeseen events, then treated wastewater, including nutrients, will need to be discharged elsewhere, with potential adverse effects on freshwater and/or the coastal marine environment.

We acknowledge that community consultation has enabled some practical improvements to the scheme.

We submit that currently planned work on this project should be **paused while the project is comprehensively reviewed to determine how and whether these resilience issues can be overcome.** Whilst the proposed expenditure in 2024/2025 of $900k is relatively modest, the total spend to 2031 of $61 million makes it one of the larger infrastructure projects in the near term. Given the long lead times of such projects (the Akaroa wastewater project has been under development for 15 years), it is crucial that any new infrastructure is resilient and able to cope with the increased demands of a changing climate. If the currently proposed system cannot safely satisfy this requirement, consideration should be given to alternatives that can satisfy the aims of this project without sacrificing future resilience.

[FULL ATTACHMENT AVAILABLE]

Other/General Comments

237 - James Rice

keep fixing and upgrading the water systems

516 - Cynthia Roberts

[Three Waters>Water Supply], [Resource Recovery>Resource Recovery (Operations)]

Delivering safe drinking water and attending to disposal of waste in an environmentally and culturally appropriate way is essential.

579 - Tanya Didham

[Strategic Framework>Climate Change], [Other/Special Interest Topics>Capital Programme (General)]

Seems like we are deferring a lot of the must-haves like waste water and climate change preparation.

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Water Supply; Waterways Quality and Compliance], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

722 - Don Gould

[Resource Recovery>Resource Recovery (Capital)]

we have to get the sewage treatment plant situation sorted out also the Organics plant situation sorted out both of them are highly unacceptable and a first world community.

Water Supply (Capital)

General Comments

28 submitters commented on our proposed spending on water supply.

One indicated that they support what we have proposed, three opposed our proposed spending and 17 provided alternative proposals.

There were seven general comments.

Officers Response

Strong support for investment in drinking water supplies across the network.

Support:

- Support funding Koukourarata and Okains Bay supplies,
- Support renewals of Asbestos Pipes,
- Remove chlorine,
- Support water infrastructure investment over other non-core projects,

- Support North Beach water projects,
- Support budget increase,
- Support fluoride,
- More investment in East CHCH,
- More focus on coastal areas.

Oppose:

- Oppose fluoride and chlorine,
- Oppose decreased funding of renewals,
- Oppose misalignment between rezoned areas and infrastructure growth,
- Oppose budget reductions.

Our investment in the water supply infrastructure across the district is largely focused on renewals with significant additional investment in improvements to meet the increased requirements of the drinking water standards.

Where these projects are happening is based on asset data and requirements to acheive the above compliance.

Investment in drinking water supplies for both Koukourarata and Okains Bay is planned to ensure access to safe drinking water for these communities.

Investment and operation of our drinking water supplies and the use of chlorine, and potential future addition of fluoride (to be determined by the Ministry of Health), is in accordance with our water safety plans and the drinking water standards.

Support

653 - Marie Gray

I'd like to mihi to councillors for supporting the drinking water schemes at Koukourarata and Okains Bay.Drinking water is a human right and these schemes are decades overdue. Thank you for prioritising thewellbeing of these communities.

Oppose

357 - Peter Rodgers

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure], [Three Waters>Stormwater and Land Drainage], [Other/Special Interest Topics>Capital Programme (General)]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

668 - Melissa Wright

[Three Waters>Waste Water]

Pushing the respective water supply and waste water programmes another year will cost more. Not only is the increase of construction increasing at rates far higher than inflation but the assets continue to deteriorate. Th decrease in works planned for this year will only increase the need for more expensive emergency works in the future.

671 - Bridget O'Brien

[Three Waters>Waste Water; Stormwater and Land Drainage]

I don't think the capex budgets for 3 Waters should be cut. These are essential services and for too long they have been underfunded. The industry has the capacity to deliver the programme as per the Long Term Plan.

Alternative Proposals

140 - Bill Carroll

Spend more on repairing the City's underground water supply infrastructure and reduce the huge loss of water to leaks.

180 - Michael Wilson

[Transport> Roads; Cycleways; Footpaths and Streetscapes], [Three Waters>Waste Water], [Our Proposed Spending]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

185 - Andrea Mead

[Three Waters>Waste Water; Stormwater and Land Drainage], [Transport>Roads]

roadworks, parks, water, waste water and drainage improvements needs to be focused on the Coastal areas. The current state is woeful and in some instances a health and safety concern where water pools up and poses a health risk.

29 - Sarah van der Burch

[Our Proposed Spending], [Other/Special Interest Topic>Te Kaha], [Strategic Framework>Climate Change]

The most important spending we can do right now, is to plan for climate changes and climate emergencies. It will be much cheaper to spend now on items than in the future when it is much worse.

*Te Kaha is a waste of resources

* Climate resilience spending - be proactive versus the ambulance at the bottom of the cliff

*Get rid of the chlorine in the drinking water as quickly as possible

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Three Waters>Stormwater; Waste Water]

In particular, we don’t want to see drinking water, stormwater and wastewater systems, which are a critical function of local government, neglected in favour of vanity projects. It is important that these systems are not neglected – or “pushed” too far – especially as population growth and demand on these systems is set to continue.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Strategic Framework>Climate Change]

(vi) keeping our water source/s as plentiful and clean as possible

[FULL ATTACHMENT AVAILABLE]

36 - Jared Brookes

Happy with water, however needs to be looked at how to reduce chlorine if possible

397 - Victoria Andrews

Upgrade the water system at Okains Bay, at the very least the council should provide the basics which includes drinkable and safe water to all ratepayers. Instead the council seems to dither over one way city streets and hosting festivals.

554 - Dianne Downward

There should be opportunities made available at our well sites for people to gather fresh water unpolluted with chlorine (and in the future, fluoride). I know of one site available but people across the city should have the choice to have fresh water that is chemical free. People that gather this water will knowingly take responsibility for their health in relationship to the water they use. Nitrate levels will be the same in both supplies as they will be coming from the same wells, so this will be no excuse as to not allow access to chlorine free water. A free society has choice.

604 - Irinka Britnell (Englefield Residents Association)

We need pure clean drinking water - no additives.

610 - Karen Colyer

Clean safe water is the right for every citizen. Our waterways should be clean and support wildlife.

624 - Malcolm McKellar

[Transport>Cycleways; Public Transport Infrastructure],[Libraries>Libraries (Capital)],[Community Facilities>Halls and Community Centres (Capital); Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

658 - Helen Reason

Flouridation - the drive to flouridate water has been reinforced by an emotional campaign to highlight dental decay in young children. If flouride is the solution to this problem then flouride tablets, flouride toothpaste and reduction of sugary foods and drinks would be a better way to address the situation rather than doing a 'one size fits all' solution. There are various opinions and research about flouride's toxicity that need further investigation. See www.flouridefree.org.nz

Chlorination - we used to pride ourselves on having some of the best tasting drinking water in the country but no longer. due to chlorination. The use of chlorination needs to be continuously reviewed - if local water quality does not require it then it can be removed

681 - sylvia lukey

Aging water pipes especially concrete asbestos water pipes which have been banned since 1984 need to be replaced as science has shown they are well past their useby date and people are ingesting asbestos fibres in their drinking water as has been noted in the recent study by Otago University. This study showed almost all hydrants tested had asbestos fibres in the water. The CCC has for many years been using an inadequate method for testing the water.

In Kennedys Bush Road the pipes are over 80 years old around 40- 60 years past their use by date. Something needs to be done about this situation with urgency. Apart from Hackthorne Road he have some of the oldest pipes in Christchurch.

683 - Donna Thomsen

[Three Waters>Waste Water (Capital); Stormwater and Land Drainage], [Transport>Roads; Footpaths]

We need to see more of our money going towards upgrading facilities, like water, sewerage, waste, storm water, roads and footpaths.

7 - Nicola Hely

[Transport>Cycleways], [Three Waters>Waterways Quality & Compliance]

Please make the cycleways and water/waterways a priority.

808 - Kari Hunter

Provide an environment suitable for meeting the well-being needs of all residents. This includeshard infrastructure, green environment, and services, for present and future residents. This includes:

>>>

clean water

Other/General Comments

237 - James Rice

keep fixing and upgrading the water systems

261 - Keith Harris (Akaroa District Promotions)

[Strategic Framework>Climate Change]

2. SUBMISSION Board Priority: Proactive Planning for Climate Change Our isolated, and our vulnerable communities across the Peninsula are more susceptible to the risks of climate change and natural disasters. The Board believes that it has a responsibility to ensure equitable provision and access to the basic resources of water supply, electricity, communication connectivity, and future proofed infrastructure that the city enjoys.

516 - Cynthia Roberts

[Three Waters>Waste Water], [Resource Recovery>Resource Recovery (Operations)]

Delivering safe drinking water and attending to disposal of waste in an environmentally and culturally appropriate way is essential.

536 - Pam Richardson

Our Community water supplies are important. I am looking for updates to both the Pigeon Bay and Duvauchelle supplies . Both these supplies have ongoing issues for some time and I am and our communities are looking for explanations. Duvauchelle water is being brought in to fill the water tanks when it rains and Pigeon Bay an electronic sign highlighting issues with the supply . Both these examples are not appropriate particularly Council owned supplies .

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Waste Water; Waterways Quality and Compliance], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

618 - Anna Stevenson

I support fluoridation of our water supply. Please make it happen.

759 - Phillip Ridge (North Beach Residents Association)

NBRA is grateful for Christchurch City Council's stated interest in regenerating the eastern side of Christchurch and appreciates the progress that has been made to date in New Brighton. We would like to see the momentum of these efforts continued. This submission highlights the key local projects and funding in the AP that NBRA supports and would like retained, but also proposes that some projects be brought forward, have more funding allocated to them, or be reinstated from previous Long Term Plans (LTP). In particular, we seek the inclusion of:

[Transport>Roads]

Marine Parade Road Repairs (Bowhill Rd to Beach Rd) (Reinstate & prioritise). Both the water mains beneath the road and the road itself require repair between Bowhill Road and Beach Road. A reconstruction was included in the 2010 LTP and deleted after the earthquakes. It has never been reinstated in subsequent LTPs. This is a well-used road by locals, city and local events and visitors and should be improved promptly. For cost effectiveness, the road itself (between Bowhill Road and Beach Road), and water mains (mentioned above) should be repaired together with the kerb and channel mentioned below.

Stormwater and Land Drainage

General Comments

48 submitters addressed our proposed spending on stormwater and land drainage.

Seven indicated that they support what we have proposed, eight oppose and 31 provided alternative proposals, largely requesting more funding in various areas prone to surface flooding.

There were eight general comments.

Officers Response

In summary there is good support for the current approach to land drainage and stormwater across the city.

Specifically:

- Support contamination reduction such as sediment
- Support reduced flooding
- Support capital spend on flood protection projects
- Support focus on beach outfalls
- There were comments on the need to acknowledge and adapt to climate change and also be more consistent with the spread of projects across city, with comments that there is less focus on the East

Many submitters oppose;

- Reduction in funding
- Oppose change in order of projects being delivered
- Don't support any budget reductions
- Not enough spent on maintenance. with particular mention of nuisance flooding on a number of streets

Council has a holistic approach to stormwater and land drainage, addressing both water quantity (flooding) and water quality, and catchment works are prioritised in accordance with the requirements of the comprehensive stormwater discharge consent.

The activity includes construction of new flood protection infrastructure and management of existing infrastructure including:

- pump stations and water flow control devices and structures such as valve stations;
- stop-banks, tide gates and basins;
- water quality treatment devices such as basins, wetlands, tree pits and raingardens; and
- hydrometric monitoring devices, measuring rainfall along with surface water, sea and groundwater levels.

Basins and wetlands serve a dual purpose of providing stormwater detention for reducing flood risk as well as providing water quality treatment. The benefit of this activity is considered to accrue to properties located within the Council's drainage and stormwater infrastructure networks. It is therefore considered appropriate to fund this activity and the Stormwater Drainage Activity together using a targeted rate.

There is a strong focus on the Opawaho / Heathcote catchment, especially with regard to sediment control and flood protection and the increasing programme across the Otakaro / Avon catchment. Our floodplain management programme takes into account climate change including both increased frequency of storm events and sea level rise. The land use planning rules in our District Plan,

particularly those for the flood management areas, complement our investment in infrastructure to manage the risk of flooding.

Support

109 - Sarah Edwards

I'm pleased to see investment in stormwater capture.

163 - Craig Winter

[Other/Special Interest Topics>Wheels to Wings]

The harewood Cycleway

I see its delayed

What I would ask is the council sorting out Aorangi rd drains from the shops on wairaki rd, 86A and 86B down to Number 72.

Every rain it floods and lake Aorangi is born.

Numerous council trucks have pumped out the drains to no avail.

The cycleway will see the old drains replaced with new curbs, which hopefully wont flood.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board propose the following changes proposed to the capital programme:

- Waitaki Storm Basin (OARC) – question the reason for this delay and urge reconsideration, if consenting pathway is viable (62925).

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

1. The consultation document indicates that water infrastructure is a key priority for the Council and that, despite the impending water reforms, “We’re also continuing to invest in the infrastructure required for the collection and disposal of wastewater andstormwater.”1

a. We strongly support continuing to invest in the infrastructure required to create an integrated three waters delivery system.

b. We strongly support prioritising the reduction of the impact of stormwater on the Ōpāwaho Heathcote River through appropriate contaminant reduction at source.

>>>

[Parks>Parks Maintenance],[Strategic Framework>Climate Change]

11. In particular, we strongly support increasing priority for the following items in the capital programme:

• Maintenance, renewal and improvement of stormwater infrastructure

• Maintenance of parks and riverbanks

• Adaptation to climate change.

>>>

Flood Protection and Control Works

We acknowledge the capital and resource commitment that the council has made in past year sand continues in the 2023/2024 Annual Plan towards achieving flood protection as well as erosion and sediment control in the headwaters of the Ōpāwaho Heathcote River. In particular…

14. We acknowledge and support the allocations made in the current and future Annual Plans for the continuing construction of the Eastman Sutherland and Hoon Hay Wetlands (32243). These will assist in reducing flooding and, if operated appropriately, also reduce sediment entering the river although it is unlikely to be a significant reduction.

15. We acknowledge and support the allocations made for the construction of stormwater detention in the Cashmere Worsleys Flood Storage (LDRP 500) (26599)

16. We acknowledge and support the allocations made for the Upper Heathcote Storage Optimisation (LDRP 530) (48918) and seek that the optimisation will be not only to minimise flooding but also to maximise reduction of sediment through maximising the detention time of flood waters.

17. We acknowledge and support the allocations made for the purchase of land for the protection of waterways and for naturalisation, riparian margins, improved capacity and floodplain protection (56179)

Stormwater and Drainage

Naturalisation of waterways is an important part of the process of reducing sediment load in waterways, reducing the area of impervious surfaces and as a means of coping with the impact of heavy rain events. For that reason…

18. We acknowledge and support the allocations made to enhance the Cashmere Stream(56318). We commend the Cashmere Stream Care Group and the Council for their excellent co-ordination and co-operation in achieving the current outcomes of this outstanding project.

>>>

Unfortunately, with the increasingly likely impact of isolated heavy rain events due to climate change, the urgency of measures to counter sediment flow into the river could not be greater.For that reason.

22. We acknowledge and support the allocations made for the Ōpāwaho – Heathcote Waterways Detention & Treatment Facilities (19398) for 2024/2025 or later but seek the bringing forward of this project to help reduce sediment in the Ōpāwaho Heathcote River within the earliest possible timeframe.

23. We acknowledge and support the allocations made for repairing earthquake damage to Linwood Canal and Cuthberts Drain South (29076) noting the lengthy delay to these repairs.

24. We acknowledge and support the allocation made for renewals to existing planted and path areas along Steam wharf Stream (62243)

25. We acknowledge and support the allocation made for the renewal of concrete invert and bank linings in Jacksons Creek (60215)26. We acknowledge and support the allocation made for the renewal of the Charlesworth Pond wetland treatment device (65153)

515 - Vicki Farrant

I support the proposal to provide an allowance in this annual plan to allow for a full engineering assessment of the work required to fix the flooding in Brenchley Avenue .

618 - Anna Stevenson

so impressed by the improvement in flooding over the years. Great work!

682 - Bethany Baker (Styx Living Laboratory Trust)

The Council’s focus on stormwater and flood protection projects, especially in the Styx area. As New Zealand has seen this year, the threat of flooding damage will only continue to grow, and the Pūharakekenui has been historically prone to flooding and stormwater contamination during significant rainfall events. This makes keeping maintenance projects up to date and running projects such as the 60386 SW FM Flood model build Styx and Citywide Renewal vital for the catchment.

Oppose

231 - Ashley Campbell

Do NOT defer the Waitaki St stormwater wetland project – have the events of the past year taught you nothing? Resilient stormwater infrastructure is absolutely essential – get on with it.

And also prioritise building resilience in around all our estuary and lower Ōtākaro area. Support and protect our natural estuarine wetlands, so that they can support and protect residents of nearby suburbs

357 - Peter Rodgers

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure], [Three Waters>Water Supply], [Other/Special Interest Topics>Capital Programme (General)]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

396 - Trudi Bishop

We should not push out any investment in Three Waters proposals for stormwater and floodwater management - floods, excessive rainfall events are only going to increase in size and regularity with climate change, we must invest now to reduce future costs and impact on the city, its citizens, and its environment.

579 - Tanya Didham

[Strategic Framework>Climate Change]

pushing out 13.7 million in stormwater work is the opposite of what we should be doing. It's of great importance that we address climate change preparedness for our city

>>>

we can't keep kicking that can down the road. Looking after the health of our waterways is fundamental to the health and prosperity of the city.

662 - Layling Jean Stanbury

Most importantly DO NOT defer the waitaki St. Stormwater project! Do you want flooding issues to get worse?! We need resilient Stormwater infrastructure yesterday.

671 - Bridget O'Brien

[Three Waters>Waste Water; Water Supply]

I don't think the capex budgets for 3 Waters should be cut. These are essential services and for too long they have been underfunded. The industry has the capacity to deliver the programme as per the Long Term Plan.

719 - Celia Hogan

[Transport>Cycleways (Capital)], [Other/Special Interest Topics>Wheels to Wings]

It is really disappointing that some projects that have gone through a process to be approved are now looking at being postponed and that will mean there is a possibility of them being significantly delayed or even scrapped.

Don't delay Wings to waves, Avon-Otakaro commuter route, Waitaki Stormwater project.

721 - Matt Edwards

[Other/Special Interest Topics>Capital Programme (General)], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Coastal hazards adaptation & adaptation planning]

I oppose this plan’s proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding. In July last year, Christchurch’s flood defenses were nearly overwhelmed according to the Council’s Head of Three Waters. This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding. In this context, the proposal to axe funding for flood protection and stormwater is untenable.

752 - Logan Brunner

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Coastal Hazards adaptation and adaptation planning]

I oppose this plan’s proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure

funding.
In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of Three Waters.
This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding. In this context, the proposal to axe funding for flood protection and stormwater is untenable.

Alternative Proposals

150 - Lonnae Skachill

[Parks>Parks Maintenance]

It would be good to see local stormwater drains and creeks in the reserves cleared more frequently.

159 - Marc Gibson

The Dudley Culvet (Blighs Road end) needs to be upgraded to an increased capacity to stop flooding, of which I have seen a report that agrees with the upgrade.

181 - Bob Nicholls

Page 21 3 Waters Projects.

All the projects could be done at the reduced budget if I was encouraged to implement real world sizing based on SCIRT and Kensington avenue pumping stations existing designs measured against real world datalogging of recent flood events. This system control data is presently not assessed by Designers. It needs simple analysis.

Procedures for data queries are worthwhile in avoiding a station that is designed to run for 18 hours a year do its job in 60seconds before a fliod event. Probably a portable pump would have worked?

185 - Andrea Mead

[Three Waters>Water Supply; Waste Water], [Transport>Roads]

roadworks, parks, water, waste water and drainage improvements needs to be focused on the Coastal areas. The current state is woeful and in some instances a health and safety concern where water pools up and poses a health risk.

19 - Michele Laing

more planting in street scapes and water catchment and absorption in place

22 - david gale

Prioritise flood plainand waterways management; no subdivisions and improve water storage in these areas.

250 - Henry Ashton-Martyn

We also need to plan for more extreme weather events and how city infrastructure will deal with them. Capital should be set invested in this infrastructure upgrade

256 - Heidi Oudemans (New Tenby Action Group)

You need to look at all areas that require work and then find real doable solutions that will stand the test of time. (Earthquakes,

Flooding, Erosion etc)

263 - Nina Archbold

yes please fix the flooding at tenby place

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Three Waters>Water Supply; Waste Water]

In particular, we don't want to see drinking water, stormwater and wastewater systems, which are a critical function of local government, neglected in favour of vanity projects. It is important that these systems are not neglected – or "pushed" too far – especially as population growth and demand on these systems is set to continue.

365 - Tom Logan

[Rates>Residential Rates], [Transport>Cycleways], [Strategic Framework>Climate Change], [Other> Tree Canopy]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

>>>

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Coastal hazards adaptation & adaptation planning]

I oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding.
In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of three waters.
This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding.
In this context, the proposal to axe funding for flood protection and stormwater is untenable.

Additionally, I support proactive funding for coastal hazards adaptation. Investment into climate resilience has been found to have benefit-cost ratios ranging between 2:1 and 10:1. Investing in climate adaptation early is critical for our community's economy.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

12. Stormwater Drainage

It is difficult to reconcile the commitment to "...continuing to invest in the infrastructure required for the collection and disposal of wastewater and stormwater…" 6 with the complete absence in this and the next Annual Plan of any capital allocation under Stormwater Drainage for "Level of Service Improvement".

If there is to be commitment to reducing the impact of stormwater on waterways then just replacing current infrastructure to maintain the current service level will not improve the quality of stormwater entering waterways.

● We seek capital allocations in each Annual Plan to improve the level of service of the stormwater system notwithstanding the unresolved issue of Three Waters reform.

>>>

19. We are deeply concerned that the allocation to deliver natural waterways works(50664) appears to have no allocation in the budget beyond the 2024/2025 year. With the imminent release of the Healthy Waterways Plan, this would appear to be an issue that needs to be addressed urgently so that

appropriate levels of funding are made throughout the LTP for this important on-going work.a. We seek funding to be allocated in every year for the naturalising of waterways as the city turns its attention, belatedly, to greater rainfall resilience.

20. We are deeply concerned that the allocation for restoration and enhancement work on drains across the city and on the Port Hills including removal of linings, naturalisation, swaling and planting (44457) has no allocation for the current plan.a. We seek that the allocation for this item for the 2024/2025 year be brought forward to the current year.

>>>

When action is initiated and/or derives from the input from community groups, it has far greater buy-in from the wider community than if it appears to be a solution imposed by the Council.

27. We seek continuing and increased consultation and involvement of community groups in the development and implementation of projects to reduce erosion on the Port Hills through wide-scale replanting of areas in appropriate native plants.

Erosion of the Port Hills is the leading cause of sediment entering the Ōpāwaho Heathcote River. Given the effects of heavy rainfall events witnessed recently in the North Island, it is imperative that greater and urgent priority is given effect in this and subsequent funding plans to increase the planting of erosion prone gullies on the Port Hills.

28. We acknowledge the allocations made for the Port Hills Revegetation and Sediment Control Stage 1 (69218) and for the Port Hills and Lyttelton Harbour Erosion and Sediment Programme (60356).

a. The success of these programmes is vital to help minimise sediment from erosion entering the Ōpāwaho Heathcote River.

b. The urgency accorded to these programmes appears to be at odds with the increased likelihood of significant rain eventsquent erosion issues. Given that the time lag between planting and effective reduction of erosion is measured in years, the sooner these areas are planted the better.

c. Planting on wide areas of significant slopes requires human resources and skills that are beyond the capability of community groups. Council must accept that commercial operators will need to engaged for this work and ensure that funding is adequate for that. We suggest that current allocations are inadequate and should be reviewed.d. We seek allocations for revegetation of the Port Hills be moved forward and increased so that planting/maintenance programmes can be accelerated.

e. We seek adequately increased allocations from these funds to be made to current programmes that are focussed on the city-facing slopes of the Port Hills to reduce erosion from this area. Wide-ranging planting and maintenance of native trees on appropriate sites on the Port Hills is the only significant means to reduce sediment at source.

f. We seek continuing commitment to the revegetation of the Port Hills through increased funding of these and similar projects in the LTP.

495 - Penny Cherry

Surrounding streets in my kids school neighborhood (Woolston) still flood and so does New Brighton.

498 - Matthew Broughton

water drainage needs work or atleast some maintenance. Cotswold ave and many surrounding streets flood horrendously whenever it rains, they all need a good clean out at the bare minimum.

509 - Tom Gilbert

floodung on BRenchley Ave id a significant issue. Id like to see it fixed. We own two properties here (XX abd XX) and pay rates of about $15k per year. Wed like to see council taking responsibilty for fixing this isssue. It is a core council function.

>>>

see above. We need the drainage issur at Brenchley Ave fixed. Collectively we have had terrible teouble trying to get anything substantive done to fix the issue. Councillor Gough and the Community Boar have proposed a detailed engineering reciew to look at options to fix. We support that 100%.

515 - Vicki Farrant

prioritse moving of water in heavy rain events

526 - James Glubb

I fully endorse Cr Gough's efforts and that of the Harewood-Fendalton Community Board to provide a solution to the surface flooding of Brenchley Avenue in moderate to heavy rainfall events. This issue has been occurring since at least the mid 1970s and needs to be rectified as soon as possible. Operational measures have only partially improved the situation for the residents who are sick of becoming concerned every time a heavy rain warning is issued. The residents of Brenchley Avenue ask that the Council take immediate and meaningful steps to scope and implement mitigations that will resolve the flooding issue.

>>>

I fully endorse Cr Gough's efforts and that of the Harewood-Fendalton Community Board to provide a solution to the surface flooding of Brenchley Avenue in moderate to heavy rainfall events. This issue has been occurring since at least the mid 1970s and needs to be rectified as soon as possible. Operational measures have only partially improved the situation for the residents who are sick of becoming concerned every time a heavy rain warning is issued. The residents of Brenchley Avenue ask

that the Council take immediate and meaningful steps to scope and implement mitigations that will resolve the flooding issue.

533 - Katie Gallagher

I am a civil engineer and against deferring capital work in the 3 waters space and flooding in particular. Brenchley Ave in Strowan floods in this isolated spot which should be a relatively simply engineering project to fix. The pipes are laid to the wrong grade, possibly EQ settlement. Relaying the pipes will relieve flooding.it is the only street around this area which is affected. The road calming measures also do no help with gutter water heading down Watford St, hitting the speed bumps meaning they don't flow naturally down Atford St, but the water os diverted into Brenchley. I pay significant rates to the council and would appreciate, as would the other residents, some attention to fix this problem. People having there homes flooded is not exceptable especially when the fix in terms of engineering is simple. Priority to fix thia part of the network would be appreciated.

563 - Aogan McGuinness

I support the plan to investigate flooding issues at Brenchley Avenue

Put forward by the community board

602 - Nathan Graham (Diamond Harbour Community Association Incorporated)

[Transport>Roads; Footpaths]

The infrastructure in the Diamond Harbour area continues to be inadequate for our growing population. There are inadequate footpaths and problems with surface water and damage to roads. This causes issues for our older and disabled members.

604 - Irinka Britnell (Englefield Residents Association)

We see increased Waka Kotahi capital subsidies, but in the Press 10/04/2023 front page, the CCC states flooding in some parts of Christchurch, "Not possible to fix". This is unbelievable lack of planning, creative thinking. Where is the CCC army of engineers you have in there? How about bringing back deeper gutters and having less concreting being built and more gardens in the new developments which lack complete foresight for the future.

>>>

We recommend where the flooding can't be fixed should be turned into parks and gardens where the water will more readily drain.

625 - Clair Higginson

[Transport>Footpaths and Streetscapes; Transport Operations]

WELLES ST Central City

Welles St is now home to several hundred apartment dwellers, retail outlets, hospitality and carparking. It is pedestrian intense although very pedestrian unfriendly and visually alienating. The street is busy by day then again, with a different customer base, at night. The street is a great example of busy inner city living although it has the feel of unwanted wasteland. Council might improve the street by: reducing the speed limit to 30K, making the street one way, upgrading pedestrian access with improved surfaces and kerbing, reducing the flood hazards, improving the carparks (removing dust bowls), including recycle and rubbish bins, adding some seating and greenery.

Inner city dwellers do enjoy the walkability of the city and welcome any and all endeavours to develop and enhance the laneways around the city

681 - sylvia lukey

In times of heavy rain sewage has been mixed with stormwater, travelled down the hill and contaminated the pond in the Quarry Park. Development occurring within the hill and at the top of the hill just adds to the problem. Something has to be done to ameliorate these problems.

>>>

Halswell Quarry Park should not be allowed to become a water holding facility either by design or default for the benefit of developments in the area. The stormwater pipe under the road from the Quarry park into Greens stream needs to be fitted with a valve to prevent backflow into the Park.

682 - Bethany Baker (Styx Living Laboratory Trust)

SLLT strongly suggests that Council consider the following:3. Reducing the scale of deferrals to the Styx protection and control growth projects in the Styx Mill detailed on page 76. While we are pleased flood protection maintenance is still being carried out, we are concerned that the large deferrals in growth projects mean that the actual risk and damage from flood events in the Styx will not reduce in the near term. Keeping more of the core improvements projects for Styx flood protection in the near term budgets will pay dividends in decreased flood risks.

683 - Donna Thomsen

[Three Waters>Water Supply (Capital); Waste Water (Capital)], [Transport>Roads; Footpaths]

We need to see more of our money going towards upgrading facilities, like water, sewerage, waste, storm water, roads and footpaths.

710 - charlot hudson (Sumner Community Residents' Association)

Surface water and localised flooding remains an issue with the beach water outlets now covered in sand and needing to be dug out at times of high tide and high rainfall. We would support localised education programme on how locals can plant and build to increase water catchment.

[Coder Note: referring to Sumner]

746 - Des Patterson

[Other/Special Interest Topics>Tree Canopy]

begin a street tree thinning programme where areas that flood due to clogged drains in autumn and winter from deciduous trees are replaced with evergreen.

759 - Phillip Ridge (North Beach Residents Association)

NBRA is grateful for Christchurch City Council's stated interest in regenerating the eastern side of Christchurch and appreciates the progress that has been made to date in New Brighton. We would like to see the momentum of these efforts continued. This submission highlights the key local projects and funding in the AP that NBRA supports and would like retained, but also proposes that some projects be brought forward, have more funding allocated to them, or be reinstated from previous Long Term Plans(LTP). In particular, we seek the inclusion of:

Cygnet Street Outfall Remediation: It is encouraging to see that since our last Annual Plan (AP)submission, the investigative works have commenced. Thank you. We look forward to seeing the outfall repaired and extended so it is fit for purpose. We appreciate that there was $260,000in the 2022-23 AP budget and would request that any monies remaining be carried over into2023-24, and that $36,000 in the 2023-24 AP budget be retained. We support any further funding if necessary to ensure that the outfall pipe is extended to its original length (as per the lengths of the other existing outfalls in this area), to help minimize the sand accretion around the opening of the outfall.

As mentioned in our last AP submission, the ocean outfall pipe was shortened many years ago and not replaced. The shortened existing pipe is buried under sand, due to the continuous sand accretion from the Waimakariri River. Therefore, each time it rains this causes flooding on Marine Parade and neighbouring properties around the Cygnet St area as the stormwater is unable to be released onto the beach. The rain crosses the median strip to the other side of the road causing safety issues with traffic. We look forward to this being resolved. Thank you.

759 - Phillip Ridge (North Beach Residents Association)

NBRA support retention of all projects in the Coastal Ward including:

SW South New Brighton & Southshore Estuary Edge Flood Mitigation: Project ID: 61615. The $1,555,000 has been pushed out from 2023-24 ($696,000), 2024-25 ($859,000) to sit in 2025-26 and 2030-31 at $1,555,000. Please advise why this has occurred at a time when flood risk and its mitigation is recognized as an increasing priority nationally.

99 - Amanda Neil

The 'bubbles' graph has giant red/brown/maroon bubbles representing money to be spent on 'people and communities.

Brooklands and Spencerville people pay equal rates with every other suburb, yet in the only green-zoned street left in Brooklands, there is no drainage supplied at all, and no help received from CCC when ever we suffer from flooding after several days of rain combined with a king tide. This results in ground saturation, limited access to our whole street, the killing off of plantings, and the greater risk of floods inundating our city through the Waimakariri River ancient pathways. This is in spite of a Brooklands/Spencerville residents' 2022 petition begging for the completion of the Waimakariri River stopbank system which presently ends at Kainga. There is an unfinished gap of several kilometres around the Brooklands Lagoon providing an exposed pathway for devastating floodwaters into our city. This petition was presented at Waitai Community Board, CCC, and Ecan meetings in 2022. This petition represents 98.5% of all residents, and has not been acted upon, even though the finding is available through 3 waters.

Brooklands and Spencerville are communities of people who deserve better expenditure on basic health and safety issues.

>>>

Do you need a thesis-sized document on these issues?

I have been commenting on all these issues for the past 7 years, and apart from dear Phil Mauger's personal help in clearing Earlham Street floods over the years, we have received none of the help we have consistently begged for.

>>>

I haven't got the time or the energy to waste any more of either on further comments. So far, all I have managed to achieve for my community is being labelled by CCC staff "the serial complainer" on Earlham Street. This only makes CCC "serial offenders".

And please don't ask me for supporting documents below. I have already run the most unpleasant gauntlet of personally making earlier submissions including our suburban-wide petition at

Community Board, CCC and Ecan meetings. You go and find all the supporting documents yourself. They have already been consistently submitted through your own channels.

If anyone out there can help with all of this, please do! - THANK YOU!

Other/General Comments

19 - Michele Laing

we have poor storm water management on the site of origin in most suburbs

>>>

we have poor storm water management on the site of origin in most suburbs

21 - Emma Jamieson

[Transport>Roads]

We are a city whose infrastructure is unreliable. Storm water drains, cycle paths, footpaths, bus priority sacrificed. Night after night the boy racers own the roads. This is not a problem created by the police. Its a council design problem. Look at the tyre marks. They tell the story. Its just one piece of overall poor management of infrastructure. Where is the mayor now the road he sealed is a race track.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

One of our Board Plan priorities this Term will be to undertake a scoping exercise for infrastructure to mitigate flooding issues on Brenchley Avenue. The Board's intention is for the scoping assessment to be completed in time to inform the 2024-34 LTP.

254 - james ensor (boatsafetyatnavalpoint.org.nz)

flooding and stormwater improved plaining at new development

536 - Pam Richardson

The water tables need to be kept clear of branches and prunings . Culverts need to clear and damaged / blocked culverts replaced with larger culverts and rural bridges maintained . I acknowledge that work in some areas has already been completed. We need to see ongoing improvements across Banks Peninsula.

721 - Matt Edwards

[Our Proposed Spending], [Strategic Framework>Climate Change], [Transport>Cycleways], [Other/Special Interest Topics>Tree Canopy], [Rates>Residential Rates]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

722 - Don Gould

We will have been delivering about on stormwater issues and not doing the maintenance that's clearly required .

I read this week in the newspaper that there's a report that says that some stormwater things will never be able to be fixed frankly I he just laugh at that suggestions while at the same time have very very little confidence in the entire stormwater situation .

728 - Sue Piercey

Keep hard surfaces to a minimum. Allow for "sponge areas" to absorb surface water and runofff in times of heavy rain events which are likely to become more frequent with climate change.

Waterways Quality and Compliance

General Comments

20 submitters commented on our proposed spend on waterways quality and compliance.

One supported what we have proposed and 14 provided alternative proposals.

There were six general comments.

Officers Response

Good support for investment in improving waterways health, particularly through the improved erosion and sediment control programme.

- Support erosion and sediment control on hill suburbs
- Support biodiversity enhancement
- Support stream and waterway enhancement
- Support acknowledgement of climate change

Other comments related to:

- Reduce rubbish levels in rivers
- Enforcement of sediment run-off

- Enhance water ways
- Support rainwater collection

There is a comprehensive programme in place to improve the health of our waterways which in turn provides ecological resilience in the face of climate change. Erosion and sediment control is recognised as a priority issue and there are range on controls in place supported by capital projects underway to reduce sediment at source including:

- Updated bylaw to require sediment and erosion control on construction sites
- Information and seminar for contractors
- Improved compliance monitoring and enforcement through building control function
- Major sedimentation basins to remove suspended material and improve run-off during storm events
- Planting programme across the Port Hills.

Implementation of the full suite of initiatives to ensure that we control erosion and reduce sediment going into our waterways will be introduced as resourcing and partnership opportunities allow.

We are delivering a significant programme of works in the Heathcote catchment to manage the flood risk and to improve water quality in river and its tributaries. The benefits of this work will become increasingly apparent as the individual projects are completed across the catchment – dredging, stormwater basins, wetlands, bank stabilisation and habitat improvements.

Support

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

36. We acknowledge and strongly support the allocation for restoration plantings in gullies and catchments on the Port Hills (51451) although it would be very useful to have some information in the budget about how 51451, 60356 and 69218 relate to each other.

Alternative Proposals

19 - Michele Laing

water management needs to be improved

we have polluted waterways

>>>

water management needs to be improved

we have polluted waterways

26 - Marilyn Yurjevich

They need to be maintained. Naturalised flood retention is important, especially the main red zone.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Parks>Biodiversity], [Strategic Framework>Climate Change]

(v) protecting our wetlands and bio-diversity

[FULL ATTACHMENT AVAILABLE]

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

The State of the Ōpāwaho Heathcote River

The Ōpāwaho Heathcote River, including many of its tributaries, has some of the poorest water quality in the city of Christchurch. The river has a complex catchment which includes part of the Port Hills, industrial areas, and concentrated urban and residential zones.

Like many lowland rivers, the Ōpāwaho Heathcote River suffers from ‘urban stream syndrome. ’This is a result of the cumulative effects of activities and water management within its catchment over the last 150 years. The loss of water quality and ecological health has resulted in a loss of cultural wellbeing, mahinga kai and indigenous biodiversity and a loss of mauri for the Ōpāwaho Heathcote River.

At the same time, the river has been designated a Site of Ecological Significance in the Christchurch District Plan. There are early signs that the river is beginning to recover from its historical degradation but there remains much that must be done to restore it to a healthy state. Despite constraints on expenditure, responding to climate change and planning for adaptation are priorities, so this is not the time to scrimp on funding ecosystem restoration. We therefore look forward to observing the ways in which the CCC 2023/2024 Annual Plan will assist in this long-term restoration of the river.

>>>

c. Appropriate contaminant reduction at source should include:

i. Retention, treatment and infiltration (where possible) of stormwater

ii. Reduction of sediment entering the river

1. We acknowledge the considerable effort that the Council is currently making to limit sediment entering the river by means of retention ponds in the headwaters of the river, but know that because of the nature of the loess there is a limit to how much sediment can settle out.

2. We acknowledge the current programmes for planting some gullies in the Port Hills.

3. We seek greater priority for planting the city side of the Port Hills to limit erosion.

iii. Reduction of zinc runoff from roofs

iv. Reduction of copper contamination from car brake pads

>>>

10. In any review of the timeline for capital projects, we seek prioritising of those projects that will affect and improve the water quality of the Ōpāwaho Heathcote River given the legacy of degradation that was imposed on the river by previous generations and Councils..

>>>

21. As recent events have shown, the risk of spills from industrial sites in the lower Ōpāwaho Heathcote River is high, with devastating effects on the river ecosystem, especially fish and invertebrates. Maintaining stormwater pipes in this industrial area needs to remain ahigh priority.a. Hence, we oppose the deferral of work on Jardines Drain from Nuttall Drive to the river (60337) to subsequent periods.b. We seek that this work be funded for completion in the current plan period.

>>>

29. We seek continuing commitment by the Council to the Healthy Waterways Action Plan for Christchurch.

30. We acknowledge and strongly support the allocations made to progress the removal or remediation of identified fish passage barriers on water courses within the City(66638).

a. We seek that remediation of stormwater outflows into the Ōpāwaho Heathcote River to facilitate fish/eel passage is undertaken as a priority as an important part of the restoration of the river's wider ecology and ecosystem.

31. We acknowledge and strongly support the allocations made to implement a Stormwater Quality Investigation Programme (69401) into methods to improve the management of stormwater quality and to assess and reduce stormwater effects on the receiving environment. Reducing stormwater effects on the Ōpāwaho Heathcote River is essential in order for the city to water quality in the river.

[Full attachment available]

494 - Sjaan Bowie

Need to ensure insteam structure improvement considers fish passage, natural systems and climate change consideration.

576 - Matthew Reid

Please continue work to improve the health of our waterways.

634 - Michael Davidson

- Pro active enforcement for construction sites to address sedimentation of waterways.

[Parks>Biodiversity]

- Develop a holistic Port Hills Management Plan to cover erosion, biodiversity, recreation, waterways etc

651 - Marie Gray (Summit Road Society)

Waterways

The investment in the Ōtakaro Avon River Corridor is an ambitious and transformational plan. It highlights the scale of waterways action that is needed. We urge the Council to give consideration to other important waterways requiring immediate attention within the wider Christchurch area, including the Ōpawaho-Heathcote River, Ihutai Avon-Heathcote Estuary and Whakaraupō Lyttelton Harbour. The Summit Road Society contributed to the development of the Ōpawaho/Lower Heathcote Guidance Plan with a particular focus on the relationship between the river and the Port Hills and the importance of predator control along the river. The development of this guidance plan has been an exemplar of grassroots, community involvement and we commend the former Waikura Linwood-Central-Heathcote Community Board for this approach. Now the Council needs to resource the implementation of this plan.

Port Hills and Lyttelton Harbour Erosion and Sediment Programme

On a related issue, we support the planned investment in the Port Hills and Lyttelton Harbour Erosion and Sediment Programme. Sediment off the Port Hills is a major source of pollution into Whakaraupō Lyttelton Harbour, the Ōpawaho Heathcote River and Ihutai Avon-Heathcote Estuary.

The Port Hills is vulnerable to erosion due to the presence of loess soils. Revegetation of the gullies is one of the most effective actions we can take to reduce slips, sedimentation and erosion, especially as our climate warms and the risk of heavy rain events increase. It also has many other benefits. Our

Avoca Valley restoration programme is an example of what can be achieved. Thanks to Jobs for Nature and other funders, we have planted 36,000 plants and trees in Avoca Valley since 2021. We have established wetland areas to catch sediment, enhance biodiversity and improve freshwater quality. Birds not seen for decades have returned to the valley. We are planting a further 11,000 plants and trees this winter. In time, we intend to restore the entire Avoca Valley catchment. The valley has been covenanted with the QEII National Trust and protected in perpetuity. Our thanks to the Council for supporting this project.

664 - Trina Mora-Kelley

[Three Waters> Waste Water]

waste water into Lyttelton Harbour needs to stop.

674 - Claire Coveney

[Parks>Parks Maintenance]

The pollution of our waterways by industry, sitting and litter is increasing.

Our riverbanks along Opawho should not be used as parking, damaging the land, creating pot holes and trees. Council placed green plastic honeycomb matting Aynsley Terrace. It is breaking up and plastic will end up in water ways. No response to complaints a year ago.

Maintaining parks and river banks should mean less spent on mowing when not needed. Less spraying. More weeding and maintenance without ysing sprays.

Remove uncovered litter bins near rivers and the beach such as Scarborough. Overflowing litter bins 2 Scarborough Road and opposite Waltham pool. How many more are put there tipping takeaways abs doggy doo bags into rivers and the ocean.

682 - Bethany Baker (Styx Living Laboratory Trust)

We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally strongly support all initiatives which reduce contaminants, pollution, sediment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.

>>>

2. The funding allocated for 60460 SW WE Styx River Tributaries Naturalisation. Naturalisation, especially in the heavily degraded upper catchment, delivers huge benefits for environmental stability, native species numbers, and promoting flood protection by reducing weed load and increasing “sponge” capacities of riparian

environments. However, the SLLT are concerned that this project is at risk of future deferral. Naturalisation inherently takes time to show its full effect as the environment slowly recovers, so we recommend this project be started as soon as possible by moving it into the 23/24 budget or ensuring the necessary details and planned start time are set in advance to ensure its completion in the 24/25 budget.

7 - Nicola Hely

[Three Waters>Water Supply], [Transport>Cycleways]

Please make the cycleways and water/waterways a priority.

804 - Ken Rouse (Cashmere Stream Care Group)

We draw attention to the changes in **stormwater drainage** quantity and quality that arise from the large number of new housing consents issued by CCC within the Cashmere stream Catchment. There is great need to restore the natural waterway and whereas the capital plan makes provision for thisvia a budget for 2023 there is no provision beyond that for item **50664 "delivery package SW in Natural Waterways"** , This budget item has an important role in funding restoration of waterbodies like Cashmere Stream. In particular habitat improvement for Kōura and Kākahi is needed to ensure that the decline in these taonga is stabilised in the first instance and then reversed. Budgets to ensure habitat restoration must be a priority or we risk permanently losing these species to urban development and Port Hills sediment loads. The impact of the latter on in stream habitat is well documented by Cashmere Stream Care Group and others.

"60356" Port Hills and sediment control. We urge Council (and ECan) to accept the challenges of increased risk to flooding, water quality degradation and aquatic habitat loss caused by Port Hills sediment entering Cashmere Stream and the Ōpawaho/ Heathcote and to deliver a comprehensive plan to greatly reduce erosion. Closely associated with sediment control we urge Council to increase funding for **61298 Port Hills revegetation and sediment control**

Parochial though it may seem we also submit that **"66638 SW fish passage barrier remediation"** is an important budget item to ensure that fish passage on Sutherlands Road meets the needs of the instream species above Sutherlands road. Cashmere Stream Care Group supports the need for investigating whether a fish barrier is required at the Culvert. We are concerned that the new culvert at Sutherlands Road has changed the fish passage capacity and may change predation on resident bullies, juvenile eel and whitebait. We urge that this project be properly funded to protect the breeding/nursery role of the upper reaches of Cashmere Stream.

813 - Martin Ward

Submission to the Christchurch City Council Annual Plan 2022/23

This submission concerns Barnett Park in Redcliffs and we seek a commitment from Council to deliver stream bank stabilisation as proposed in November 2022 to reduce silt flows into the Avon-Heathcote Estuary, a proposal that has been warmly accepted by the community.

Barnett Park occupying part of Moncks Valley runs from the Main Road Redcliffs to the summit of Tauhinu Korokio (Mt Pleasant). For a decade after the earthquakes its tracks and caves were closed due to rock fall risk. A local group convened by the Redcliffs Residents Association has 'adopted' the valley and have invested hundreds of hours and over $10,000 in removing boneseed and banana passionfruit with some support from the Rangers. Council investment has been on rock fall risk removal and soon track repair and reinstatement. Both the Council and the locals are planting and tending eco-sourced native seedlings in the valley.

A small stream is in the valley floor is subject to irregular flows but retains deep pools during low flow periods. The stream is channelised in its lower reaches and referred to by Council as the Rifle Range Drain. It seems likely that either the stream or the valley itself was known as *Te Awa Kura* by Tangata Whenua.

During storm flows the stream discharges heavy silt loads into the Estuary resulting in a wide plume of sediment flowing into the Estuary waters. This was the subject of a submission from the volunteers' group to the Ihutai-Estuary and Coastal Draft Management Plan which included suggestions for minimising this silt discharge by modifying the eroding stretches of the stream channel. The Christchurch - West Melton Zone Committee and Avon-Heathcote Estuary Ihutai Trust have both expressed concern about this discharge.

In 2022 a Council Three Waters Healthy Water Bodies Facilitator commissioned an aquatic ecology survey and which revealed eel, galaxids and bully, leading them to put on record an opinion that "positive findings from the aquatic survey supports us to invest in waterway restoration and enhancement."

Across the three periods of heavy rain during winter 2022 the volunteers informed the Three Waters Stormwater team about the heavy silt flows and continued to advocate for engineering work and planting to reduce erosion and silt discharges. After a short pause we received the following communication in November 2022:

As a result of your advocacy for Rifle Range Drain, that drain has been put on a list of jobs for the first 2-3 years of the project. The task assigned against Rifle Range Drain is waterway stabilisation <u>and</u> valley/waterway planting. We will look for and commission an experienced practitioner to design the waterway protection, and will hope to do that work in Autumn and planting in Winter. I had been concerned about the potential cost of a consent for significant earthworks but, as you say, the consent may proceed non-notified.

Beyond 2-3 years some project funding can be available for community groups, although not necessarily to every applicant or in the year applied for. Project priorities are the control of erosion and sediment discharge and sites will be prioritised according to the amount of sediment discharged. (So, funding is less likely to be made available for revegetation alone.)

I have been talking to a potential designer for Rifle Range Drain …….

This good news was widely shared by us with the Redcliffs community and our volunteer networks.

However, in March 2023 we were advised that the proposed work may be reduced in scope and scale with a concentration on native seedlings planting. In our view if planting seedlings is not preceded by bank stabilisation it is most unlikely to achieve the silt reduction objective.

While it might be argued that stream side planting is what is referred to in the original proposal, the reference to "waterway stabilisation" (in addition to planting), that funding for revegetation alone was unlikely, and the acknowledgement that the work would be on a scale requiring a resource consent suggests to us that the original proposal was for more substantial work to control erosion silty flows from this location.

We hope the more substantive work has not been set aside and seek Council's commitment to this original proposal.

My submission concludes to re-state the request to undertake bank stabilisation as proposed in November 2022 to reduce silty erosion into the estuary and to improve the character of the stream to provide improved aquatic habitat.

Other/General Comments

13 - Vivienne Allan

The waterways, especially the Heathcote River is in poor condition. Far too often the water is hazardous.

395 - Quinn Ledgerwood-Gee

More money should also be invested in restoring the health and quality of the waterways within and around Ōtautahi

503 - Bronwen Summers

The Heathcote river is a disgrace. It must be cleaned and made viable for communities to enjoy.

579 - Tanya Didham

Looking after the health of our waterways is fundamental to the health and prosperity of the city.

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Waste Water; Water Supply], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

742 - Phil Grey

general weeding and river cleaning is poor

Other

General Comments

21 submitters commented on other aspects of our proposed spending on three waters.

One opposed and eight provided alternative proposals.

There were 13 general comments.

Officers Response

Points raised by submitters included:

- Stop Cloud Ocean taking water
- Fast track fluoride
- More focus on climate change
- Rainwater collection

Environment Canterbury is responsible for water resource consents, such as those for Cloud Ocean, for taking water. They are not taking water from this Council's supply.

The addition of fluoride to our community water supplies may be directed by the Director-General of Health. Council has provided information on the likely costs of adding fluoride and the Ministry of

Health is looking into the costs and benefits for supplies across the country. There is no funding for this in our current Long Term Plan.

Council has an active 'Learning Through Action" school programme, which includes two key Programmes; All Flushed Out (wastewater) & Water for Life (water). This is aimed at raising awareness of the environment and the impacts of climate change. Through the planning processes for capital works, climate change impacts are taken into account and provision made for the effects.

We are actively engaged with the Ministry of Health, the Ministry for the Environment and Taumata Arowai on the most appropriate regulatory framework to enable more sustainable approaches to our water resources such as water re-use such as rainwater collection.

Oppose

174 - Samuel Thompson

Pushing back water services will only see increased costs for the projects with inflation

Alternative Proposals

106 - Rowan Gibson

Blighs Road Culvert, is not fit for purpose and needs upgrading.

This has been highlighted to council back on 9/2/2017 Golder Associates report, CCC's Topographic survey 2015 and included in MBIE Determination 2017/042 findings.

28 - Andrea Davis

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Other]

CCC needs to encourage everyone to put in a rainwater diverter to a rain gutter tank, for emergency resilience when we have our flood and the drinking water is compromised at lease families will have a supply they can boil.

399 - Miranda Luxton

Collect our rain water systems.

597 - Cameron Bradley

[Three Waters>Waste Water], [Our Proposed Spending]

I do not support:

- Delaying or reducing investment into three waters
- Not budgeting for the wastewater treatment plant fixes

652 - Janet Reeves (Birdlings Flat Community)

Yes, I wish to make a submission on behalf of Birdlings Flat Community in relation to the provision of Water Tanks for Fire Fighting. We request that funding is included in the 2023/2024 Annual Plan for providing water tanks in strategic locations around our village. Please see attached files.

>>>

TO CHRISTCHURCH CITY COUNCIL:

SUBMISSION TO THE DRAFT ANNUAL PLAN 2023/2024

Regarding Water Tanks for Fire Fighting at Birdlings Flat

We the undersigned wish to request that funding for installing water tanks for firefighting in Birdlings Flat is included in the 2023/24 Annual Plan.

Five years ago a submission was made by local residents to the Banks Peninsula Community Board asking for tanks to be installed. Some investigative work was carried out by City Council staff, including scoping of possible locations for the communal tanks. Fire and Emergency New Zealand signed off on the proposals four years ago. Since then nothing has happened other than Council Staff advising that they would seek to bring the funding forward to this coming Financial Year and Birdlings Flat would be the first Banks Peninsula settlement to receive the water tanks.

Birdlings Flat is a community of around 160 dwellings. Many of the properties are old and constructed of wood and there are a lot of outbuildings which are susceptible to fire. Many people use wood burners as their means of heating. The settlement is surrounded on three sides by conservation land and paddocks, which contain flammable vegetation. Birdlings Flat is windy and if a fire were to start it would spread quickly. Two residential properties have burnt to the ground in recent years. Little River Fire Brigade are 20 minutes away by road. Currently there is only one 30,000 litre water tank available to service the whole of Birdlings Flat. Worryingly this was recently found by the Little River Fire Brigade to be nearly empty.

NB. Due to our late realisation that Funding was not included in this years Annual Plan, these names were collected over the Easter Weekend. Everyone that we had time to approach lent their name to this submission.

[Full Attachment Available]

>>>

Water for fire fighting at Birdlings Flat, Background Information

Dear Janet

It is not included in the Annual Plan i.e. the bring back has not been formalized in the Annual Plan. You are welcome to therefore make a submission.

Regards

From: Janet Reeves <jreeves3015@outlook.com>
Sent: Thursday, 6 April 2023 9:55 am
Subject: RE: Water Supply for firefighting, Birdlings Flat

Hi XXXXX and XXXXXXX,

Do either of you know if the funding for Communal fire storage is currently included in this years Annual Plan? I have had a look and can't see it. I just have time to make a submission, so if you could let me know today, I will make a submission if it's not there.

Thanks and Regards,

Janet

Sent: 05 September 2022 08:53
To: Janet Reeves <jreeves3015@outlook.com>
Subject: RE: Water Supply for firefighting, Birdlings Flat

Dear Janet,

My apologies for the delay.

I am looking into this on behalf of XXXX XXXXX. XXXX XXXXXX has retired and XXXXXXX XXXXXXXX his Team Leader has informed me that communal fire storage for communities in Banks Peninsula is funded as of Financial Year 2025.

XXXXXXX has assigned one of our planning engineers to brief the project to enable a possible start sooner. We will likely be able to confirm this, as part of the Annual Plan process and will start with Birdlings Flat.

If you have any further questions, please feel free to contact XXXXXXX directly (copied in).

Kind regards,

From: Janet Reeves <jreeves3015@outlook.com>
Sent: Thursday, 1 September 2022 12:05 pm
Subject: Water Supply for firefighting, Birdlings Flat

Dear ,

I am chasing up about the Water Supply for Fire Fighting in Birdlings Flat. Two Birdlings Flat residents explained the situation to the Community Board 4 years ago, see below. Since then nothing has happened. You will see that I have contacted our Community Board representative, who forwarded my email onto the Council Team in June, since then I have heard nothing. I would be grateful if you could pass this to the appropriate staff for actioning.

Regards,

Janet Reeves

Banks Peninsula Community Board meeting 11th June 2018 Item 4.4.

4.4 Geoff Ettrick and Peter Reeves - Fire and Emergency Services - Code of Practice
Geoff Ettrick and Peter Reeves, property owners at Birdlings Flat, spoke to the Board regarding the water supply requirements for firefighting, under the Fire and Emergency Services Code of Practice.Currently a new house in the area must have an additional 45,000 litres of stored water available for firefighting purposes because of being on a restricted water supply.The speakers raised concerns over the cost of this requirement, and the amount of space taken up by the two tanks that were needed. They asked if a community wide approach could be taken to satisfy this requirement and suggested a series of community water tanks.

The Board**requested**a briefing from staff in respect of the firefighting requirements for Banks Peninsula properties on restricted water supplies.

The Board received the information presented and thanked Geoff and Peter for their presentation.

Email to Tori Peden, Chair of Banks Peninsula Community Board April 13th 2022

Hi Tori,

Hope all is well with you. You may remember that a few years ago my husband Pete and Geoff Ettrick made a deputation to the Community Board (11 June 2018 Item 4.4) about the requirement in the District Plan for water tanks on individual properties at Birdlings Flat. It seemed that it was more sensible for the Council to install water tanks around the village in strategic locations instead. Last week I had a visit from a Fire and Emergency Services person who told me that she signed off on having such tanks (also a few years ago) as a better alternative and was surprised not to see them in-situ. A relocatable house has just arrived in our street and they have been told that they need to install a large tank on their property for fire fighting, so it seems like nothing much has happened on the CCC side. I wonder if you would be kind enough to take this up with the appropriate people.

Response from Tori Peden 28th June 2022

I am really sorry I missed this email a couple of months back, I am just going through my emails regarding Birdlings Flat as we are trying to deal with Consents to discharge from septic tanks.
I have forwarded your email onto the team, unfortunately XXXX XXXXX who was in the water team has retired, hopefully CCC has got a replacement that is going to follow up with all of XXXXX work.

703 - Nrian Enright

Encourage water conservation and investment in alternative solutions. Eg. Collection and storage of rain water, Mulching and choice of suitable planting to minimise water usage.

730 - Jane McKenzie

The fact too Overseas Bottling Companies pillage and return nothing too is an abomination. And must be stopped.

793 - Cathy Harlow

If the Council wants to reduce water use, in addition to (or instead of) water charges, it should be thinking about incentives such as helping households put in place rain water collection systems, grey/black water systems and technology to regulate watering systems based on soil moisture.

Other/General Comments

165 - Richard Abey-Nesbit

I don't support delaying improvements to water infrastructure without a particularly good cause. I believe we should keep on top of maintenance and investment in this crucial infrastructure and that doing so reduces our overall risk, and is beneficial in the medium to long term.

19 - Michele Laing

infrastructure needs to be improved

23 - Phil King

They don't lose 27% of there water.

[Coder note: For context *"I think the rates here are outrageous. I moved from the Gold Coast Australia where the rates on my $1.8m property were $2300 per year. The rates on my $900k Christchurch property are nearly $6k per year."*]

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. While not directly referenced in the Draft Annual Plan 2023/24, Te Mana Ora continues to recommend that Christchurch City Council fluoridates its water supply. Christchurch is the largest city in New Zealand that has not fluoridated its water supply. Fluoridation is safe and effective at usual water treatment dosages, and is the most effective way to reduce oral health inequities, especially for the most economically deprived. Data collected by Community Oral Health Services in 2021 show that 63 percent of year 8 children were caries free. This compares to 74 and 81 percent of year 8 children in Wellington and Auckland respectively, which have fluoridated water supplies[1]. Caries free means that the children did not have any decayed, missing, or filled primary teeth. As stated above, many influences on health and wellbeing lay outside of health sector, and local government has role in improving population health outcomes.

[1]Ministry of Health. (2021). 2021: Year 8 oral health data from the Community Oral Health Service. Accessed from: https://www.health.govt.nz/nz-health-statistics/health-statistics-and-data-sets/oral-health-data-and-stats/age-5-and-year-8-oral-health-data-community-oral-health-service

300 - Brooke McKenzie

[Revenue > Excess Water Charge]

It would not surprise me in light of the water tax to see some bright spark in council or ecan to look to how to subsidise sewage treament and come up with a ratepayer delivered "turd tax" based on the number of people in a house, giving an across the board quantity delivered from house to treatment plant and either charging on estimated weight per household or volume.

305 - Bev Hair

Get the chlorine out of our drinking water ASAP or quicker!!

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Other/Special Interest>Governance]

We would support additional measures taken by CCC, within its jurisdiction, to protect our wetlands and stop further residential or business developments on compromised land.

[FULL ATTACHMENT AVAILABLE]

338 - Anthony Planicka

Council should not just rely on a rate payer like me to tell them there is water leaking in the street which i have rung in many jobs to get this done.Council should not rely on a rate payer to tell them what is wron they should be doing this themselves.

529 - Marion Leary

Continue at a pace, pipe renewal.

553 - Jocelyn Papprill

[Other/Special Interest Topics > Excess Water Charge Limit]

Whilst I support the increase to reduce the burden on larger household, I would encourage the council to continue educating citizens on the need to reduce their water usage, to be less profligate with our precious water by ensuring all new builds incorporate rain water capture while older properties are supported to retrofit rainwater capture to be used to water gardens, clean cars etc.

579 - Tanya Didham

[Strategic Framework>Strategic Priorities; Climate Change], [Other/Special Interest Topics>Governance]

It is no good just saying we have climate change preparation and care of our three waters at the top of our list, we actually have to have them at the top of our list. This Plan states it, but the actions look like a step back, or a pause at best.

587 - David Hawke (Halswell Residents Association (Inc.))

4. An early “heads-up” on four items we hope to see in next year’s Long-term Plan

d. Getting serious about taking chlorine out of our water

i. This will require City Council to bring forward and increase its commitment to watermain renewal. It is the abundant leaks in the water reticulation system that drive the need for chlorination, yet this year’s Draft Annual Plan proposes decreasing funding for water main renewal.

[FULL ATTACHMENT AVAILABLE]

730 - Jane McKenzie

[Other/Special Interest Topics>Governance]

Council also promised to remove Chlorine from our Water.. and yet it is Still poisoning us. WHEN WILL IT BE REMOVED? Fluoride too is a poison that causes Skeletal weakness, High Blood Pressure, is a Neuro toxin, causes Seizures and TOOTH DECAY apart from many, many other ailments. So again I ask.. WHY the push for poisons in out Pure, Pristine Water. Fluoride is an Industrial Hazardous waste that comes from the Israel Chemicals and is a pesticide. Great for the garden, but Not for human consumption, yet our Government is ignoring this, WHY??

Transport

Transport (Operations)

General Comments

24 submitters addressed our proposed spending on transport operational issues.

Five supported the proposed spending while 15 suggested alternative proposals.

Six made general comments about our proposed spending.

Officers Response

Submissions were received on a number of topics:

- Traffic Counts: updated counts requested
- Slow speed neighbourhoods and Welles Street. Most submitter
- Board priorities: anti-social road user behaviour, Hornby traffic
- Pedestrian facilities and raised safety platforms
- Temporary Traffic Management
- Leaf collection
- Halswell Junction Road: support for progressing this
- Central City projects: support for maintaining these
- Support for Toll Roads
- Papanui community: safety concerns and specific intersections
- Bishopdale community: safety concerns and specific intersections

Traffic Counts

Traffic counts are undertaken on a three year rolling programme, this means that all four sites along Harewood Road have been surveyed in the last three years and will be in the next three years. There are two sites scheduled for this calendar year. Individual projects may initiate separate counts in addition to these.

All traffic counts can be accessed at the following site:

Traffic count data : Christchurch City Council (ccc.govt.nz)

Safe speed neighbourhood

Regardless of the cause of a crash, speed is the difference between someone being able to walk away relatively unharmed, or being seriously injured or killed. If a pedestrian is hit by a car travelling at 50km/h there's a 20% chance they will survive. At 30km/h, the survival rate increases significantly to 90%. Lower speeds save lives and prevent serious injuries. Speeds need to reflect the environment of the street, and other neighbourhood areas have been identified that support speeds of 40km/h or lower. Initially, implementation of lower speeds will centre around schools and neighbourhoods identified as already supporting lower speeds without the need for traffic calming measures. In short, this stage is 'signs and lines' only as it is the sign that gives effect to the lower speed limits. Following

speed changes, we will monitor average operating speeds and investigate options for traffic calming measures if needed. Other areas of the city will have lower speeds implemented over the next ten years as funding becomes available. Safe speed neighbourhoods are being introduced through several mechanisms including the Council's Long Term Plan and the Christchurch Regeneration Acceleration Fund (CRAF). CRAF funding will see speeds lowered in Richmond, Linwood, Woolston, Sydenham, Somerfield, Waltham and Beckenham. This consultation closed on 3 January and we received a large number of submissions with just under 300 people indicating they would like to speak to their submission. We are currently looking at options as to the best way to accommodate the large number of submitters wishing to speak and are yet to set a date for this process.

The central city, including Welles Street, will be reviewed as part of a future stage of this programme.

Board priorities

Staff through the road safety action plan working group pass on to Police the problem areas for antisocial road user behaviour & feedback from hybris tickets. As a group they also discuss options for addressing emerging issues such as antisocial road user behaviour.

The Hornby area is complex with a state highway bisecting the commercial and industrial areas. Staff are investigating improving pedestrian crossing facilities between the Mall and Countdown, staff have included this project as a candidate for inclusion in the next LTP. Further investigations into connectivity and safety will be incorporated within the Mass Rapid Transit development.

Pedestrian facilities and raised safety platforms

Improving safety on local roads is a key priority for Christchurch City Council, we want our residents to get where they are going safely regardless of how they travel. Introducing safe and appropriate speeds on our network, alongside safer infrastructure is fundamental to improving safety and saving lives. Speed limit changes in the past have been changed on a reactive basis, however, the Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires every Council to set safe and appropriate speed limits for our streets and roads, using a principles-based approach to creating a safe transport system that has safe speed limits using a network approach. This should reduce the number of different speed zones in small areas. We are required under the rule to reduce the speed limits outside schools to 30km/h. No one expects a crash, but people make mistakes – including those who are careful and responsible drivers.

We need to build a safe road system that is designed for people. This means doing our best to reduce crashes, but acknowledging that crashes will continue to happen. We can prevent serious injury or harm through a safe system approach, which incorporates safe vehicles, safe speeds and safer infrastructure. Speed determines whether anyone is killed, injured, or walks away unharmed from a crash. If a pedestrian is hit by a car travelling at 50km/h there's only a 20 percent chance they will survive. At 30km/h, the survival rate increases significantly to 90 percent. The vision of Road to Zero is to have a New Zealand where no one is killed or seriously injured in road crashes, with a target of a 40 percent reduction in deaths and serious injuries by 2030. The Christchurch City Council supports this vision.

Halswell Junction Road

This project is due for completion in late 2024. The project team are working closely with KiwiRail who are undertaking the design for the new level crossing and related rail signal changes required. Once the roading contract has been awarded there will be stakeholder engagement sessions to let the community know the construction programme and to meet the contractor.

Temporary Traffic Management

Temporary Traffic management is undertaken in line with current best practice and the Code of Practice for Temporary Traffic Management (CoPTTM) This ensures the health and safety of workers and the general public.

Leaf Collection

Leaf fall is typically spread over the months of April to July but heavy rainfall and high winds can speed up the process. The city has a high number of mature deciduous trees we have throughout the city, which means autumn can be particularly busy for contractors. Drains can be blocked and footpaths become slippery with leaf build up, so our contractors inspect high leaf fall areas at sufficient frequency to determine when they need cleaning, Cleaning is only required when the leaves are over the kerb upstand, or present a Health and Safety issue to users of the footpath, cycleway or carriageway. If there is a build-up of leaves that could cause an issue, the street is swept within 48 hours. People can help reduce build-up by clearing leaves from their own berms and gardens and putting them into their green bin. Home gardeners can also pile leaves at the back of garden borders to break down

Central City Projects

Council is progressing central city projects in accordance with the plans and guidelines developed in An Accessible City, the transport chapter of the Christchurch Central Recovery Plan and the Streets and Spaces Design Guide.. There are fewer projects listed in the draft Annual Plan as this is based on a three year period, some projects are planned outside of this period.

Toll Roads

Te Manatū Waka – Ministry of Transport recently released a Decarbonising Transport Action Plan 2022-2025 in December 2022. Initiative 1.3.1 of this plan proposes actions to investigate the role of congestion charging in New Zealand's larger urban areas. This would require changes to legislation and trialling. If congestion charging is investigated locally in future, it would need to happen at a Greater Christchurch Partnership level and involve Christchurch City Council, Selwyn District Council and Waimakariri District Council in a joint approach due to the movement of people and freight across the sub-region as noted.

Papanui community

It is now commonly recognised throughout metropolitan areas in NZ that roading authorities cannot build their way out of congestion. Waka Kotahi are the Councils' key infrastructure funding partner

and in regard to its Keeping Cities Moving strategy highlight that - it's not possible to accommodate more and more private vehicles within limited street space. They are a relatively inefficient means of moving people. Adding road capacity without providing alternative travel options tends to encourage more vehicle travel, often negating any initial congestion relief over time. The strategic solution to congestion instead seeks to invest in methods to encourage a reduction in car use through greater infrastructure support to Passenger Transport services as well as active modes including walking and cycling. This approach supports Councils strategic priorities in regard to reducing emissions, building climate resilience and protecting the environment including tree canopy cover and projects that reflect Waka Kotahi priorities have a higher chance of being funded. To progress the optimisation design project further would require it to be considered as a candidate project for inclusion in the next Long Term Plan where it will require to compete against other Council priority schemes. Staff have included this project as a candidate for inclusion in the next LTP.

Condell Ave (Blighs to Aorangi) upgrade has been deferred for 12 months in order to deliver the CERF projects.

New crossings are being installed near Marion College and Pak n'Save on Main North Road this will assist with mitigating impacts of these developments.

The Grassmere development is currently in early planning stages and traffic impacts will be assessed during this.

Bishopdale community

Staff were previously unaware of the specific issues raised in terms of safety issues near the Mall and park. Now that it has been brought to our attention we can investigate. There are three existing pedestrian crossings on Harewood Road. Reducing Harewood Road to one lane in each direction will also increase safety. The Wheels to Wings cycleway went through two rounds of consultation and a number of drop in sessions. Council received in excess of 1100 submissions on this project.

Greers/Northcote/Sawyers Arms intersection improvement has been deferred for 12 months in order to deliver the CERF projects.

Breens/Harewood/Gardiners intersection improvement is planned as part of the Wheels to Wings cycleway.

Support

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

In particular the Board notes the provision for an extension of Halswell Junction Road with Waterloo Park, including a railway crossing and new T-intersection with Waterloo Road. This project has been anticipated by Hornby residents for a number of years and the Board considers it is imperative that the work be undertaken without delay.

552 - Justin Rogers

[Transport>Cycleways],[Libraries>Libraries (Capital Building)]

My kids dont play rugby, but they do read books and ride bikes. Please fully fund the south library rebuild, and complete the entire cycleway network including more safe speed zones around schools.

677 - Alaine Percasky

We are still for having lights at Breen's/Gardeners Road intersection as there has been so many close callswith cars crossing and turning.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project - *Priority in Draft Community Board Plan*

Slow Speed Neighbourhood Programme

The Board supports the budget of $250,000 in FY24 and $654,000 in FY25 for the Slow SpeedNeighbourhood programme to be completed on time across the Board area, including inSpreydon to reduce the impact of intensification.

Requests from the 2023/24 Annual Plan

Support existing budget in the Annual Plan and LTP

811 - Yvonne Palmer

- THAT **NEW TRAFFIC COUNTS** BE CARRIED OUT AS A **RESIDENT OF HAREWOOD ROAD FOR 38 YEARS** I HAVE SEEN AN INCREASE IN VEHICLE TRAFFIC, SINCE COVID AND COMPELITION OF THE ROUNDABOUT AND STATE HIGHWAY.

Alternative Proposals

113 - Pat McIntosh (Redcliffs Residents Association)

Safer Speed Neighbourhoods. this programme is progressing extremely slowly and plainly needs more resources or a Council wide approach.

222 - Lana McLeod

[Rates>Residential Rates]

too high, what about some user tolls ok the main roads that selwyn and Rangiora use to help cover costs on ise road that they use.

261 - Keith Harris (Akaroa District Promotions)

2.3 Board Priority: Assist the community to tackle the issues caused by anti-social road users Kōtuitui Smart Poles - The Board have agreed to work with the New Zealand Police to identify “hot spots” for Kōtuitui Smart Poles and seek future budget for these installations. These Kōtuitui Smart Poles improve connectivity in the community and encourage the public to be more engaged with smart technologies. The poles are equipped with a range of smart features including a free Wi-Fi network, CCTV cameras linked to the police network, advanced lighting fixtures, pedestrian and vehicle counters, and speakers for public alerts. The Board therefore proposes that funding be allocated to these installations in support of the Board Plan priorities to “Improve infrastructure to support community resilience” and “Tackle the issues caused by anti-social road users”.

345 - Kerri Hullen

the road sweeper should be operating alot more at theis new of the years with leaf blocking water drain. This is something we have raised in our street as there is a reserve

552 - Justin Rogers

I like the safer raised platform intersections. Good compromise between speed reducing roundabouts but full service for pedestrians etc.

we need more pedestrians friendly street renewals, more tree wells and narrower crossings, larger so-called refuges with better protection. This city is awful to walk around but could be improved with a bit of design.

560 - Marc Duff

You listened on the concerns around traffic safety around the schools in Waterloo Road and while we never got a signalised crossing, the traffic calming measures installed have made a difference which has been acknowledged by the schools.

606 - Nicki Carter (Carter Group)

It is vital that there is no future change to the traffic direction or speed limits, as outlined inthese documents. Anything less would be an egregious breach of trust.

>>>

There are 51 transport related projects scheduled for the Inner Core & Core zones. Thisnumber does not correlate to the 38 listed in the Draft Annual Plan. If there is double-ups andcombining of projects then this can lead to confusion, wasteful spending and vanity projectsproceeding.Our submission is that there is no future change to the current traffic direction or speedlimits within the Core & Inner Core.

625 - Clair Higginson

[Three Waters>Stormwater and Land Drainage],[Transport>Footpaths and Streetscapes]

WELLES ST Central City

Welles St is now home to several hundred apartment dwellers, retail outlets, hospitality and carparking. It is pedestrian intense although very pedestrian unfriendly and visually alienating. The street is busy by day then again, with a different customer base, at night. The street is a great example of busy inner city living although it has the feel of unwanted wasteland. Council might improve the street by: reducing the speed limit to 30K, making the street one way, upgrading pedestrian access with improved surfaces and kerbing, reducing the flood hazards, improving the carparks (removing dust bowls), including recycle and rubbish bins, adding some seating and greenery.

Inner city dwellers do enjoy the walkability of the city and welcome any and all endeavours to develop and enhance the laneways around the city

627 - Sue Patterson

Streets in Beckenham need traffic calming landscaping to make motorists more compliant with reduced speed limits.

634 - Michael Davidson

- Do not delay the upgrade to the Greers/Northcote/Sawyers Arms intersection
- Do not delay the upgrade to Condell Ave (Blighs to Aorangi). It should be aligned to the Nor West Arc MCR work.

674 - Claire Coveney

[Transport>Footpaths and Streetscapes]

Protect our wetlands with slower speeds around all wetlands and daily roadside rubbish collection around Ferrymeade, Humphreys Drive. Disgusted with trash near our wildlife sanctuary.

720 - Fiona Bennetts

Please install the necessary infrastructure to enable slower speeds across the entire city so that all streets become safe spaces for people riding bicycles and crossing the road on foot.

809 - Anne Scott (Spokes Canterbury)

Safer Speeds

Spokes strongly supports that the work on Safer Speeds and the focus on improving safety, with apriority on improving safety around schools and community hubs commonly used by children.Reducing speeds increases safety for everyone and encourages active transport.Children are becoming less active and this will affect the population's health in the future. Safe cyclingand active transport options to and from school can reverse this trend, with the added benefit ofreducing traffic volumes around schools.

812 - Rosemary Martini

- THAT NEW TRAFFIC COUNTS BE CARRIED OUT AS A **RI**
  50 YEARS I HAVE SEEN AN INCREASE IN TRAFFIC, PLU
  AT LEAST 4 CHANGES OF LIGHTS FOR ME TO BE ABLE
  THE GREERS RD/HAREWOOD LIGHTS.

92 - George Laxton

One other point that I would like to make is that I really like the raised safety platforms that have been done at dangerous intersections such as the Lincoln road. My only issue is that the speed change needs to be further up the road.

I would support more of these being built to reduce speeds and improve safteyfor vunerable road users. I especially like the raised saftey pedestrian crossings and I would like to see them installed everytime a road is going up for resurfacing. Even on higher speed roads (50kmph) and reducing the angle of the bump, it would make the experience much for pleasant.

The raised saftey pedestrian platform is on Opawa road.

Other/General Comments

197 - PAUL DAIGNEAULT

[Transport>Roads]

On the roads your traffic calming solutions are a disaster. They are dangerous with plantings obstructing vision of oncoming traffic. Also where you have narrowed some roads and increased the berms now traffic has to stop to get past each other. I want traffic to flow. Your reduced speed zones is just plain dumb. In one area near me there are 5 different speeds signs in less than 250m of roading. 40, 30, 40, 50, 40, 60 ...all within 250 mtrs of roading. In the middle of this are judder bars and a roundabout that you cant see past. I dispair.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

2.12 The Board notes that this work will facilitate travel from Halswell to Hornby to maximise the use of the new Matatiki Hornby Centre once it is open and encourages the Council to undertake further study of the of the roading network in and around Hornby to identify improvements that can be made. The Board has recently consulted on its Community Board Plan including a proposed priority to "advocate for the development and implementation of a Hornby Masterplan." Hornby carries a large number of Heavy Vehicles as the commercial area is alongside the residential area.

300 - Brooke McKenzie

[Spending > Our Proposed Spending]

Costs woukld be dramatically reduced if sensible traffic management was incorporated. 3 trucks and 5 men for a verge mower or street sweeping, 5 trucks to change a street light on a roundabout. The city is getting fleeced by major roading/other contractors and traffic management companies. It has become a money go round with cartel type pricing which has to stop.

519 - Kay Mintrom

[Transport>Roads]

The road network in the Papanui/Northcote area needs urgent attention. Main North Road/Papanui Road was bumper to bumper on the weekend past St Bede's to the north, and all the way just about to Merivale, as is the usual for these roads. The full length of Langdons Road was the same from Papanui to Greers. This road has become shocking since Northlink opened. The intersection of Northcote, Greers and Sawyers Arms needs to be addressed. Traffic lights are a must in order to improve the traffic flow. This area will be an absolute bottleneck when Marian and Pac n Save open. And on top of that, add the 1400 houses proposed to go in between Cranford and Papanui Roads and the traffic in this area is only going to get much worse. It seems like development in this area is being done ad hoc

with no planning department talking to another. There doesn't seem to be thought given to traffic management and more and more traffic is being forced into this area.

653 - Marie Gray

I am very supportive of measures that improve road safety.

83 - PETER SMALL

[Other/Special Interest Topics > Wheels to Wings]

I AM TOTALLY APPOSED TO THE CYCLE LANE ON HAREWOOD ROAD, THERE WAS NEVER EVER ANY PUBLIC CONSULTATION WHERE RESIDENTS COULD PUT THERE POINT OF VIEW ON THE PROPOSAL, I FEEL THE WHOLE THING WAS RAIL ROADED THROUGH, THERE ARE SAFETY ISSUES FOR THE YOUNG AND ELDERLY, ESPECIALLY AROUND THE BISHOPDALE MALL AND BISHIOPDALE PARK AREA WHERE A PROPOSED CROSSING IS PLANNED, I ATTENDED ONE OF THE SEMINARS AND MADE THE COUNCIL STAFF AWARE OF THIS, HE WROTE IT DOWN BUT I CANNOT SEE ANYTHING HAS CHANGED, I AGREE THE CYCLE LANE SHOULD BE SCRAPPED OR AT LEAST DOWNSCALED, THERE ARE MORE IMPORTANT THINGS IN HAREWOOD ROAD THAT NEED ATTENTION, SUCH AS THE TRAFFIC LIGHTS AT HAREWOOD, BREENS & GARDENERS ROAD.

Roads (Capital)

General Comments

126 submitters commented on our proposed spending on roads.

Eleven supported our proposed spending, eight opposed and 80 suggested alternative proposals.

36 made general comments about roads.

Officers Response

The feedback from the Annual Plan submissions target a variety of topics, which can be grouped by area, as well as general citywide issues.

In general, Council should:

- Have a major focus on maintaining our roads/footpaths to a higher degree
- Make more focus on sustainable transport, such as cycleways
- Greater focus on maintaining berms/road verges
- Speed calming/management (bumps, roundabouts, etc.) – delicate balance between functionality, but not interfering with traffic flow (i.e., roundabouts that can be seen over, fewer speed bumps placed appropriately far apart).
- Delivery and prioritisation of projects

Central Christchurch:

- No pedestrian area/reduced speed zone around new stadium, road closures per event instead

East Christchurch:

- Maintenance/Renewal: Pages Road, Ensors Road, Rockinghorse Road, New Brighton Bridge
- Berm/Roading Landscape: New Brighton
- Speed bumps: Bowhill/Grantley (need to be added)
- Flooding prevention: Pages

North Christchurch:

- Breens/Gardiners/Harewood intersection – traffic lights
- Harewood/Wooldridge intersection – traffic lights
- Maintenance/Renewal: Barbadoes/Madras
- Flooding: Mairehau Road
- Accessibility: Prestons Road subdivision needs more than one entrance/exit (i.e., access via Mairehau Road)
- Project delivery: Greers/Langdons traffics lights, Christchurch Northern Corridor Downstream Effect Delivery Package (both supported and requested for priority by the Papanui-Innes-Central Community Board)

South Christchurch:

- Maintenance/Renewal: Wakefield/Duncan

West Christchurch:

- Maintenance/Renewal: Kilmarnock
- Support for the continuation of the Halswell Junction Road Project

Maintenance of roads, facilities and footpaths

The proposed expenditure on roading improvements (renewals) is to catch up with the backlog of the damaged roads due to the earthquake which has caused a knock on effect on the rest of assets with shifting traffic patterns and investment priorities. The increase is intended to elevate the condition of the roading network to a sustainable level where large under-maintenance costs are avoided and ongoing investment requirements are kept at minimum.

The 2021-31 LTP increased renewal budgets for roads to aim to ensure that the network is resurfaced in appropriate frequencies. We aim to resurface 5% of the network in 2023-24 and increase to 6% of the network in the years following. This could result in the network being back to a condition rating that is comparable with other major metros in approximately ten years. The high inflation and

increased delivery rates, however, has reduced the scale of the delivery programme to 3% of the network for the financial year 2023-24.

The comparative spend across Councils Road Maintenance contract areas are for both Opex & Capex shown below (current contract period, October 2022 to present):

Eastern area LTD	Coastal, Burwood, Linwood & Innes	$2,329,500.51
Southern area LTD	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	$4,554,411.70
Northern area LTD	Harewood, Papanui, Waimairi, Fendalton	$829,828.05
Central area LTD	Central	$2,002,565.73
Banks Peninsula	Banks Peninsula	$5,038,671.80

The below table is a projection of budget allocated in each contract area for the coming seasons Capital Resurfacing works for 2023-24. Rehabs and Footpaths are still being finalised.

Central area	$2,000,000.00
Banks Peninsula	$1,464,142.77
Northern area	$5,000,000.00
Southern area	$5,500,000.00

The renewal programme is driven by asset age and conditions and has a network wide focus. Council is actively monitoring the condition of the network, working toward improving efficiency of delivery and improve the quality of the roads and footpaths as soon as possible considering the budget limitations.

To address the lag in condition surveying for footpath, council has commissioned a survey of 40% of the network covering the eastern suburbs and central city in 2022/23. The remaining 60% will be commissioned in 2023/24 subject to funding availability. In parallel, council is investing in developing an artificial intelligence footpath condition surveying technology via the University of Canterbury. The technology is expected to provide an in-house, reliable and cost effective alternative for footpath condition surveying for the council. In addition, as a part of the city streets maintenance contracts, a large amount of surveying is undertaken to address the make safe activities across the network.

General Maintenance

Issues are found on all types of assets. The Council's roading maintenance contract have strict measures to address problems on all types of assets reported to the council in a strictly short timeframe.

Culverts are inspected yearly by our contractors, repairs and maintenance are then programmed following these inspections. The Transport asset management team are working with the 3-waters asset management team to see what opportunities arise through this collaboration.

Potholes develop on all road networks. The roading maintenance contracts have strict measures to address potholes reported to the council in a strictly short timeframe. Identification of the potholes is assisted by residents through snap-send-solve and the call centre. It is also the responsibility of the maintenance contractors to monitor the network and correct defects identified.

Investment in PT, cycling, pedestrian safety and transport options

The long term plan and annual plan have a large focus on improving footpaths and enhancing active transport level of service with a focus on the 15-minute accessibility as well as other measures including traffic calming, Improving public transport infrastructure, developing more bus priority lanes and shelter/stop improvements, Completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city.

There are two programmes in the Long Term Plan addressing the pedestrian network and enhancing the level of service for active transport. These are #63365 Central City Projects - Active Travel Area and #60377 Programme - Active Transport Level of Service Enhancements focusing on the inside of the Central City and outside of it, respectively.

Pages Road Bridge

The Pages Road Bridge Renewal Project will be going out for community consultation mid 2023 with construction currently forecast to start in early 2026. Before then the project stages that need to be undertaken include finish of scheme design, public consultation, hearings, detailed design and tendering. CCC staff understand this is key infrastructure for New Brighton and are working hard to progress the large project. Pages Road between Avon River and Anzac Drive will be upgraded including being lifted approximately 0.5m from existing ground surface, which will significantly reduce the incidence of flooding.

Road Surface Treatments

Treatment selection of the road surfaces is typically considers the environment the road is located in, safety and economic considerations and the volume of daily traffic. The gravel roads in Banks Peninsula normally cater for a low volume of traffic which typically do not justify the investment to upgrade them to sealed roads. In contrast the roads in the central city cater for tens of thousands of traffic movements on a daily basis and as a result the investment is enjoyed by a larger number of residents. Council actively monitors the traffic volumes on the entire network and makes adjustments where necessary.

Emissions Reduction – Ōtautahi Christchurch Transport Plan

A new transport plan is currently under development, which provides the strategic direction for transport in Christchurch over the next 30 years. The Plan will set out a pathway for the city to transition to a zero-carbon transport system, through a range of actions which will move us towards the goal of being a productive and accessible low-carbon city, with safe and liveable streets. Areas of focus include providing better transport choices through improving public transport, our walking and cycling environments, a sustainable travel choice programme, supporting the transition to zero-emission vehicles; and future-proofing our transport network for micro-mobility (e.g. e-scooters) It also proposes urban realm improvements and a transport network that actively supports intensification and retaining good living environments as our city grows and evolves.

Alongside the implementation of a Christchurch Transport Plan we also need to develop a plan for reducing our Vehicle Kilometres Travelled (VKT) at a Greater Christchurch level as part of the

Government's Emissions Reduction Plan by the end of 2023. The actions proposed in our upcoming Ōtautahi Christchurch Transport Plan will help us meet our VKT targets. The public will get the opportunity to provide feedback on the Plan later in 2023 following Council approval to release the draft.

Slow Speed Neighbourhoods

Speed limits are set based on national guidance provided by Waka Kotahi, and safe speed neighbourhoods are planned as part of the Safe Speed Neighbourhoods program, which focusses on reducing speed limits outside and around schools to 30km/h and in our neighbourhoods. Speed limits were lowered in three neighbourhoods last financial year, and a further two this financial year.

Staff are also developing a ten-year plan for the district, which includes short and long-term changes to create safer speeds over the network. The Speed Management Plan will be consulted on with the public in due course. This sets out the vision and principles for speed management in Ōtautahi Christchurch, and identifies the priorities for implementing safe and appropriate speeds across our network. All streets in our communities will be assessed for the safe and appropriate speed.

Grantley Street is proposed to be reduced to a permanent 30km/h limit to support journeys to and from North New Brighton School through the safe speed neighbourhood programme. The safe and appropriate speed for Bowhill Road will be reviewed as part of the Speed Management Plan along with the remainder of the streets in the North New Brighton neighbourhood.

Vegetation and Berms

Rural mowing maintenance covers an informal turf standard that typically focusses on rural areas, and is based on a keep in check and mitigation of the build-up of vegetation. This is currently scheduled up to 5 times per year based on seasonal growth demands. Maintenance covers areas on hillside verge /berm /banks that are deemed to become a potential fire risk, and areas that fall outside of the general mowing technics (tractor mounted side reach arm mowing and or scrub cutting by hand) generally covers areas on the port hills and Banks Peninsula. This is currently scheduled up to 4 times per year, dependent on seasonal growth demands.

Residential grass berm frontage mowing is based on a standard of keeping the grass in check only, and may not always meet the expectation of resident's standards. Council's expectations is for the resident of the adjoining berm /verge to maintain their own frontages as best as possible, where possible. This is currently scheduled for up to 10 times per year, dependent on seasonal growth demands. Requests are based on a case by case basis, and may not always be added to permanent rounds at times. Mowing of such assets will be covered under reactive one off mows, dependent on workloads and budget considerations.

Road landscape amenity turf assets are generally areas of turf that require a higher level of mowing i.e. small reserves/ urban connections (alleyways/ walkways), or larger berms that residents are not willing or able to maintain, frontages to sub divisions, etc. This is currently scheduled for up 16 times per year dependent on seasonal growth demands. Amenity gardens /streetscape vegetation control within legal roads is scheduled for servicing monthly, and is typically Median Island, boundary side

and or kerb side formed street scape plantings. However, vegetation areas which are more informal are also covered if deemed applicable.

Natural hillside vegetation control is scheduled once per year, where identified. Areas generally fall within the port Hills, including Banks Peninsula, but also greater Christchurch as required. If the case arises that more infrequent maintenance is required and not currently identified within inventory, these sites are covered under response teams that carry out reactive maintenance on a case by case basis (generally through requests through the Hybris process). If sites are deemed to require more long term maintenance, they are added to inventory /scheduled maintenance regimes, and /or removed if circumstances change.

Any substantive changes to the above regimes will have a significant impact on operational budgets.

Mairehau Road/Prestons Subdivision Intersection

The construction of two intersections (one signalised) from Preston's subdivision onto Mairehau Road is a requirements of a private development. This is not a Council project. Staff have worked closely with the developer to ensure that all approvals have been completed so that construction can progress.

Halswell Junction Road

This project is due for completion in late 2024. The project team are working closely with KiwiRail who are undertaking the design for the new level crossing and related rail signal changes required. Once the roading contract has been awarded there will be stakeholder engagement sessions to let the community know the construction programme and to meet the contractor.

Te Kaha Streets

The streets surrounding Te Kaha that have been identified for an upgrade include Madras Street (Moorhouse to Latimer Square), Tuam Street (Madras Street to Fitzgerald), Lichfield Street (Manchester to Madras), Barbadoes Street (Hereford to Tuam) and Lichfield Street (Barbadoes to Fitzgerald). These streets have been identified as being a key pedestrian connection to Te Kaha.

The objective of the proposed upgrades is to ensure a positive and safe pedestrian experience for those accessing Te Kaha as well as ensuring the continued function and operation of the wider transport network for other users. The improvements will support the needs of the Central City, in line with An Accessible City (AAC) Phase 3 network transformation.

The delivery timeframe is required to tie-in with the completion of upgrades to the water, waste and stormwater networks associated with the increased development of the east frame and the construction of Te Kaha. The proposals for these streets include upgrading footpaths, improving signalised intersections and ensuring the area's stormwater network requirements align with Te Kaha's designs.

Intersections along Harewood Road

Breens/Gardiners/Harewood Intersection and Harewood/Wooldridge are both planned to be signalised as part of the Wheels to Wings cycleway project.

Street Renewals/Resurfacing

The following streets are planned for renewal or resurfacing:

- Wakefield Avenue (resurfaced in FY23 – Nayland St to Colenso St)
- Duncan Street (scheduled for resurfacing in FY24)
- Pages Road (to be reconstructed as a part of Pages Rd Bridge Renewal – Anzac Dr to Hawke St)
- Ensors Road (resurfaced in FY22 – Grenville St to Railway line)

The following streets are not currently in the forward programme for resurfacing:

- Kilmarnock Street
- Barbadoes Street
- Madras Street
- Rockinghorse Road

The resurfacing programme can be found on the below map:

Road and footpath resurfacing map: Christchurch City Council (ccc.govt.nz)

Support

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to express its particular support for the following projects retaining priority:

Project 67987 (Greers/Langdons Traffic Lights);

Project 17088 (Christchurch Northern Corridor Downstream Effects Delivery Package)

3 - Hayley Young

[Transport>Cycleways]

Yes, invest some money on the East side of town in roads and cycleways. New brighton through linwood needs much safer cycle routes to elsewhere in town. I have an electric bike to save money on petrol, and I find pages rd and ensors rd perilous to use on my bike - likewise dyers rd - also wainoni rd, woodham rd, avonside - all of these are the routes out of brighton to get to town and across town for example to my work and to other places like eastgate or sumner etc. It's hard to encourage people to get out and try green transport methods when the cyclepaths are nonexistent or so dangerous. Ensors rd is a deathtrap. The cycle lane there appears and disapears - goes on and off the pedestrian footpath goes onto the road and then disapears entirely at several points. I think you need to work on all the roads this side of town.

312 - Nick Clark (North Canterbury Federated Farmers)

4.2 Roading is a key operational activity for NCFF, especially rural roading. We arepleased the Council has maintained funding for rural roads and we note improvementsto the way road maintenance has been undertaken, but there is still room forimprovement especially on maintenance of culverts.

4.3 Reinstating roads damaged by storms and flooding on Banks Peninsula was a bigchallenge in 2021/22. We appreciated the Council's efforts to restore these crucial linksto affected communities and its Banks Peninsula roading updates. In the context ofstorms and flooding we would like to see better planning for emergency managementand engagement with the community on this planning.

>>>

5.1 Similarly, NCFF supports the Council's high priority for capital investment in roads andthree waters.

[FULL ATTACHMENT AVAILABLE]

569 - Suzann Baker (Eventionz)

Agree with the traffic lights at Harewood/Breens Road to go ahead.

587 - David Hawke (Halswell Residents Association (Inc.))

3. Particular capital projects we support

a. 42027 Wigram & Hayton Intersection Improvement ($164k with more to come in subsequent years)

i. This project will attend to vehicle access to Ngā Puna Wai, including preserving cycle and pedestrian access into and adjacent to the Ngā Puna Wai access point and Wigram Road.

ii. Having vehicle access off Wigram Road will help ease the issues experienced by Aidanfield residents. These issues relate to both traffic levels and to on-street parking. These issues will increase as the intensity of usage of Ngā Puna Wai increases, especially with the new Netsal facility.

iii. We are really pleased that City Council is attending to active transport needs at key pinch-points at the same time as it is attending to vehicle access to Ngā Puna Wai.

b. 61531 Ngā Puna Wai Car Park and Access Improvements ($3.15m in 2023/24 and $4.5m in2024/25)

i. This should have happened years ago. We have heard lots of angry Aidanfield residents who must put with both the traffic and the off-site parking on neighbourhood streets. This is only going to get worse, as we understand that the Netsal facility is about to be up and running.

ii. There is a lot of local mistrust of Council motivation around the Ngā Puna Wai project. We often hear from Aidanfield residents: “They will never listen to us –their minds are already made up”. We sympathise strongly with their viewpoint.

iii. You need to make sure that you engage with local people right from the start, and given the Netsal timeline, “start” means “right now”.

[FULL ATTACHMENT AVAILABLE]

612 - Sarah Laxton

[Transport>Footpaths and Streetscapes]

I like the idea of a roving footpath crew.

Could this crew also clean up glass and gravel on the roads?

As a cyclist. I have noticed an increasing amount of glass and gravel on the roads, particularly around the central city where the eateries are.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

HALSWELL JUNCTION ROAD EXTENSION
This has been a project that has been delayed, and delayed, and the community is extremely grateful to see it finally happening and out for tender. There would not be a week past where the Residents Association is asked by effected residents on the latest update.
The residents in this area have been long suffering, and we have much empathy with them, in the delight they will have, in finally having this project completed.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project
- Priority in Draft Community Board Plan

B. Spreydon, Somerfield, Waltham & Beckenham Roading & Transport Improvements (CRAF)

The Board supports the budget of $500,000 in FY24, $2.28 million in FY25 and $3.12 million in FY26 for the CRAF transport programme to be completed on time across the Board area, including in Spreydon to reduce the impact of intensification.

Requests from the 2023/24 Annual Plan

Support existing budget in the Annual Plan and LTP

>>>

Focusing in on Safe Transport Choices - *Priority in Draft Community Board Plan*

The Board has placed priority on the importance of people being able to move around the Community Board area safely: with a priority on active transport choices wherever possible so that it also addresses concerns about climate change and increasing intensification.

Colombo / Dyers / Cashmere / Centaurus Roundabout

The Colombo / Dyers / Cashmere / Centaurus roundabout project will contribute to improved transport safety for all road users on Cashmere/Centaurus Roads (from Opawa Road to Westmorland). This is currently budgeted for in the CRAF Road Safety Budget.

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for the following projects:

New Brighton – Marine Parade (Hawke to Bowhill) Street Renewal (CRAF) 2023-24
$1000,000,2024-25 $2,800,000. This is needed.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Footpaths and Streetscapes], [Parks>Parks Maintenance], [Strategic Framework>Climate Change], [Libraries>Libraries (Capital Building)], [Recreation, Sports & Events>Recreation Centres (Capital)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks, commitment to building new facilities and adapting to climate change.

777 - David Close (Christchurch East Labour Electorate Committee)

7.2 We understand the reasons for the deferral of the Pages Road Bridge and note that the Council considers the work, as we do, a high priority.

Oppose

104 - Elizabeth Ough

2) The proposed pedestrian area and reduction of the speed limit around the new stadium. I believe this will be yet another over engineered proposal which has little merits for the number of times the stadium will be used during a year. Surely a simple number of road closures around the stadium when an event is on would suffice rather than having traffic yet again crawling through the city. Which ever way you look at it to get from Moorhouse ave to Bealey ave, I now try to avoid the center of the city ie Manchester street a crawling stop start debarkle. This requires the use of either Fitzgerald ave or go right around Hagley park at the other end of the CBD. Please, leave Madras street in it's current layout and keep the traffic flowing.

124 - Steve Mcneill

The Roving pothole repair team is an expensive and silly duplication. The road maintenance contracts have road inspections built-in but maybe not enforced. Improvements to these existing contracts is possibly needed. Adding 0.4% to rates each year through the extra $2 million operational costs is a poor attempt by councillors to appear to be acting in ratepayer's interests. The 51% subsidy claim is probably not true/achievable as council road maintenance spend is generally well above a financial "cap" put in place by Waka Kotahi. Reduce the rates rise by deleting this item.

>>>

It is disappointing to see that the draft Christchurch City Council annual plan further delays projects that have been listed for delivery as long ago as 2012. In 2009 the obsolete Pages Road and two Fitzgerald Avenue bridges were listed for renewal 3 years later - in 2012. These bridges were damaged in the Canterbury earthquakes, but because of the obvious financial issues at the time their renewal was delayed. In 2015 the Fitzgerald bridges were listed again – for delivery in 2016; then later, for delivery in 2023. The current listing is for renewal beyond 2025. In 2019 Pages Road bridge was listed for renewal in 2022; now it is also beyond 2025. Other projects now listed after 2025 are the intersections at Burwood/Mairehau, and Greers/Northcote deferred from about 2015. It appears as though Councillors have not carried out the line-by-line analysis promised. How long will we have to wait for publicly "promised" projects to be delivered?

231 - Ashley Campbell

Do NOT defer the Pages Rd bridge – it's past time. This is a crucial route for the people of New Brighton. Fix it – and do the cycleway at the same time as the bridge and Pages Rd. This should be an absolute priority in this annual plan.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board propose the following changes proposed to the capital programme:

- Burwood/Mairehau Intersection should not be deferred (2034).

324 - Nikki Griffin

I do not support pages road Bridge being pushed back

407 - Lyn Bunn

Roads need to be looked after in a more timely order. Mairehau Road is an example.

Mairehau Road has been neglected for so many years and the roundabout there on the corner of Burwood Road is such a busy one and not safe for so many users which don't only include young people on bikes or foot, people with disabilities are frequent because of the location by Burwood Hospital's specialist units and the type of medical care that is given there. A safe consistent road crossing with lights and pedestrian and cyclist safety considerations should be a priority for this intersection NOW! Not in years to come! Don't wait until something happens to someone to do the work. Extending this work out until 2029 is totally unacceptable.

Preston's Park residents and ratepayers are still waiting for the Mairehau Road/Preston's Park Drive signalized entrance/exit to become a reality. The time frames for projects is a joke - again do we need some emergency to happen or a health and safety drama to highlight what is essential to a large subdivision. The Resource Consent approval for this subdivision and the subsequent entrances from Mairehau Road has gone on so long it is unbelievable. These areas should have been included in the initial granting of the Resource Consent and provision made for the funding and execution made then.

I also feel that some roads and streets are being repaired without real need as to the use of the road. An example is de Ville Place which was resealed and 2/3 of the residents don't live there now as it is on the red zone boundary. Common sense would go a long way in determining the priority of road works.

587 - David Hawke (Halswell Residents Association (Inc.))

2. Particular capital projects that need to be brought forward

a. 1344 Milns, Sparks & Sutherlands Intersection Improvement ($630k in 2025/26 or later)

i. The traffic along Sparks Road is steadily increasing, contributed by both Halswell folk and by people living in Selwyn District.

ii. The level of traffic makes turning out of Milns Road and Sutherlands Road difficult. Milns Road is especially problematic because it is on the inside of a blind corner. For people on bikes or walking the situation is virtually impossible.

iii. Once on Sparks Road, cyclists have only a narrow shoulder to travel along yet it is a key route for accessing Quarryman's Trail. City Council and Waka Kotahi put a lot of money into constructing Quarryman's Trail, and having it so difficult to access is such a waste.

iv. There is a planned project presently underway to improve safety at this intersection with some revised paintwork. Although we support this work, it is happening too slowly and it is not enough.

v. Compared with last year's Draft Annual Plan, this project has been postponed from2024/25 yet the problems have not gone away; they are worse.

The Sparks/Sutherlands/Milns intersection is hazardous and difficult for all road users right now, and needs to be upgraded urgently. Waiting beyond 2025/26 as proposed is too long.

b. 917 Lincoln Road Passenger Transport Improvements (Between Curletts and Wrights)($2.256m in 2023/24, with completion in 2025/26); 66294 (Whiteleigh to Wrights) $299k in2023/24, completion in 2024/25)

i. Getting PT priority down Lincoln Road and Halswell Road has a long history of delayed implementation.

ii. For example, the section between Whiteleigh and Moorhouse was approved in2020 yet construction only started in 2022. Now that it is completed, this section has both sped up buses and made it safer for people on bikes. It is a very nice piece of work.

iii. On p80 of the Draft Annual Plan document (Proposed Capital Pan), project 917shows a decrease of $1m in funding for 2023/24. As proposed, PT priority projects are not programmed for completion until 2025/26 or beyond, yet many of the people who will use these services have already moved into their new homes.

iv. Furthermore, ECAN have told us that they will not be implementing changes to bus routes from Halswell to the central city until the PT priority lanes are finished, to ensure that new customers are not subjected to delays due to partly completed road works. (We have submitted to ECAN as part of its Draft Annual Plan process about the need to get the Halswell route review underway ASAP.)

v. These PT priority projects must happen on schedule and there is no excuse for delay.

[FULL ATTACHMENT AVAILABLE]

687 - David Boone

The proposed Traffic Lights at Harewood/Breens/Gardiners Rd - opposed outright.

Alternative Proposals

102 - margaret ripley

our road(mairehau rd) continues to flood outside our property XXX whenever there's heavy rainfall. The length of road between Burwood Rd and Marshlands Rd urgently needs widening. A huge new subdivision, part of Preston's, continues to be developed but only one road in and out. Nothing being done to improve infrastructure. The area outside the fruit and vege shop on Mairehau Rd is dangerous and a properly constructed car park needs to be built there.Many of the roads in East ChCh continue to be left in disrepair 10 years down the track from the earthquakes. Better management of ratepayers money is needed with less talk and more action.

104 - Elizabeth Ough

Fix the pot holed, bumpy major transit roads such as Madras and Barbadoes streets in St Albans, the streets in the Barrington area and the streets in the East of the city.

121 - k Hay (SSRA)

Rockinghorse road is still waiting repair after water pipe work. SSRA were told it would be done March after settling. When will it be scheduled for repair? As a bus route the uneven surfaces vibrate houses. Have asked for information and no response. Please advise schedule it.

125 - Emma Maciaszek

I constantly see roads around me (Spreydon) be ripped up and resealed a few times a year. This seems ridiculous, a waste of ratepayer money, and disturbance to the neighbourhood. Can this not be better managed?

134 - maria Smolar

focus on Aranui down to Southshore for fixing of roads and footpaths.

138 - Kerry Houston

I support traffic lights at Gardeners Road, and this needs to be prioritized, and go ahead without delay.

Also believe that Woodridge/ Harewood roads should have lights. I live close by, and I have rallied for years for this, as there is at least a couple of crashes there each month, it is only a matter of time before one of these is a fatality. Also, the neighboring properties would benefit with lights, as it is a real struggle at busy times to get vehicles out of their driveways and onto Harewood road.

139 - Lynn Williams

[Other/Special Interest Topics>Wheels to Wings]

WHEELS TO WINGS – I do not want this project to go ahead. However the lights at Breens/Harewood/ Gardiners Road should go ahead

146 - brian donovan

[Other/Special Interest Topics>Governance]

We need speed bumps on Bowhill Rd particularly down the Grantley St intersection where the primary school Rawhiti is located. There have been a number of near misses from idiots speeding up and down this road.

I have no faith in the Coastal Community Board supporting this as previous votes show certain members seem to oppose safety measures for cyclists and pedestrians in favour of not allegedly inconveniencing motorists.

The Community Board has to make a far better effort to get opinion from residents and ratepayers before casting votes on critical issues.

167 - Linda Nicolson

Please fix the roads at Pages Rd at the entry to New Brighton. You are happy to use iconic images of the pier and pools but then we give a terrible impression because of the state of the roads and gutters. After any rain it’s ridiculous down there. Luckily I’m in my car but pity cyclists and walkers.

180 - Michael Wilson

[Transport>Cycleways; Footpaths and Streetscapes], [Three Waters>Water Supply; Waste Water], [Our Proposed Spending]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

185 - Andrea Mead

[Transport>Cycleways], [Parks>Parks Maintenance]

Am obvious example is comparing the roadways and park maintenance between Ilam and New Brighton. Ilam roadways has well manicured flowers and well mowed gardens, New Brighton has overgrowth and weeds, especially bike paths. These poorer areas rely on volunteers and community groups to chip in to maintain these areas, an example would be the group who looks after the south new Brighton park, they come together every 2 months to volunteer their time to do clean ups and weeding.

[Coder note: For context, *"more monies need to be spent on increasing the livability of the poorer areas, better care of parks and roadways, more input into crime and youth care. The lower socio economic areas suffer."]*

>>>

[Three Waters>Water Supply; Waste Water; Stormwater and Land Drainage]

roadworks, parks, water, waste water and drainage improvements needs to be focused on the Coastal areas. The current state is woeful and in some instances a health and safety concern where water pools up and poses a health risk.

196 - Peter Fletcher

However, I would ask that traffic lights on intersection of Harewood/Breens/Gardiners go ahead without delay.

[Coder note: For context *"I would like the Harewood Road cycle lane to be scrapped."*]

20 - Raymond Lum

just fix the pot holes

204 - Ra6y Craig

[Transport>Cycleways; Footpaths and Streetscapes]

Roads and footpaths need priority over cycle-ways

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board has been hearing a number of concerns about a lack of maintenance for roadside amenity features (for example, the sculptures in Northwood or feature entranceways to subdivisions). The Board understands that maintenance for these items comes from the general road maintenance pool and acknowledges that this puts Council staff in a difficult position when prioritising this work against safety-critical maintenance such as pot holes. This maintenance is not as urgent as fixing pot holes or damaged traffic lights, but it is still important to maintain standards of amenity because these do influence residents' wellbeing and community pride. The Board asks the Council to consider splitting some maintenance budget into a separate line item dedicated to these amenity features, so that they can be maintained without needing to compete with safety-critical repairs.

211 - Rosheen OConnor

Hi, I am wanting to check when traffic lights will be installed at the Breens/Gardiners/Harewood Road intersection. This is such a dangerous corner which I, and many others avoid. The installation of traffic lights at Gardiners and Sawyers Arms Road made a huge difference, although in my opinion it would have been better if they went at Harewood Road first. The traffic down Sawyers Arms Road is diabolical and putting traffic lights at Breens/Gardiners/Harewood will shift some of this traffic to that route and make it safer for all including bikes and pedestrians.

212 - Liza Hewison

I believe the new Brighton bridge needs repairing and the allocated funds need to be used now rather than deferred

I also feel that areas of new brighton and bexley could do with drainage work, and kwrbing upgrades to minimize the current flooding that occurs at every king tode and rain session

214 - Kristen Smith

So does Harewood Road/Breens Rd intersection.

[Coder Note: This has been coded to the category for this project, but for context *"Amyes Rd/Springs Rd intersection needs traffic lights."*]

218 - Fraser Beckwith

Qualifies rd and Marshes rd need an urgent review to widen them. These are no longer fit for purpose.

27 - John Noble

I do have a concern re provision of basic infrastructure for new housing areas. To be specific I feel it is unsatisfactory that Prestons Park has still not had the second major exit/access road completed ie onto Mairehau Rd. The substantial increase in the rate take from a large number of more valuable properties like this should be balanced by the provision of basic infrastructure. Constant delaying is unsatisfactory.

271 - Mark Radford

[Transport>Cycleways(Capital)]

support cycle infrastructure if required reduce car infrastructure to fund.

273 - Sheryl Lang

The Burwood Road/Mairehau roundabout CAN NOT be delayed again. The upgrade of this roundabout is urgent. This intersection is no longer fit for purpose and is a huge barrier to children wanting to walk or cycle to Waitakiri primary school, Chisnallwood School, Avondside Girls and Shirley Boys schools.

This intersection was discussed and considered urgent by the council at the 12.09.19 council meeting (Item 20). We've waited long enough for something to be done!

>>>

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286 - Marianne Erickson

Templeton is not included in any upgrades.

>>>

Also the roading and guttering on the streets needs an upgrade to modernise

29 - Sarah van der Burch

[Transport>Cycleways]

Reduce any new rod building and develop better cycleways. The future is in active transport not individual car usage.

292 - Dominic McKeown

need to fix the issues with Worcester road layout that have occurred as a result of the speed humps being installed. multiple issues have occured and not been addressed which shows a failed design layout and council is negligent in providing safe, practical and suitable infrastructure.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board propose the following changes proposed to the capital programme:

- Pages Road Bridge and ancillary works advancement, as design and consenting allows (27273).

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to flag the following for the Long Term Plan:

- Oram Avenue Extension - The Board asked that the Council allocate funding to make this project happen.

307 - Cleve Cameron (Big Street Bikers)

[Transport>Cycleways], [Other/Special Interest Topics>Wheels to Wings]

The council's investment in the initial "village" of 10 Locky Dock stations is already making a positive impact for the city. The net social benefit is estimated at $32m+ over the life of the Locky Dock and

includes reduction of VKT by 250,000 per year, with 890,000 additional kms cycled per year, 11,000L less petrol consumed, $2.3m physical health benefits, 58 tonnes of CO2 abated per year, and $1.2m reduced air pollution benefits (Locky Dock - a Cost Benefit Analysis, Sense Partners, commissioned by Big Street Bikers, February 2022).

We commend the council for the infrastructure investment that allows Cantabrians the opportunity to switch short expensive car trips to an easy bike ride. This switch is one of the most effective ways of reducing household transport costs. All residents benefit from a transport network that supports an urban lifestyle where short trips by bike or on foot are the norm. More trips by e-bike lead to cleaner, safer, more business friendly streets, and more resilient communities.

It is an investment that will pay long term dividends for the future with less pollution, emissions reductions, healthier and safer neighbourhoods and reduced costs on business and maintenance costs for wear and tear on local roads.

In providing feedback on the draft Annual Plan 23/24 we ask Christchurch City Council to support further opportunities for investment and partnerships that will deliver high quality cycling infrastructure and better transport options.

In particular, Big Street Bikers requests council support:

● expansion of Locky Docks to create a network of connected “villages” of secure e-bike parking and recharging stations ● low traffic neighbourhoods and reduced speeds in local neighbourhoods ● prioritising the completion of the Major Cycle Routes in the capital programme including advancing the Wheels to Wings cycleway ● advocating to government for an e-bike subsidy scheme to put e-bikes into targeted groups and low income households to greatly expand the uptake of e-bikes as a viable form of transport especially for short trips

[FULL ATTACHMENT AVAILABLE]

317 - Kirsty Hunia

need to bring forward the upgrade of mairehau road/burwood road intersection as too many near miss accidents. Dangerous walking children and pram across road in this location due to volume if traffic, poor visibility, and speed. Upgrade should be a priority before a death or serious injury results.

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways; Public Transport Infrastructure], [Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These

are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

327 - Jason Lea

The Pages Road Bridge is also important, my mother lives in Brighton near Bridge St. I think there needs to be better access for the people in South Shore especially in terms of natural disasters that might affect the area - flooding/earthquakes/tsunami

337 - Dave Bastin

The traffic lights at Harewood/Breens/Gardiners can go ahead without delay as they have little impact on the cycleway and are a matter of health and safety.

[Coder Note: For context *"Please pause the Harewood Road cycleway for one year while issues still concerning the community can be resolved"*]

339 - Amy Evans

[Transport>Roads]

Please put a roundabout or lights at the bowenvale bridge/centaurus road intersection. So dangerous and increasingly busy. The roads dont line up correctly and people get confused over the rules and who has right of way. And very dangerous for cyclists trying to get in to bowenvale from centaurus from the west. And if you are going to allow 50 more properties at the end of bowenvale then this is going to get even worse!

340 - PETER MACRAE

Why havn't lights not been installed at Harewood / Breens Road corner? Does it take someone to be killed before action is taken???????

344 - Valerie Hobbs

I would like the traffic lights at Harewood/Breens Gardiners road to go ahead without delay.

[Coder note: For context *"I would like the Council to scrap the Harewood Rd cycleway..... I have lived in my property for 15 years and I would be lucky to see one cyclist in every two months."*]

345 - Kerri Hullen

the road sweeper should be operating alot more at theis new of the years with leaf blocking water drain. This is something we have raised in our street as there is a reserve

371 - Albert Webb

As a lower priority it would be great to see super wide suburban streets narrowed and planted, there is could also be plenty of opportunity to still retain parking.

374 - Anthony Rielly

I also support any work on pedestrianising streets in the center of Christchurch.

391 - Adele Mitchell (Waitakiri Primary School)

Thr council has delayed work on the Mairehau rd/Burwood Rd intersection under the draft plan. We ask that planning work be scheduled under this years annual plan so that construction works can begin soon after.

We are extremely concerned for the safety of our akonga and our wider school community. it is a very busy intersection and vehicles seldom allow pedestrians or cyclists to cross at the bays. It is hard for primary aged children to judge gaps in traffic flow to know when it is safe to cross the road.

Improvements at this intersection have been delayed for too long. With the increased residential populations in Prestons and Prestons park and the planned upgrade to Mairehau rd imminent this intersection should be a priority for council.

As a school we have been working with council around our concerns for our road safety and see this upgrade as a positive move to prevent injury or accident.

We are aware the Waitai Coastal Burwood Linwood Community Board supports this proposal.

393 - jeff scandrett

[Other/Special Interest Topic>Wheels to Wings]

Stop Harewood cycle way but go ahead with the harewood rd/breens st gardiners rd lights asap.

399 - Miranda Luxton

Traffic Lights urgently required at Harewood Breens intersection.

>>>

You put lights elsewhere Why can we not have them at this dangerous intersection????Please!!!

40 - Cyndy Carey

Fix roads properly not these silly patch jobs that don't last an open up after a bit of rain or traffic flow.

495 - Penny Cherry

Fix roads in the east please.

510 - brian bevin

Traffic Lights are badly needed at the corner of Gardeners Roadand Harewood Road. We use this corner regularly and we always turn left even though we want to go west (RIGHT). We travel upto the Bishopdale shopping centre and use the turning lane so as to head back down westward along Harewood Road. The first right hand turn bay (from Gardeners Road) is to dangerous to use as cars drive fast along Harewood Road making a right hand turn to dangerous. PLEASE PLEASE PUT TRAFFIC LIGHTS AT THIS CORNER HAREWOOD ROAD AND GARDENERS ROAD TOMORROW. We have wittinessed many a close accident at this corner .... and many an impatient driver causing stress to a safe driver.....

527 - Dave Foster

Spend the funds allocated to traffic lights at Harewood, Gardiners, Breens Road without delay.

>>>

Traffic lights Harewood Road, Gardinersand Breens Road to go ahead with out delay. This was approved more than 3 years ago hut the council have done nothing using the proposed cycle way as an excuse. We turn right from Gardiners road into Harewood road every day and it getting more and difficult and dangerous.

530 - Michael Brathwaite

I think the council should cease making unnecessary changes to roads, such as narrowing street entrances and lowering speed limits.

548 - Mark Darbyshire

[Transport>Footpaths and Streetscapes]

Welles Street

Since the quakes, Welles Street has become home to hundreds of inner-city residents and a range of retail and hospitality businesses, yet has undergone very little improvement. The street isn't pedestrian-friendly, floods in wet weather, has too high a speed limit, and doesn't feel like an inner-city destination.

Council should seriously consider ways to make the street more pedestrian-friendly and visually appealing, for example:

- lowering the speed limit to 30 (as I fed back in another recent round of consultation)
- one-way traffic in the opposite direction to St Asaph Street
- addressing flooding/puddle issues
- paving if thought appropriate
- greenery
- other measures to slow down cars if thought appropriate.

Other nearby streets also need to be more pedestrian-friendly.

Lanes are great as shortcuts into the city and should be preserved. Currently the lane to the east of the bus exchange is unnecessarily closed due to a building site.

554 - Dianne Downward

[Transport>Cycleways; Other]

Many roads across the city are in appalling conditions and need to be fixed to the same standard as cycleways (a smooth surface with no potholes) before anymore cycleways are even considered.

Shared paths are great but need more signage including speed limits as some, not all, cyclists think shared paths are exclusively for their use travelling at great speed without signalling they are approaching and causing near misses. Myself and others, including elderly people in mobility scooters, have been abused by cyclists, the minority, as they have had to slow/stop to avoid a collision. E-scooters can travel at great speeds as well without letting you know of their approach. Most cyclist, even ones that are otherwise considerate, don't let you know that they are approaching from behind which can also cause accidents even though they are at a moderate speed.

559 - Ruth Grey

[Transport>Footpaths],[Parks>Other]

What are the council's priorities? Please concentrate on the core services (the basics) - roads, foothpaths, parks, not fancy vanity projects, although a nice thought, people are struggling to make ends meet, and whole areas need funding to recover from Cyclone Gabrielle. It seems frivolous to do anything but core council services.

560 - Marc Duff

Hornby is complex with its traffic flow issues and depending on where you live, will depend on what your issue is for example Traffic Lights at Halswell Junction Road and Branston Street to prevent the heavy traffic moving through Hornby including Goulding Avenue, the Green Arrows required at Shands Road and Amyes Road, the Buchanans Road/Carmen Road intersection.

561 - Erica May

[Rates>Residential Rates]

any rates increase is an insult while you are over paying poor performi g councilors, cutting back on services and making our roads unsafe with the new layouts. I'm appalled at how you spend MY MONEY

>>>

[Libraries>Libraries (Capital)]

listen to us, we want good roads, libraries, rubbish bins, our garden city is a tip

569 - Suzann Baker (Eventionz)

In addition, any changes to width of roads should take more care for pedestrian safety for example, St Asaph Street is too narrow when parking a car and then exiting the car. The cycleway should have been made narrower. Traffic flows have been impacted majorly by narrowing streets and now rush-hour is creating traffic jams similar to what Auckland has in the inner city. This is unacceptable for a rebuild city.

57 - Joni Bigelow

our street have never been fixed properly since the earthquake. many people have asked and we just get patch repairs. The main road of wakefield ave and our street, duncan street needs a total repair and reseal. Not jusypt a patch repair again and again. Buses on duncan street are damaging homes but to shaking. Id like my rates used to fix my street properly!!

573 - Bill Greenwood

Complete construction of the Northcote/Greers/Sawyers Arms intersection improvements in 2023/24.

The completion of the Northern Motorway has added to the Northcote/Greers/Sawyers Arms intersection existing significant capacity constraints. These constraints are seriously affecting the transport network in the north-west sector of the city.

The massive Foodstuff and North Link redevelopments will multiply current inefficencies. Of particular concern is the minimal right turn capacity at the intersection. This constraint diverts vehicles (especially freight vehicles) onto unsuitable adjacent routes.

Please consider that the likely economic savings achieved by reinstation this transport network investment wiil result in a net return on investment and considerable community benefit.

599 - Oliver Huggins

I would like to make a suggestion. I live in the middle of the city (Southtown) and suggest the development of Welles Street (Runs between colombo and Manchester) to become a one way street.

Reducing the width of the street would allow a wide boulevard to be created on the South Side of the street. This would be much safer for pedestrians and beautify the street with planting and space.

Welles street has 8 restaurants, two of which already have outside seating that encroaches the road. With a boulevard, Welles Street could more outside seating the entire length of the street for the other restaurants. It would become the "New Regent Street' of the South side!

Attached is an aerial shot of Welles Street with the proposed boulevard.

{FULL ATTACHMENT AVAILABLE]

602 - Nathan Graham (Diamond Harbour Community Association Incorporated)

[Transport>Footpaths and Streetscapes],[Three Waters>Stormwater and Land Drainage]

The infrastructure in the Diamond Harbour area continues to be inadequate for our growing population. There are inadequate footpaths and problems with surface water and damage to roads. This causes issues for our older and disabled members.

604 - Irinka Britnell (Englefield Residents Association)

Get you priorities straight. Roads on east side of Christchurch are atrocious starting with Worcester Street.

610 - Karen Colyer

[Transport>Footpaths and Streetscapes]

Roads, footpaths will never be able to kept to the standard people dream of - it would take up an unfair portion of the rates.

613 - murray victor

Many roads and footpaths need re-sealing in South ChCh/

634 - Michael Davidson

- Do not delay the Pages Rd bridge upgrade. This bridge was the number one priority project for the Regional Transport Committee, it is an important life line for this community and needs to be upgraded asap. What does the modelling predict about loss of life in the event of a tsunami? You should all know the answer to that question and therefore ensure this project is prioritised.

642 - Greg Hay

However, the traffic lights at Harewood/Breens/Gardiners Road need to go ahead urgently as this is a health & safety risk for the community.

[Coder note: For context *"Major Cycleway - Wheels to Wings Route: I request that a pause be put on the cycleway, for more community engagement."*]

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

HALSWELL JUNCTION ROAD/BRANSTON STREET INTERSECTION:
This intersection we understand is about to come under the control of Christchurch City Council from Waka Kotahi/NZTA, and we ask that Traffic Lights be installed at this intersection, as Heavy Vehicles/Vehicles are having trouble turning right out of Branston Street, onto Halswell Junction Road due to the heavy traffic flow on this road.
As a result, Heavy Vehicles are forced to travel North up Branston Street, onto Amyes Road (that is a story in itself), and either North or South down Shands Road or worse through the narrow Goulding Avenue to travel South.
Parker Street as a result is also being used by Heavy Traffic despite a Heavy Vehicle ban that is in place.
This is causing increased congestion on our already congested local streets that is continually getting worse.

GILBERTHORPES ROAD/PARKER STREET/WATERLOO ROAD INTERSECTION:
The GHRA is still awaiting the independent traffic report that we were promised for this intersection nearly three years ago. We were also guaranteed, that no construction of the South Express Cycleway through this intersection, is commenced until the Independent Safety Report is released to the public and its findings taken into consideration. So far, the City Council have kept this promise and we hope they will continue to do so.
The only reason that this intersection has not seen a higher crash rate, is because locals understand its danger, and approach it with absolute caution and in many cases fear. Accidents and near misses

every week is not acceptable.
The comment made by a traffic engineer at a site meeting, when he saw 10 vehicles in a row go straight through the Stop signs at the intersection was that “You will only see Fender Benders happen here” is one that still rings in the ears of the GHRA representatives present that day. We have seen serious accidents, even including death here!

AMYES ROAD/AWATEA ROAD/SPRING ROAD JUNCTIONS
If you consider the comments made by the traffic engineer, then you would question if these intersections need to be signalised, but we know both these, and including the Gilberthorpes intersection the need is real and needed now.
Around half of residents thought the Awatea/Springs Road/Amyes Road intersection upgrade was one of the most pressing issue in terms of roading needs in Hornby, but many replies indicated this upgrade, would benefit Halswell residents more than the Hornby roading network. Obviously, the answer to this question is relatable to where you live in Hornby to what is the most pressing traffic need.
The traffic builds up during the evening and in the afternoons which is vehicles travelling from Hornby to Halswell while in the mornings is the reverse. This is acknowledgement that Hornby is a major centre of employment and many travel to Hornby for their daily employment whether it be retail or industrial.

649 - Kaitlyn White (Hoon Hay Community Association)

We strongly support the road safety improvement programme/budget being used (and also support any increase to this budget) in Hoon Hay and elsewhere where they are identified concerns about road safety. We have recently completed a petition on Better Road Safety in Hoon Hay and had over 130 responses. There were significant concerns throughout our area, but particularly relating to Hoon Hay Road, speed issues and a number of dangerous intersections.

We intend to present the full petition details to the Spreydon-Cashmere-Heathcote Community Board soon but we wanted to note this here and ask that the road safety improvement budget is well used and increased if needed. We heard horrendous stories of people being in danger on our roads and near misses. It has become unsafe for families to get to schools, pre schools and bus stops.

659 - Martha Baxendell

The Pages Road bridge rebuild needs to be started as soon as possible. Our Community have been waiting for too long for this project and it plays a massive part in our emergency response planning.

662 - Layling Jean Stanbury

Fix pages rd bridge while you're at it.

67 - Rose Cavanagh

Greater focus on road repairs in eastern suburbs

681 - sylvia lukey

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

I am concerned that where there is new housing development the surrounding roading comes under a "heavy wear load" from heavy traffic breaking the existing infrastructure. These roads are dug up constantly, patched and chip sealed constantly. It is important that developers pay some of the costs to ensure these roads are not a patched up mess with cheap seal after the new developments paved with asphalt are sold off to the public.

Thus surrounding roads leading into new developments must be upgraded and not downgraded by the development.

683 - Donna Thomsen

[Three Waters>Water Supply (Capital); Waste Water (Capital); Stormwater and Land Drainage], [Transport>Footpaths]

We need to see more of our money going towards upgrading facilities, like water, sewerage, waste, storm water, roads and footpaths.

703 - Nrian Enright

Support installation traffic lights at the intersection of Harewood, Breens, Gardeners road.

707 - Robin Barnes

I would like the Harewood, Gardiners Road, Breens Road lights to proceed without further delay.

759 - Phillip Ridge (North Beach Residents Association)

NBRA is grateful for Christchurch City Council's stated interest in regenerating the eastern side of Christchurch and appreciates the progress that has been made to date in New Brighton. We would like to see the momentum of these efforts continued. This submission highlights the key local projects and funding in the AP that NBRA supports and would like retained, but also proposes that some projects be brought forward, have more funding allocated to them, or be reinstated from previous Long Term Plans(LTP). In particular, we seek the inclusion of:

[Three Waters>Water Supply]

Marine Parade Road Repairs (Bowhill Rd to Beach Rd) (Reinstate & prioritise). Both the watermains beneath the road and the road itself require repair between Bowhill Road and Beach Road. A reconstruction was included in the 2010 LTP and deleted after the earthquakes. It has never been reinstated in subsequent LTPs. This is a well-used road by locals, city and local events and visitors and should be improved promptly. For cost effectiveness, the road itself(between Bowhill Road and Beach Road), and water mains (mentioned above) should be repaired together with the kerb and channel mentioned below.

>>>

However, we consider, as per our previous comments3regarding Marine Parade, that the stretch of road between Bowhill Rd to Beach Rd should have the same priority with regards to the condition of the road, health and safety, and the fact that it was on the CCC capital works programme in 2010. Please align these two pieces of work.

[Coder note: For context *"NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for the following projects: New Brighton – Marine Parade (Hawke to Bowhill) Street Renewal (CRAF) 2023-24 $1000,000,2024-25 $2,800,000. This is needed."*]

Marine Parade Kerb and Channel (Reinstate & prioritise). In mid 2010 this work got through to the stage of a CCC public notification, consultation and public submissions to be heard. However, due to the Sept 2010 Earthquake the planned Community Board meeting was cancelled. Twelve years later, the deep dish gutters have further deteriorated and have become a safety issue. NBRA requests that this project be given urgent priority and budget allocated in2023-2024. With pupils from the local schools of Rawhiti Primary, Avonside Girls' and Shirley Boys' High School (approx. 3,000 students) using this stretch of Marine Parade to access the beach for educational purposes, safety must be a priority. The Christchurch Regeneration Acceleration Fund (CRAF) budget could be applied here.

Bowhill Road Upgrade (Include & prioritize). This is the main road from QE11 Drive through to Marine Parade. We request the upgrade of this main thoroughfare be given high priority and be included in this year's AP. There are many events held in the immediate area that includes Thomson Park, North Beach Surfing and Surf Life Saving clubs and the North Beach War Memorial Hall and Community Centre. Again, CRAF funding could be applied here.

New Brighton Road Repair (Increase and reinstate). The AP and LTP should include the full repair and future proofing of New Brighton Road, from the reinstatement of the two-way section from Hawke Street to Cresswell Ave, including footpaths, gutters, kerbs, cycle lanes and islands to their pre-earthquake standard.

>>>

NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for the following projects:

Pages Road Bridge Renewal: Project ID: 27273. All funds brought forward to commence in2023-2024. This is an earthquake repair that is long overdue and is the main entrance directly into New Brighton. Also, given the significant investment, it is essential that this bridge is oriented to align with Seaview Road in order to regenerate the New Brighton CBD. This orientation would feed locals and visitors directly into the central area of the CBD which would further enhance the revitalization of existing and future businesses. The Hawke St option is the cheapest but not necessarily the most advantageous for regeneration purposes.

>>>

New Brighton Roading & Transport: Project ID: 61030 (CRAF) 2023-24 — $1,117,000. 2024-45— $877,000. NBRA supports funding to ensure our roads are of a high standard. This funding needs to be increased and allocated to the right areas along New Brighton Rd.

>>>

A2 Marine Parade & A4 Oram Ave Open Space Link: Project ID: 63360 $1,145,000 is also sitting at 2026 to 2028. NBRA requests it be brought forward to 2023-2024. The Oram Ave extension isa critical part of the New Brighton CBD revitalization, as per the 2015 New Brighton Master Plan. Urgency is required as per the reasons given for the New Brighton Public Realm works (ID45165) so that these two project align to continue the momentum.

764 - Beverley Goodall

[Other/Special Interest Topics>Wheels to Wings]

*Whichever of these two options is decided on I request that the traffic lights at Harewood/Breens/Gardiners Roads go ahead without delay, not least to relieve pressure on the juncture of Crofton Road with Harewood Road where traffic banks up awaiting an opportunity to turn right into Harewood Road towards the Airport especially during peak traffic flow times.

Furthermore, the development since 1990 of several extra cul-de-sac type streets has added some approximately 40 houses, most with 2 vehicles, all leading out on to Crofton Road. Please note that a strong factor of this mix is the fact that Crofton Road measures just over 9 metres gutter to gutter whereas Gardiners Road measures a little over 13 metres; yet because of the holdups at the Harewood/Breens/Gardiners Roads intersection with vehicles waiting to enter or cross Harewood Road, there has been a significant increase in vehicles using Crofton Road as their conduit from Sawyers Arms Road to Harewood Road, often travelling at speeds well in excess of 50Kms which is a potential danger, given the children's play area (including games with children retrieving balls from the road) of Crofton Reserve halfway along Crofton Road.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Transport>Footpaths and Streetscapes], [Parks>Parks Maintenance], [Strategic Framework>Climate Change]

DPA recommends that disabled people and the wider disabled community beconsulted and involved in all planning around improvements to roads and footpaths,the maintenance of parks and riverbanks and climate change mitigation works.

>>>

Recommendation 3: that Council involve disabled people and the wider disabledcommunity in all planning around improvements to roads and footpaths, themaintenance of parks and riverbanks and climate change mitigation works.

790 - Penelope Wright

[Strategic Framework>Climate Change],[Parks>Red Zone]

Comments: Eastern Suburbs still being put aside - undue delays & the closer to the coast it gets the worse it is. Particularly roading repairs eg Ascot drive & New Brighton Rd & lack of Earthquake repairs & climate change mitigation on the east side of Estuary

>>>

(2) Aston Ave - after many wks of roadworks & new Road Carpet laid - numerous (ever increasing in size, number & depth) potholes have occurred in the original eastern side of the road - needs urgent attention - cannot get "Snap, Send, Solve" App to work

(3) A bridge across the Bar between Shag Rock & southshore would help revitalise New Brighton + give a second emergency exit for people at New Bright in the case of another disaster eg a Tsunami

Thank you for your submission

Please put this submission form in an envelope and send it to:

801 - Janet Orchard

The traffic lights at Harewood / Breens and Gardiner's roads are needed as soon as possible. It's a wonder people haven't been killed here yet.

809 - Anne Scott (Spokes Canterbury)

[Transport>Footpaths], [Parks>Other]

Improving Roads and Footpaths, and Greenspaces

Each time a road, footpath or greenspace is improved thought should be given to how multiple userscan best share the space.

810 - Gloria Gibb

The Harewood / Breens / Gardiners intersection badly needs traffic lights. This has been something the community has been wanting for years and have been told in the past that there was no funding for it.

811 - Yvonne Palmer

wastewater, surface water and waterways, our facilities and our parks)?

Roads are in such a mess, Mairehau Rd from Marshlands has had no work done since earthquake Ambulances wont use that Road taking patients to hospital.

>>>

REGARDING SAFETY ISSUES OF THE 10 MILLION FOR SAFETY PROJECTS OF THE CCC DRAFT ANNUAL PLAN2023/2024

IN 2018 A TRAFFIC ENGINEER ADVISED ME THAT GREEN ARROWS WOULD HAPPEN ON THE INTERSECTION OF MAIN NORTH RD, PAPANUI RD AND HAREWOOD RD. PLUS HAREWOOD RD TURNING INTO GREERS RD, OR GREERS INTO HAREWOOD RD. **THIS HAS NEVER HAPPENED VEHICLES EVERY DAY GO THRU THE RED LIGHTS TO TURN INTO HAREWOOD ROAD. BUSES STRUGGLE TO GET THRU THIS INTERSECTION DAILY** AND WITH LEFT HAND TURNERS COMING FROM THE CITY THERE ARE RISKS. I CAN NOT UNDERSTAND **WHY THIS CITY HAS SO FEW GREEN ARROWS YET VISIT MANY OTHER CITIES LIKE ROTORUA, WELLINGTON, HAMILTON ETC** WHO HAVE GREEN ARROWS FOR TURNING. **THIS IS AN IMPORTANT SAFETY MATTER.**

>>>

- **TRAFFIC LIGHTS AND GREEN ARROWS** AT BREENS ROAD, GARDINERS RD, AND HAREWOOD RD FOR THE SAFETY OF BOTH PEDESTRIANS AND CARS.

- NORTHLINK IS REQUIRING TRAFFIC LIGHTS FOR LANGDONS RD WITH **ONE WAY IN AND ONE WAY OUT**. THIS IS A MESS AND DAILY CRASHES HAPPEN ON LANGDONS ROAD. PLUS, IT IS A BOTTLE NECK DAILY IMPACTING ON RESIDENTS WHO LIVE IN THE COMMUNITY.

812 - Rosemary Martini

[Transport>Footpaths]

CHRISTCHURCH ROADS AND FOOTPATHS HAVE DETORIATED AND COSTS OF FALLS INCREASING IN THE COMMUNITY. ESPECIALLY FOR PEOPLE WITH DISABILITIES, VISION IMPAIRED, PLUS SPEED OF SCOOTERS, AND CYCLISTS IS A HAZZARD. NEVER SEEN SUCH POOR MAITENANCE IN THE 56 YEARS I HAVE LIVED HERE.

>>>

- NEED INSTITALATION OF **GREEN ARROWS URGENTLY** ESPECIALLY ON ALL SECTIONS OF GREERS/HAREWOOD ROAD. MAIN NORTH RD, HAREWOOD AND PAPANUI. YOU CAN SEE 3 CARS DRIVING THRU THE RED LIGHTS ALMOST MOST OF THE DAY.
- **TRAFFIC LIGHTS AND GREEN ARROWS** AT BREENS ROAD, GARDINERS RD, AND HAREWOOD RD FOR THE SAFETY OF BOTH PEDESTRIANS AND CARS.
- TRAFFIC LIGHTS FOR LANGDONS RD WITH ONE WAY IN AND ONE WAY OUT AT NORTHLINK THIS IS A MESS AND DAILY CRASHES HAPPEN ON LANGDONS ROAD.

86 - Helen Hessey

Also I support traffic lights at the corner of Breens, Harewood and Gardiners Road. This can be a very dangerous intersection. Traffic lights there would hopefully stop motorists who don't stop at the Stop sign.

Other/General Comments

144 - Brian Donovan (New Brighton Residents Association)

Progress with the new Pages Rd bridge and Oram Av extension projects have been repeatedly delayed and this is not good enough. It continues to feed into the skepticism anything will happen.

159 - Marc Gibson

[Transport>Footpaths and Streetscapes]

Council spending should concentrate on fixing exisiting roads and footpaths

166 - Kim Button

[Other/Special Interest Topics>Capital Programme (General)]

i am very dissapointed that the flooding and utter neglect issues on Pages road near the bridge have not been prioritised.
in fact YET AGAIN they have been derferred.

The way you prioritise spending according to the wealth and amout of rates being paid is a disgrace. Lets face it you have made Sumner and the approach to it attractive and welcoming. And yet poor new Brighton is allowed to remain looking like a dump.

i've seen people biking through the flooded road with bags of groceries hanging if their handlebars. the wy that you have neglected our potentially beautiful suburb, speaks of the value you place on us. So not cool! Our people deserve better!
please rethink ypur priorities regarding the main road into our suburb, and especially the Pages Road Bridge. It must be the only bridge affected by the earthquakes that is still. Untouched! For goodness sake, youve made 3 decorative bridges in this time as well as fixing all the others.

>>>

Fix New Brighton!

Fix Pages Rd

Fix New Brighton Bridge

195 - David Quested

[Transport>Footpaths and Streetscapes]

Vehicles using petrol and diesel will not disappear overnight. We need to maintain our roads and footpaths to a high level.

197 - PAUL DAIGNEAULT

[Transport>Transport Operations]

On the roads your traffic calming solutions are a disaster. They are dangerous with plantings obstructing vision of oncoming traffic. Also where you have narrowed some roads and increased the berms now traffic has to stop to get past each other. I want traffic to flow. Your reduced speed zones is just plain dumb. In one area near me there are 5 different speeds signs in less than 250m of roading. 40, 30, 40, 50, 40, 60 ...all within 250 mtrs of roading. In the middle of this are judder bars and a roundabout that you cant see past. I dispair.

209 - Lynette Bay

[Transport>Footpaths and Streetscapes]

Foot paths and roads require meticulous repairing, not repeated surface fixes which need to be redone each time there is a heavy rain. I thought I lived in a first world country but have seen developing world attitudes to infrastructure repairs for example. Going for the cheapest quote isn't always the best use of money, neither is spending at the top level any better at times.

215 - David Duckmanton

Some of our roads have really bad bumps and hollows which don't seem to get any attention, (Barrington st, Straven rd) and yet other roads that are fine get a complete makeover. Why is this.

23 - Phil King

The roads and services are significantly better there.

[Coder note: For context *"I think the rates here are outrageous. I moved from the Gold Coast Australia where the rates on my $1.8m property were $2300 per year. The rates on my $900k Christchurch property are nearly $6k per year."*]

232 - Patrick Nolan

I am writing to express my concern over the deteriorating state of roading, footpaths, and landscaping in our community. Over the past few months, I have noticed a significant decline in the quality of our infrastructure, which is affecting the health and safety of our community members.

The poor condition of our roads and footpaths is making it increasingly difficult for pedestrians and cyclists to navigate around the area safely. Potholes, uneven surfaces, and broken curbs pose a significant risk to those using these routes, and it's only a matter of time before accidents occur.

>>>

I would like to urge the council to prioritize the repair and maintenance of our roads, footpaths, and public spaces. By doing so, we can ensure the safety and wellbeing of our community and foster a sense of pride and community spirit.

237 - James Rice

more cycle ways

254 - james ensor (boatsafetyatnavalpoint.org.nz)

we need to do more proactive road mainterance

255 - Laurence Freeman

Streets in the east that I have seen after road works have been done (eg Bower Avenue) have been left bumpier than before as the resealing has not been up to standard. I think there needs to be more oversight and accountability for this sort of work

261 - Keith Harris (Akaroa District Promotions)

2.2 Board Priority: Improve infrastructure to support community resilience Retaining Walls Repair and Maintenance – Retaining walls are a feature amenity in the Banks Peninsula ward. The Board were recently briefed by staff on the retaining walls repair and maintenance. The Board see a need to increase the future budget for the repair and maintenance on retaining walls within Te Pātaka o Rākaihautū Banks Peninsula Community ward.

338 - Anthony Planicka

Council dont rely on me as arate payer to tell you where all the pot holes are.Do this surveying yourself.

>>>

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Councils current method of cleaning cutters or curbing is pretty much useless.Truck sweeper goes to fast and a lot of the dust and dirt is not able to be removed and still ends up in the water ways plus as council is now allowing more dense housing leaving more cars on the street the trucks can not clean the gutters.

354 - Richard Smith

[Transport>Footpaths and Streetscapes]

Road and footpath work should not just be a like for like replacement. It should improve where possible.

36 - Jared Brookes

roads overall poorly maintained

397 - Victoria Andrews

Rural roading is critical to the wellbeing and safety of remote and isolated communities.

436 - Louis Dyer

[Transport>Roads; Cycleways (Capital); Footpaths & Streetscape (Capital); Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

Don't let a couple of business owners/developers changed the 50/100 year vision. Close streets to cars inside the four aves. Increase the availability of public transport. Build a bicycle lane above the Lyttelton tunnel. Make Christchurch a bicycle mecca of the world again.

47 - Jan Edwards

[Transport>Footpaths and Streetscapes]

The state of our roads, footpaths, council verges, is a disgrace. So much for the garden city. Time to get back to basics

48 - Alison Allsop

fix the roads!

519 - Kay Mintrom

[Transport>Transport (Operations)]

The road network in the Papanui/Northcote area needs urgent attention. Main North Road/Papanui Road was bumper to bumper on the weekend past St Bede's to the north, and all the way just about to Merivale, as is the usual for these roads. The full length of Langdons Road was the same from Papanui to Greers. This road has become shocking since Northlink opened. The intersection of Northcote, Greers and Sawyers Arms needs to be addressed. Traffic lights are a must in order to improve the traffic flow. This area will be an absolute bottleneck when Marian and Pac n Save open. And on top of that, add the 1400 houses proposed to go in between Cranford and Papanui Roads and the traffic in this area is only going to get much worse. It seems like development in this area is being done ad hoc with no planning department talking to another. There doesn't seem to be thought given to traffic management and more and more traffic is being forced into this area.

536 - Pam Richardson

For Banks Peninsula rural rate payers the roading network needs to managed well with ongoing improvements. The structure of our roads is not suitable for modern transport today . The maintenance of our shingle roads in some areas continues to be a disaster - the roads have ‘lost their shape ‘ and have poor cover of shingle and full of pot holes eg the Holmes Bay / Port Levy Rd .

546 - Michaela Allen

Potholes in roads are a priority as it causes damage to cars.

550 - Paikea Ormsby

[Transport>Cycleways; Public Transport Infrastructure]

There should be more cycleways and public transport lanes and **less car roads.**

575 - Donelle Gryphon

[Transport>Carparking]

Endless money on infrastructure for cars and parking does not meet that benefit.

[Coder Note: Context *"A rates increase is understandable in the economic situation, however this needs to come with a noted improvement for ratepayers"*

579 - Tanya Didham

[Other/Special Interest Topics>Capital Programme (General)]

Deferred projects seem to lie almost exclusively in the east and south-east

e.g. Pages Rd Bridge rebuild

>>>

[Transport>Other]

I am prepared to see how 'roving path maintenance' crews go, but surely we already have this work as part of our core business....? Where I live, in the Aranui maze, our footpaths and roads have barely been touched since the quakes. We don't really need any more patches, we need new paths and roads. Have we not come up in the regular resealing rotation in the last 12 years?

58 - Margaret Forward

Fix the roads e.g. Kilmarnock Rd

600 - Bronwyn GRAHAM

[Transport>Footpaths and Streetscapes], [Three Waters>Waste Water; Water Supply; Waterways Quality and Compliance], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

63 - Ross Williamson

The roads in Christchurch were never well maintained before the quakes, now we are living in areas that are third world when considering road surfaces. The east of Christchurch has been let down all for the promotion of cycle ways

637 - Marie Byrne

[Transport>Footpaths and Streetscapes]

The section of road is the last of the three sections of the Ferry Road master plan to be completed. These pedestrian works we seek are basically running safety repairs, because the completion of the plan has been pushed out to 2030/2031 in the long-term plan. As I understand, some of this delay has been through the controversial four laning of Ferry Road proposal.I urge council to urgently consult on a plan to have four laning of Ferry Road scrapped. This proposed four laning is no longer relevant to this area. It does not make sense to 4 lane, a portion of a road, that later reduces speed at the Woolston Village slow zone. Let’s be proactive and start the work now to drop the four laning designation before any design work is initiated. And this way we may get, hopefully, work done to remove the situation we have now where vehicles pedestrians cyclists all share the same footpath between Wilson Road and Ensors Road.

647 - Alistair Price

Roads are a disgrace. The design of our roads is going backwards.

693 - Sarah Clark

[Other/Special Interest Topic>Wheels to Wings]

I would like some common sense put towards the Harewood Road cycleway and pause this unnecessary spending. Their doesn't need to be a cycleway to put lights at the Harewood Rd/Breens Rd intersection. There is not endless amounts of money and the cycleway is not necessary but the lights are, it could save someone's life.

702 - Mel Himin

Do things once and do it well. For example - Kirk Road repairs in Templeton have been done multiple times - who is held responsible for jobs that are not up to scratch? Are they held responsible?

722 - Don Gould

For something is simple as fixing a pothole in the road we get to truck rolls everytime one with someone who draws a little circle around the pothole and then another eventually for someone to fill it in .

742 - Phil Grey

roads are very rough

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Aynsley Terrace – Parking and Traffic Safety

Parking and traffic safety are a longstanding issue for residents of Aynsley Terrace. In FY23 Parksstaff will carry out a range of measures from within existing budgets to improve parking issues.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP toimplement action to improve parking and traffic safety on Aynsley Terrace, once options andcost estimates have been received.

Cycleways (Capital)

General Comments

288 submitters addressed our proposed spending on cycleways.

150 indicated that they support our proposed spend and 32 opposed.

92 provided alternative proposals, many of whom suggested that we are not planning on spending enough. 35 submitters made general comments about cycleways.

Officers Response

Submitters provided a range of views on the Council's investment in cycleways around the city, including the Major Cycleway Routes, with the large majority being in favour of cycle investment as a priority for the city. Many specifically stating their opposition to any delays on the cities cycle delivery.

Many submitters identified the benefits of more cycle provision towards the climate, emissions, health, affordable and safe transport for all ages with many emphasising the need for safe routes for children and the need for the cycle network completion. Many are against deferring cycleways, including many mentioning Wheels to Wings and Avon Otakaro cycleways, and a significant number of comments identified individual projects they want to see delivered as priorities.

Notably a large number mentioned the east of the city needing more and un-delayed cycle provision. Some call for accelerating the cycle network programme through more investment, better delivery resourcing and delivery methods, some suggest more resourcing is needed either through redirecting from other less sustainable projects or increasing rates or borrowing reminding that Climate change isn't waiting.

Several want Council to redirect priorities within the cycle programme such as more focus on cycling to schools, better attention to enforcement and maintenance. Overall a large proportion of submissions want the Council to keep going with constructing the cycle network without delay.

Others submitters opposed to cycleway investment mentioned the large costs, lack of use and gave suggestions to redirect funds to various things such as roads, public transport, footpaths and rubbish bins.

Within the Cycleways Sub-Category almost all submissions received were from individuals, several were representing residents' associations, one is from Spokes Canterbury and three on behalf of Community Boards.

The 13 Major Cycle Routes have been a key transport capital delivery programme of the Council for a number of years and were planned as part of the Transport Strategy Plan. The 13 routes are planned not only as separate isolated routes but as primary sections of a wider connected cycle network throughout the city. The resultant benefits of achieving safe, comfortable and continuous cycle provision throughout the city will continue to result in more people having real options to cycle for more trips as an alternative to less beneficial transport options or being stranded. The delivery of significant cycleway coverage through areas of Christchurch are starting to be seen and has included cycle projects outside of the MCR programme such as the Key Cycleways in the inner city and the

Waka Kotahi provided cycle projects delivered alongside the recent motorway extensions to the north and south west of the city. All these are providing more people more trip opportunities by cycle. As the cycle network coverage increases towards full delivery it will provide increasingly attractive and useful travel choices for more people. The synchronicity effects of a complete network outweigh even the significant benefits of single isolated cycle routes which will become more and more apparent the network develops.

The MCR programme of 13 routes is within its last third of delivery and its completion along with that of the MCR connection projects and local cycleways listed within the ten year Long Term Plan will collectively move Christchurch towards providing a comprehensive cycleway network where the resulting societal and personal benefits are able to be maximised.

The level of cycling on the constructed MCRs has been trending upwards and show, despite the Covid lockdowns, restrictions and reduced trips, an increase in growth numbers of over 40% since the 2017 level.

The Cycle Programmes forward planning is continuing to look to update, prioritise and grow with the city, new cycle ways will be put forward as candidates, particularly at each significant 3 year renewal of the Long Term Plan and its processes of public consultation and Council consideration for adoption.

The current Long Term Plan, in addition to the Major Cycle Route programme, 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. These collectively cover much of the city including areas to the east.

The recent public consultation towards introducing Safe Speed Neighbourhoods into many residential areas around the city will improve the safety of the roading environment in and around many homes and schools. These will result in more encouraging routes for children to cycle to their local schools and other local destinations. This complementary programme to cycle provision is provided for within the Long Term Plan.

The objective for many cycle projects is to encourage more people to cycle for transport, many surveys show that a large proportion of people will only take up cycling if it is safe and feels safe – often painted cycle lanes on busy roads will not meet the objective and often need to include some level of stronger separation from motor vehicles. Generally like any other transport options people choose – cycling needs to be safe, comfortable and reasonably convenient and direct before people will choose it.

Much of the cycle way programme is run in parallel with national cycle strategies and national funding. As such usually a large proportion of the cycleway programme funding is provided by central government i.e. outside of the Council rates for the cycle provision strategy purposes. These ‘external’ funds are not able to be re directed by Council into areas they were not applied for i.e. not cycle related.

Cycleways maintenance, including sweeping and surface repairs along with the enforcement of parking obstructing cycleways are all recognised as important factors in keeping cycleways

functioning well and maximising their outcomes. The investments are sourced from operational budgets and are being considered – the new maintenance teams are likely to be also fixing pot hole issues on cycleways that will improve the current situation however the wider programmes will address sweeping and motor vehicle parking violations obstructing the cycleways.

Support

154 - Jessica Smale

Please ensure all cycleways projects are maintained and completed!
They are of such value to taking action on climate change, are a joy to use and make me proud of our city.

And they keep getting better as more of the network is completed. Ensuring it is completed will ensure the benefits to all are maximised!

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to express its particular support for the following projects retaining priority:

Project 47023 (Major Cycleway Route - Northern Line - from Sturrocks Road to Barnes Road & Main North Road);

Project 64671 (Major Cycleway - Northern Line Route (Section 1) Railway Crossings);

Project 44702 (Package of local cycleways along the northern section of the Outer Orbital, linking the Northern Line and Avon - Otakaro Route. Includes Barnes Rd, Main North Rd, Prestons Rd, Burwood Rd and New Brighton Rd);

Project 23098 (Northern Line Blenheim to Restell) Harewood Road crossing being constructed as soon as possible;

Project 23101 (Nor'West Arc Stage 3) being constructed as soon as possible

217 - Liam Byrne

Keep the new cycleways coming, they are a great addition to the city. My 8 year old son and I were able to bike from Wigram to Addington on them safely, and would never have been able to on the roads safely given the high speed limits and large cars everyone drives nowadays.

223 - Genesis Buckley

keep going with the cycleways! We need to get more vehicles off the road and have a less expensive and damaging way of transport, so people who are able to cycle can do so safely instead of driving.

226 - Lisa Mcgonigle

[Strategic Framework>Climate Change], [Our Proposed Spending]

Please continue to prioritise climate action and building cycle lanes.

226 - Lisa Mcgonigle

Keep building cycle lanes.

233 - David Palmer

[Other/Special Interest Topics>Wheels to Wings]

I strongly support investment into cycleways and active transport. Specifically the Wheels to Wings cycleway on Harewood Road should be fully funded and completed as planned.

242 - Pip Greer

[Other/Special Interest Topics>Wheels to Wings]

please continue working on the cycle network- the completed areas make commuting by bike so much safer and pleasant. Roads like harewood road are so unsafe for bikes that we wont ride down them - especially with our son even thoigh we want to get to places along it and biking is our primary mode of transport.

271 - Mark Radford

[Transport>Roads(Capital)]

support cycle infrastructure if required reduce car infrastructure to fund.

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Roads; Public Transport Infrastructure; Carparking], [Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

327 - Jason Lea

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

It is important to me to get the cycleways built as soon as possible. The existing proposals seem good and being able to take advantage of govt subsidies is really important. Also with the new speed limits coming into effect soon, having better cycleways seems like a good way of shifting modes of transport.

402 - John Bryant

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

405 - Kate Rivers

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

406 - Marion Fairbrass

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

408 - Elizabeth Cross

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

409 - Alfed Lang

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

410 - Samuel Paquier

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

411 - Jane Hossack

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

412 - Jonathan Davidson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

413 - Jen McBride

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

414 - Lois Moore

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

415 - Alex Neiman

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

416 - Sam Mills

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

417 - Alex Hobson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

418 - Alex McNeill

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

419 - Anne Gordon

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

420 - Ciaran Mee

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

421 - Jordan Gray

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

423 - Joshua Tweedy

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

424 - Reuben Glenday

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

426 - Susan Lau

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

427 - Tracy Chollett

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

428 - Simon Fitchett

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

429 - Wesley Wichman

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

429 - Wesley Wichman

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

430 - Lewis Hoban

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

431 - Joseph Shaw

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

432 - Joy McLeod

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

433 - Rhys Thorp

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

434 - Rachael Hemmer

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

435 - James Robinson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

438 - Ben MacDonald

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

439 - Selina Clare

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

440 - Kusche Kusche

[Transport > Footpaths and Stretscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

441 - Shaun Mucalo

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

442 - Chris Risbridger

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

443 - Wendy Stump

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

444 - Tim Ackroyd

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

445 - Darren Koviessen

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

447 - Jen Voss

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

449 - David Knight

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

450 - Ben Elley

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

451 - Tom Mohammed

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

452 - Ivy Kennedy

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

454 - Ashley Crook

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

455 - Andrea Hunt

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

456 - William Kelly

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

457 - Mavis Kelly

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

458 - Paul Odlin

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

459 - James Mackenzie

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

461 - Robert Helps

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

462 - Ursula Ryan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

463 - Tony Ryan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

464 - Matthew Agnew

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

465 - Jamie Lang

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

Please continue work on cycle lanes. A lot of us don't want to use cars.

466 - Melissa Smith

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

468 - Mike Currie

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

469 - Jeremy Ditzel

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

470 - Eric Ackroyd

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

The cycleway network and Bottle Lake and Port Hills mountain bike tracks are for me the best things about living in Christchurch.

472 - Aaron Fray

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

473 - Tanya Galbraith

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

474 - Daniel Scott

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

475 - Nick Calvert

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

476 - Stephanie Allen

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

477 - James Carr

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

478 - Eileen Kerr

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

479 - Brenda Cromie

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

480 - William Stewart

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

481 - Roberto Balzarini

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

483 - Lucy Rees

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

484 - Ben Thomas

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

486 - Antoine Denis

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

487 - Wayne Martin

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

488 - Yamac Candan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

489 - John Armstrong

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

490 - James Baker

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

491 - Peter Galbraith

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways and footpaths.

492 - Rachel Smith

[Transport>Public Transport Infrastructure], [Strategic Framework>Climate Change],[Rates>Residential Rates]

I support proposed rates increases. I feel that this increase will allow for funds to mitigate for future extreme climate events as well as continue with work to decrease our carbon emissions such as cycleways and improved public transport systems.

552 - Justin Rogers

[Transport>Transport (Operations)],[Libraries>Libraries (Capital Buildings)]

My kids dont play rugby, but they do read books and ride bikes. Please fully fund the south library rebuild, and complete the entire cycleway network including more safe speed zones around schools.

564 - Huia Jackson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

565 - Andrew Cockburn

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

568 - Sara Campbell

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

574 - Paul Clark

[Transport>Footpaths and Streetscapes]

I support greater investment in bus lanes,bus stops, cycleways and footpaths,

578 - Thomas Blakie

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

581 - Daniel Bentall

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

582 - Heather Bentall

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

583 - Jane Cowan-Harris

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

584 - Rose Robinson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

586 - Thomas Richardson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

588 - Jamie Anstice

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

589 - Daryle Deering

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

590 - Molly Jenkins

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

591 - Graeme Cook

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

592 - Menno Finlay-Smits

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

593 - Jane Shand

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

594 - Megan Verity

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

595 - Patrick Davey

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

596 - Rick Lange

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

598 - Juliet Thomson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

605 - Emma Nolte

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

608 - Aaron Haddock

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways and footpaths,

61 - Ivo de Vocht

[Other/Special Interest Topics>Wheels to Wings]

I am a cycle commuter and use cycling for my day to day transport. I have great concern about climate change and feel that spending should not only be on resilience but also mitigation and reduction of carbon emissions.

One way of reducing transport emissions is by facilitating the mode shift to low carbon transport options like cycling. The vast majority of the population would not consider this unless there is sufficient infrastructure in place. My test for whether the infrastructure is sufficient or not is whether I would be comfortable taking my 7 year old kids and letting them ride their own bikes to where we need to go. At the moment we have very little options on where we can travel safely by bicycle so we need a network that branches across the city. The W2W is an integral part of the cycling network so should not be delayed.

614 - Rosemary Grant

Investing in safe, good quality cycleways is a really top priority. We need to make cycling/active transport the easy choice.

616 - Morgan Patterson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

619 - Kayne Hunter

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

622 - Eric Rivault

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

626 - Justin Muirhead

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

636 - Luke Hallett

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

639 - Roman Khrapov

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

641 - Liz Hofman

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

643 - Gabrielle Jones

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

[Planning, Strategic Transport, Urban Design and Urban Regeneration > Strategic Transport]

Keep up bus networks, and more cycleways please!

661 - Mia Swart

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

[Other/Special Interest Topics> Te Kaha]

Can the bloody stadium and spend that money on proper cycleways instead

670 - Tobi McKellar

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

673 - Ollie Scholz

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

678 - Nicole Weber

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

680 - Natalie Brannigan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

684 - Ailsa Carroll

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

688 - Ezra Holder

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

691 - Kees Vos

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

694 - Luke Parkinson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

698 - Tom Varley

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

70 - Ainara Scott

I support any additonal cycle lanes and improvements to cycle lanes to ensure the safety of cyclists and to promote healthy forms of transportation in Chch.

709 - Jeff Cozens

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

710 - charlot hudson (Sumner Community Residents' Association)

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

We have supported and encouraged the infrastructure that supports more varied methods of travel (bus, bike and walking) As a beach suburb that enjoys large visitor numbers (but without the parking or wide access by road) the investment into bike lanes, increased bus service and safe walking paths has provided alternative and sustainable access to Sumner.

73 - Johno Tunnell

Keep building more cycleways and make Christchurch a more livable city with a multitude of healthy transport options. We'll done CCC!

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Focusing in on Safe Transport Choices - ***Priority in Draft Community Board Plan***

The Board has placed priority on the importance of people being able to move around theCommunity Board area safely: with a priority on active transport choices wherever possible so thatit also addresses concerns about climate change and increasing intensification.

Related Projects:

A. Cycleway from Westmorland to Nor'West Arc Cycleway (ID 44697)

One of the priorities in the Draft Community Board Plan is for a new local cycleway to connectWestmorland with the Nor'West Arc Major Cycleway, which ends near Princess Margaret'sHospital. As new subdivisions continue to be developed in the area, traffic congestion hasincreased significantly and there is a serious health and safety risk for cyclists, including themany young people cycling to school.This project was agreed by Council resolution to be budgeted in FY25 (C-LTP/2021/00065).

Requests from the 2023/24 Annual Plan

Support the existing budget in the LTP

760 - Bryant Bignell

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

763 - Alex Teague

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

765 - Connor Reich

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

767 - Daniel Redmond

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

768 - Toby Hammond

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

770 - Josephine Drysdall

[Transport > Footpaths and Sreetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

774 - Matthew Fagan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

776 - Malcolm Tairea

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

778 - Timothy Hollis

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

780 - Steven Watson

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

781 - Fraser McLachlan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

784 - Sam Furniss

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

786 - Dan Agnew

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

Oppose

16 - Tyler Cleverley

[Other/Special Interest Topics > Climate Emergency Response Fund (CERF)]

far to much money is getting spent on cycle lanes, as studys show the usage of these cycle ways is going down year by year. Even if the CCC lose government money for these projects its worth it no point in wasting our tax money on pointlessly projects. Far to much focus on bus lanes,walking streets and public transport. Busses do not get used enough so no point spending money on things that dont get used.

176 - Doug Soper

number one: Scap ALL dedicated cycle lanes. They are grossly under utilised considering the excessive costs

180 - Michael Wilson

[Transport> Roads; Footpaths and Streetscapes], [Three Waters>Water Supply; Waste Water], [Our Proposed Spending]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

>>>

[Other/Special Interest Topics > Wheels to Wings]

I object the Harewood Rd. Cycleway. It's not the time for vanity projects as money is urgently needed in other areas. These cycleways are mostly unused and they make the roads narrow. This makes it more dangerous to drive on the road.

188 - Brigitte Masse

Kia ora

I am against the postponement of funding for the any of the planned cycleways as proposed in the plan.

In time of economic hardship and global warming, it is imperative that the planned cycleways are build, available and safe to be available as a form of low carbon and cheap transport mode.

Delaying this means more cars on the road, with the problems that we know these create, and the accrued cost to the people.

Many non confident cyclists will only get on their bike if they have proper cycleways so it is imperative that those become available.

193 - Kenneth Matthews

[Transport>Public Transport Infrastructure], [Other/Special Interest Topics>Wheels to Wings]

The Council should cease creation of cycleways and tourist walkways in favour of better public transport. The Harewood Rd cycleway plan should be abolished altogether. With an aging population that will never use a cycleway, the need is to revamp public transport with frequent widespread services by small buses, as is done in Timaru. Most of the large buses currently in use could be scrapped in favour of small (20 seat) electric buses covering a more intense network. This change could be financed partly by termination of further cycleway expenditure.

204 - Ra6y Craig

[Transport>Roads; Footpaths and Streetscapes]

Roads and footpaths need priority over cycle-ways

230 - Sam Brooks

[Strategic Framework>Climate Change], [Rates>Residential Rates]

i dont think cycle ways and climate change initiatives should be delayed because of restricted spend/rate increases.

231 - Ashley Campbell

Do NOT defer the Avon-Otakaro commuter route to the east – the east has been denied safe commuter cycling for too long and, as a matter of equity, you must progress this. For the sake of our children it must be phased to tie in with the Haeata Streets for the People programme. Stop short-changing the east.

235 - Harrison McEvoy

[Other/Special Interest Topics>Wheels to Wings]

The potential removal of the Wheels to Wings and Avon Otakaro cycleways is also highly hypocritical of council. In a climate emergency we apparently can not find the money for a pair of cycleways but we can spend upwards of 600 million dollars on a white elephant that will only induce travel demand. The council needs a serious rethink of its priorities.

27 - John Noble

Other/Special Interest Topics > Wheels to Wings

I have serious concerns at delaying the construction of the planned and approved cycle ways. The money spent on excessive consultations to try to mollify a vocal minority (especially the case of the Wings to Wheels), is continuing to generate waste. I suspect more delays will jeopardise the planned contribution from Central Govt, a situation which will be a huge loss for our city. The success of the cycleways to date is absolutely clear when you read the usage data provided by the cycleway counters. Chch should be the cycling capital of NZ given its topography and past history of usage. We need the network construction to continue to ensure the gaps are filled and major areas are linked. The reduction in commuter traffic congestion, the additional health benefits for users and the gains towards lowering emissions are all vital goals for Christchurch. Don't jeopardise or waste gains so far made!

297 - Paul Broady

[Other/Special Interest Topics>Wheels to Wings; Climate Resilience Response Fund (CERF)]

At least maintain funding for cycleways for 2023/24

The treatment of many cycleway projects is certainly a retrograde step. Funding for most has been deferred (I think that is what “pushing out” means) for one or more years. It is clear that people need encouragement and incentives to reduce use of fossil-fueled private vehicles. A well-funded, quickly constructed, extensive and complete network of cycleways would contribute to this. It should not be delayed.

From the information provided on pages 80-81 (Detailed Proposed Changes), it seems that in2023/24 three cycle projects have received $4,484K extra funding in contrast to 14 cycle project shaving had $17,766K deferred. The urgency required to make the necessary societal changes to reduce emissions suggests that these deferrals should be reversed.

Similarly, I note that 334K of funding for project 68430, Ferry Road - Active Transport Improvements, has been deferred. This is a narrow and very congested road which in parts is dangerous for both pedestrians and cyclists. It would be good to see this project completed earlier than an unspecified date in 2025/26 – 2030/31.

300 - Brooke McKenzie

The cycle ways have been a total disaster. A $300 million cockup based on greenies ideals and wayward planners believing in the 15 minute city principle.

this stupid expenditure is proven by useage. 12000 per day 2021, 10000 2022, This year to date 8800. But lets take this year. In fact there would only be 4400 INDIVIDUALS using the cycleways daily. To clear this . If l ride my bike to work at the council offices in the moring, then l will be riding my bike home in the evening. So yhes two trip but undertaken by one person.

$300 million???? sure government gave a large amount but it still equates to just short of half the cost to build the new stadium.

303 - Mark McGrath

Reduce overblown expenditure on over engineered cycleways.

340 - PETER MACRAE

[Other/Special Interest>Wheels to Wings]

We strongly disagree with the proposed Harewood Road cycleway, lack of parking for home owners, businesses, living in the area we would be lucky to see a dozen cyclist a day, what an absolute waist of tax payers money!!!!!!!!!!!!!!!!

349 - Joseph Fullerton

On this same note, any decision to defer or cancel any cycleway infrastructure is highly concerning. Any deferment or cancellation of cycleway building programs is effectively an increase in the risk of injury or death to cyclists, with an asymmetrical gain for, effectively, people who take advantage of on-street parking. The risk to life and body seems far more pressing, and because of the current climate crisis (the disastrous effects of which Christchurch is not immune to) it is more important than ever before to promote cycling and other ways to reduce reliance on private cars for transport. As such, I oppose any measure to delay or cancel any cycleway spending, including in particular 26602-26608. To see most of the cycleway programs so distant in 2026 is worrying for cyclists concerned about their safety and for anybody concerned about the environmental impacts of Christchurch's current transport system.

356 - Hadas Livne

[Climate Emergency Response Fund (CERF)]

Proposed changes to prioritization of cycleway budget are very concerning and irresponsible. Christchurch should be promoting eco-friendly modes of transport instead of car-based transport, in line with the government's zero-emission goals and also our commitment to looking after papatūānuku. Christchurch is known for being a cycle-friendly city, and we should be working to build on that as it is the image we want for our city. Our commitment to Te Tiriti and the Māori community also means that such a blatant disregard of what is important for the environment of New Zealand is irresponsible and disrespectful. There is certainly no need to prioritise retaining the money given to the council for climate action for a year, over resources for cyclists.

357 - Peter Rodgers

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure], [Three Waters>Water Supply; Stormwater and Land Drainage], [Other/Special Interest Topics>Capital Programme (General)]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

40 - Cyndy Carey

no more cycle lanes.

498 - Matthew Broughton

[Rates>Residential Rates]

seems excessive and mostly driven up by pointless poorly designed cycleways

534 - Cameron Matthews

[Transport Other], [Our Proposed Spending]

The proposal to defer $23mil for environment projects, mostly in the cycleways programme, and $10mil for safety projects are misguided. If anything, investment in these projects should be increased and accelerated.

If these require re-allocation of funding, feel free to raise revenue via rates increase, or re-allocate funding from any number of discretionary spending on car-related infrastructure, such as from Parking Renewals On Street, Central City Parking Building Replacement, Carriageway Smoothing,

Roading and Transport Improvements, Northern Arterial Extension including Cranford Street Upgrade, Halswell Junction Road Extension, Improving Bromley's Roads, etc.

537 - Patrick Kennedy

I am extremely disappointed by the cutting of practically all spending on cycleways. I do not believe the reasoning given for why we are abandoning such a great project. The statements of the mayor and some councillors on previous projects lead me to think that the decision is based on an anti-cycleway ideology, rather than a genuine cost-cutting measure.

Getting people out of single-occupancy cars should be of utmost importance, as we are in a state of emergency, as this council declared in May 2019.

>>>

As previously mentioned, the delaying (cutting by stealth) of funding to cycleway programs is a horrendous decision.

Reducing private vehicle usage would cost everyone far less money in the long run - road maintenance, climate mitigation, health outcomes through less poison in the air and less vehicular violence towards vulnerable road users.

548 - Mark Darbyshire

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

A climate-friendly city

I oppose pushing out or cancelling any spending related to the climate crisis, public transport, cycling, or pedestrianisation. In particular, the city centre must be friendly to pedestrians and cyclists, and highly accessible via public transport.

571 - Jack Gibbons

[Other/Special Interest Topics>Wheels to Wings]

Please do not delay the wheels to wings cycleway.

>>>

[Our Proposed Spending], [Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

I support greater investment in bus, lanes bus stops, and cycleways and footpaths. This is how I mainly get around the city.

587 - David Hawke (Halswell Residents Association (Inc.))

2. Particular capital projects that need to be brought forward

c. 41845 Cycle Connections – Quarryman's Trail ($284k in 2025/26 or later).

i. We are really pleased that Quarryman's Trail is to be extended to Sutherlands Road.However, work on this needs to start right now. Sparks Road is really busy, andcycle access to Quarryman's Trail is along a narrow to non-existent shoulder. This isanother example of a project that has lagged behind the residential development ofHalswell.

d. 44710 Local Cycle Network – Halswell to Hornby ($1015k in 2025/26 or later)

i. We are really pleased that the project includes separation from motor vehiclesalong Dunbars Road and Awatea Road.

ii. This is another project which is a necessary response to growth that has alreadyoccurred.

iii. These roads are really busy right now and few people on bikes use them, so wethink that this project needs to be brought forward to meet this already-existingsituation.

[FULL ATTACHMENT AVAILABLE]

666 - Chrissie Williams

Do not delay MCRs

I strongly oppose any 'pushing out'/re-phasing of budgets from 2023/24 into future years of the LTP for Major Cycleway Programme ($12.9 million)
I disagree with the statement that "We also propose pushing out approximately $23 million for environment projects, mostly in the cycleways programme – the cycleways programme is NOT an environmental project – cycleways provide multiple benefits for the transport system, safety, health and well-being, and reduce emissions

>>>

I oppose re-phasing the Ōtākaro Avon River Major Cycle Route – Fitzgerald Ave to Swanns Road Bridge – moving budget from FYs 25-26 to FYs 26-28
The City to Sea pathway will provide a recreational route along the Ōtākaro Avon River, but the Major Cycle Route is urgently needed to provide a viable commuting route from New Brighton to the City.
I oppose rephrasing $10 million for safety projects.

69 - michelle combe

There is alot of money being wasted on cycleways when the hundreds of thousands going into this could really be going towards roads even paying for the east ie: Brighton to be turned back into somewhere that people would like to go .

719 - Celia Hogan

[Three Waters>Stormwater and Land Drainage], [Other/Special Interest Topics>Wheels to Wings]

It is really disappointing that some projects that have gone through a process to be approved are now looking at being postponed and that will mean there is a possibility of them being significantly delayed or even scrapped.

Don't delay Wings to waves, Avon-Otakaro commuter route, Waitaki Stormwater project.

752 - Logan Brunner

Not enough focus is going on devekoping our cycle ways. This is the only way to create a more equal, accessible, and lively city. This has been majorly reduced in this plan while millions is going to a sports stadium (where a fraction of this could create better and safer routes for the citizens that live here). In addition to this, a more accessible city would be made by increasing public transit through more busses or a tram system to bring Christchurch into a modern era that is not csr dependent (consider the current standards of living in European countries like the Netherlands and Denmark).

814 - Jillian Frater

I do not support any delays to the future development of the Major Cycleway Network in Christchurch. I also support the continuation of all projects proposed as part of the Network.

86 - Helen Hessey

[Other/Special Interest Topics>Wheels to Wings]

Spending any money at all on the Proposed Cycleway on Harewood Road is a total waste of millions of dollars, This money could be better spent on footpath maintanence, rubbish bins and other important necessary repairs.

95 - Phil Brady

The building and design of cycleways should be cancelled. The cyclelanes are not widely used by the majority of the population preferring motor vehicles as a convenient mode of transport.

96 - Mui Nyuk Chin

Stop the cycleway. Not mant will use it. Put more cement on the ground more flooding will come.

Alternative Proposals

103 - Brenda O'Donoghue

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

Please do not defer spending on walking, cycling and public transport infrastructure.

12 - Arthur McGregor

[Transport>Public Transport Infrastructure], [Other/Special Interest Topics>Capital Programme Deliverability],[Other/Special Interest Topics>Wheels to Wings]

I think deferring projects that cannot be completed is sensible. However, I don't think we've always made the right priorities here. I want to call out specific support for the Major Cycleways, which we just need to hurry up and get finished (including Wheels to Wings) and I would like to see active and public transport be given greater priority than car focused road renewals and improvements.

161 - Ann Godfrey

Please do not defer the planned cycleways.

165 - Richard Abey-Nesbit

I am strongly opposed to pushing out investment in cycleways. Having the city be largely dependent on private cars for public transportation causes extremely high ongoing costs for any city, and Christchurch is no exception. The infrastructure required and land wasted to accommodate private cars is by far the most expensive option for transportation of individuals and goods. The cost is incurred both financially and in other ways; in global CO2 pollution and local particular pollution. Costs are incurred by taking up potentially productive space with large amounts of paved areas for cars to move on and be stored in (parking), and by forcing people further apart from the amenities they rely on.

[Transport>Public Transport Infrastructure]

We should be accelerating the pace of providing alternative modes of transport to private cars, not slowing this down. We should be investing more, faster, in cycleways, and also in other projects like bus lanes.

169 - Peter Dobbs

cycleway build programme.

Please complete the cycleway programme as intended. A partially built network will not provide the integrated paths to facilitate greater cycling uptake in Christchurch. How useful would a half built motorway be? The completed network will be a huge asset to this city. It will provide a safer way for people to travel in the city and encourage more people to choose low carbon transport.

185 - Andrea Mead

[Transport>Roads], [Parks>Parks Maintenance]

Am obvious example is comparing the roadways and park maintenance between Ilam and New Brighton. Ilam roadways has well manicured flowers and well mowed gardens, New Brighton has overgrowth and weeds, especially bike paths. These poorer areas rely on volunteers and community groups to chip in to maintain these areas, an example would be the group who looks after the south new Brighton park, they come together every 2 months to volunteer their time to do clean ups and weeding.

[Coder note: For context, *"more monies need to be spent on increasing the livability of the poorer areas, better care of parks and roadways, more input into crime and youth care. The lower socio economic areas suffer."]*

200 - David Grogan

I agree with the spending for environment projects, including cycle ways. Although I would like to see an increase in funding for cycle ways.

221 - Wayne Phillips

[Other/Special Interest Topics>Wheels to Wings]

Please make all efforts to accelerate construction of cycleways. I'm thinking especially of Wheels to Wings but it applies to all

234 - Linda Osborn

The cycleway from east Christchurch needs to go ahead asap.

Approximately 500 new homes are on the verge of completion in New Brighton and North Beach.

Many of these dwellings have no off street parking. One of these is a Williams Corp development of 37 apartments on Marine Parade - no parking at all. A bike can be parked at the back door or in the hall.

A commute by bike or ebike to the city is an easy 20 minute ride - faster and safer on a cycleway.

236 - Jono de Wit

I also support fast tracking the planned cycleways in the east. The east has been left with poor infrastructure while cycleways have been built in other parts of the city.

>>>

Don't delay cycleways!

>>>

I also support fast tracking the planned cycleways in the east. The east has been left with poor infrastructure while cycleways have been built in other parts of the city.

239 - Blake Quartly

[Other/Special Interest Topics > Wheels to Wings]

Please prioritise planned cycleway work! Including the Wheels to Wings cycleway. Its important that we continue to make our streets safer, greener, and more future-focused.

250 - Henry Ashton-Martyn

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure], [Our Proposed Spending]

more spending for public transport, cycling , and walkable city stuff is needed as we feel the impacts of climate change more and more

>>>

As said previously more needs to be set aside for public transport, cycling , and walkable cities.

257 - Teresa Allpress

I strongly urge council to continue the important cycle way construction and progress on the improvements to public transit on schedule. We are living through the beginning of a climate emergency and the only way to afford the challenges of the future is to invest in active and mass transit right now.

Christchurch is an ideal city for a robust and well-connected cycle way and this is our opportunity to build and maintain a world-class infrastructure that can be a model for other cities in New Zealand and worldwide.

274 - Alison Scott

Build more safe ("over-engineered") cycleways

275 - Catherine Warren

Would also like to see the cycleway to the East go ahead sooner rather than later, it is definitely a neglected area for cycleways.

29 - Sarah van der Burch

[Transport>Cycleways]

Reduce any new rod building and develop better cycleways. The future is in active transport not individual car usage.

292 - Dominic McKeown

need to halt cycleways and perform a full review of it and the benefits it has provided against the issues raised by members of the community since nothing has been done and appears that nothing will be done.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board propose the following changes proposed to the capital programme:

- Keep Otakaro-Avon Major Cycleway Route $100k, tying into Aranui Streets for People – planning work can be done now. Delaying of Wings to Wheels appears to create capacity for this.

307 - Cleve Cameron (Big Street Bikers)

[Transport>Roads], [Other/Special Interest Topics>Wheels to Wings]

The council's investment in the initial "village" of 10 Locky Dock stations is already making a positive impact for the city. The net social benefit is estimated at $32m+ over the life of the Locky Dock and includes reduction of VKT by 250,000 per year, with 890,000 additional kms cycled per year, 11,000L less petrol consumed, $2.3m physical health benefits, 58 tonnes of CO2 abated per year, and $1.2m reduced air pollution benefits (Locky Dock - a Cost Benefit Analysis, Sense Partners, commissioned by Big Street Bikers, February 2022).

We commend the council for the infrastructure investment that allows Cantabrians the opportunity to switch short expensive car trips to an easy bike ride. This switch is one of the most effective ways of reducing household transport costs. All residents benefit from a transport network that supports an urban lifestyle where short trips by bike or on foot are the norm. More trips by e-bike lead to cleaner, safer, more business friendly streets, and more resilient communities.

It is an investment that will pay long term dividends for the future with less pollution, emissions reductions, healthier and safer neighbourhoods and reduced costs on business and maintenance costs for wear and tear on local roads.

In providing feedback on the draft Annual Plan 23/24 we ask Christchurch City Council to support further opportunities for investment and partnerships that will deliver high quality cycling infrastructure and better transport options.

In particular, Big Street Bikers requests council support:

● expansion of Locky Docks to create a network of connected "villages" of secure e-bike parking and recharging stations ● low traffic neighbourhoods and reduced speeds in local neighbourhoods ● prioritising the completion of the Major Cycle Routes in the capital programme including advancing the Wheels to Wings cycleway ● advocating to government for an e-bike subsidy scheme to put e-bikes into targeted groups and low income households to greatly expand the uptake of e-bikes as a viable form of transport especially for short trips

[FULL ATTACHMENT AVAILABLE]

315 - Graeme Jack

Defer Wheels to Wings cycleway for 1 year.

I do not support the cycleway in its current over-engineered form.

>>>

I support the lights at Harewood / Breens / Gardiners Rd's to still go ahead immediately.

325 - Oliver Hutchison

[Borrowing and Debt Management], [Strategic Framework>Climate Change], [Our Proposed Spending]

Borrow more. Don't hide behind fake austerity politics. Fund more climate action, cycle lanes, and poverty reduction.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

support to complete—and expand—cycleways

[FULL ATTACHMENT AVAILABLE]

334 - Helene Arker

Other/Special Interest Topics > Wheels to Wings]

We must not pause the development of Cycling infrastructure. We must not compromise on the layout or design of them. Treat each cycleway with the view an unaccompanied child is riding it… Make it off road, separated and wide….

The Harewood Rd portion needs to be fast tracked. The number of people who travel to the Airport location is significant and their needs must be met with on option to NOT use a car and park on the roads.

If we build more roads, we get more cars.. if we build more cycleways we get more cyclists….

337 - Dave Bastin

[Other/Special Interest>Wheels to Wings]

Please pause the Harewood Road cycleway for one year while issues still concerning the community can be resolved. The whole cycleway is totally over engineered and needs to be down sized to a more logical, cheaper and more realistic solution.

347 - Vasily Khrapov

[Transport>Public Transport Infrastructure], [Planning, Strategic Transport, Urban Design and Urban Regeneration>Strategic Transport]

i wish more resources are put into Christchurch cycle ways and light rail. Currently a car is the only option for people to get around in a reasonable time.

Please dont focus on buses as it hasn't worked. Its faster to cycle most places then take a bus.

>>>

Also more focus on extending cycleways (and not the shared use on road with cars type). Specifically connecting school to the network.

We'd like our children to cycle to school to save the congestion created having to drop them off. At the moment, its not safe to let them bike with cars on the road right next to them.

363 - Helen Jacka

Spend the money on safe bicycle infrastructure.

365 - Tom Logan

[Rates>Residential Rates], [Strategic Framework>Climate Change], [Other, Tree Canopy], [Three Waters>Stormwater]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

367 - Jonathan Gregg

[Transport>Footpaths and Streetscapes]

need to reduce future costs by prioritising walking and cycling infrastruce which would both reduce emissions and reduce ongoing maintenance costs

>>>

priotise walking and cycling infrastructure.

371 - Albert Webb

Please continue making a great city to cycle around. The additions, and speed changes between Colombo and rutland make my commute feel a lot safer and encourage me to use my bike.

374 - Anthony Rielly

I am upset by the campaign against cycle ways in Christchurch. Please continue developing cycle lanes, and please do a better job of enforcing current lanes. For example it's disappointing to see cars parked in cycle lanes many days in a row.

375 - Jeremy Lynn

Do not stop building cycle infrastructure.

377 - Kristin Mokes

[Planning, Strategic Transport, Urban Design, & Urban Regeneration>Mass Rapid Transit]

Please don't reduce/scale back/neglect cycling infrastructure, and please move quickly with more public transportation- especially trams and light/medium rail to incorporate satelite cities and Canterbury as a whole.

380 - Stephen Wood

[Other/Special Interest Topics>Wheels to Wings]

While i realise that some of the cost saving has been achieved by deferring capital spending as a short term fix, There is one area I think this has been taken too far. I believe that work on cycleways should not be deferred. In particular the Wheels to Wings Cycleway, which has been on council plans for 10 years, should proceed as soon as possible. It has already been planned, consulted on and approved by the prior council. The proposed delay is just politics. it is unlikely that a further round of consultation will deliver a fit for purpose cycleway. I would rather that cycleways be designed by traffic engineers according to recognised design standards (such as those published by CCC and Waka Kotahi) and NOT by objectors.

I am a keen cyclist for transport and recreation, and have recently got involved in leading groups of less confident cyclists on rides around the city. While riding alone, I can and will cope with roads with little or no cycling infrastructure, but my group leading has made me aware of the importance of good quality and connected cycle routes. While people dismiss the Harewood road route as having no demand, i think it will form an important link to the airport, businesses in the airport area, schools, new subdivisions in the northwest, recreational facilities in the Groynes and Macleans Island. On my last ride through the area I was returning to the city from the West via Chattertons and Macleans Island Rd, and crossing Johns Rd would have been safer if I could have got to the underpass at Harewood Rd. Riding along Harewood road feels very squeezed with traffic lanes forcing you to choose between riding in the door zone of parked cars or taking a lane, and the intersections and crossings are more hazardous because of the multiple lanes. While I'll currently use Harewood road on a transport trip if I can avoid peak traffic, it is not a road I'd choose for a recreational trip at all - it's not a fun place to be - either to travel on or cross. it's also an area we avoid when leading group of riders. The sooner that council can deliver on a meaningful improvement the better.

422 - Kate Boardman

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

453 - Finn Blanchard

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

459 - James Mackenzie

Christchurch is flat and temperate with close to the fewest rain days of any city (behind Nelson) which makes it the best city for further cycleway expansion. With eBikes you can genuinely get anywhere in the city that is 2-7km away in less time than it takes to drive.

466 - Melissa Smith

While I currently live in Kirikiriroa Hamilton, I lived in Otautahi Christchurch for three years to study at the University of Canterbury. When I talk about my years in Otautahi, I always compliment the standard of cycling infrastructure. This was my fondest memory of Otautahi as it allowed me to study, visit friends, and complete errands in a sustainable, healthy, and affordable way - all on my bicycle, without need to pay for and operate a motor vehicle. Broadly, Otautahi is known for this across the country. For this reason, overturning and delaying cycling projects is not only shortsighting and irresponsible with regard to climate change and transport safety committments, but ruins the reputation of Otautahi. I implore the Christchutch City Council to approve and fund cycling projects.

492 - Rachel Smith

[Other/Special Interest Topics>Wheels to Wings]

I strongly support continuing with all planned cycleways including the Harewood Road cycleway. I do not support delaying or limiting any of the planned cycleways. With transport making up a large proportion of our city's emissions we need to be making active moves to reduce our emissions.

495 - Penny Cherry

Its not safe to bike to school and I thought with all the bike lanes and money being spent on this that that would be what CCC would be wanting.

502 - Reuben Cavanagh

fund the cycle ways and provide us with transport choice

504 - Alex Cornford

I want traffic separated cycleways prioritized. A painted line on the road does not stop cyclist deaths. I do not want CCC to incur health and safety penalty costs because CCC delayed the construction of safe traffic separated cycleways.

507 - Isabel Milward

[Other/Special Interest Topic>Wheels to Wings]

Wheels to Wings Cycleway. I strongly object to suggestion that this project is paused. It is in everyone's best interest to provide a safe cycling route along this road, even for non-cyclists. The current economic climate will encourage more cyclists and the lack of safe cycling and access to other cycle routes along this road is deterimental to any forward focussed urban plan. More housing intensification will also increase the opportunity to present cycling as a realistic travel mode in this area. Our council has made great progress in providing safe cycling routes, to the extent that many other councils' look to Christchurch for models of best practice. Our current council will show their true colours as traditional and conservative members (white, pale and stale) while the rest of the country moves towards modern, diverse and liberal communities.

508 - Lindsey Conrow

[Strategic Framework>Climate Change],[Other/Special Interest Topic>Wheels to Wings]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

>>>

[Transport>Footpaths and Streetscapes; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

>>>

[Strategic Framework>Climate Change],[Other/Special Interest Topic>Wheels to Wings]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

>>>

[Transport>Footpaths and Streetscapes; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

512 - Byron Clark

The council should investigate overseas examples of esccooter companies financing the construction of cycleways for use by both cycles and escooters, this would be a way to fund this infrastructure and encourage more climate friendly modes of transport

534 - Cameron Matthews

[Other/Special Interest Topics>Wheels to Wings]

Wheels to Wings cycleway, and indeed all Major Cycle Route, Cycle Connections, and Local Cycle Network projects should be prioritised. The Wheels to Wings cycleway has already had extensive consultation and design review and is should be already underway. I support this cycleway. I do not support it's continued deferral.

548 - Mark Darbyshire

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways, and footpaths, and increasing the safety of people using these.

550 - Paikea Ormsby

[Other/Special Interest Topics>Wheels to Wings]

There should be more money spent on cycleways and Wheels to Wings shouldn't be cancelled or delayed.

>>>

[Transport>Roads; Public Transport Infrastructure]

There should be more cycleways and public transport lanes and **less car roads.**

554 - Dianne Downward

[Transport>Roads; Other]

Many roads across the city are in appalling conditions and need to be fixed to the same standard as cycleways (a smooth surface with no potholes) before anymore cycleways are even considered.

Shared paths are great but need more signage including speed limits as some, not all, cyclists think shared paths are exclusively for their use travelling at great speed without signalling they are approaching and causing near misses. Myself and others, including elderly people in mobility scooters, have been abused by cyclists, the minority, as they have had to slow/stop to avoid a collision. E-scooters can travel at great speeds as well without letting you know of their approach. Most cyclist, even ones that are otherwise considerate, don't let you know that they are approaching from behind which can also cause accidents even though they are at a moderate speed.

557 - Deidre Fraser

Promote the use of shared pedestrian cycleways wherever practical, rather than encroaching on roadways.

559 - Ruth Grey

Many of the current cycle lanes across the city are not all utilised very well and have created visual pollution with curbs, poles, signs, coloured paint and dimished on road parking. Remember; not all people have a bike, some people literally cannot ride a bike as they're elderly, infirm, too young or they just dont want to. Just because cycle ways seem a good thing for some peoole, the decisions have to include everyone from pedestrians (dog walkers), motorists and cyclists.

568 - Sara Campbell

Please start the Avon-Ōtākaro commuter cycleway as soon as possible.

575 - Donelle Gryphon

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure; Other], [Our Proposed Spending]

I would like to see greater investment in bus stops, cycleways, and footpaths. The maintenance of cycleways and footpaths needs to be improved, the roving maintenance crew will help this. Accessibility of footpaths also really needs to be improved.

576 - Matthew Reid

[Strategic Framework>Climate Change], [Other/Special Interest Topics>Wheels to Wings]

Cycling facilities are essential to improve our city's resilience to climate change. I'm very supportive of the Wheels to Wings cycleway going ahead as planned, and for it not to be delayed 12 months - there has already been plenty of consultation and any changes are likely to decrease the cycleway's amenity.

>>>

[Transport>; Public Transport Infrastructure; Footpaths and Streetscapes], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Prioritise cycle lanes and other active transport means, bus priority options.

>>>

Resource cycleways equitably so all residents can benefit.

>>>

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport], [Strategic Framework>Climate Change]

I want actions to improve resilience and climate change actions to be accelerated. We need more, safer, and better ways to get around the city, such as cycle ways.

59 – Karen Smith

I would like to see the bike lane by the Memorial Ave/Russelly Road Overpass be extended at least to Roydvale Ave and even better along the whole of Memorial Avenue. Currently this cycle lane only starts at the Overbridge and goes to the Airport. Memorial Ave is an extremely busy road, and I feel that cyclists are at risk of being knocked over. There is a lot of airport workers that live in the area and bike to work everyday. Airport passengers use the side of the road just past the Commodore Hotel on both the left and right hand side (by Russelly golf course) to park their vehicles when on holiday. They do this to avoid paying parking fees at the airport, and can have their vehicles sitting there for

extended periods of time. As a cyclist passing these parked vehicles in heavy traffic is both dangerous and scary. These vehicles are also subjected to burglary and smashed windows, as well as the odd crash. I propose that the Council firstly put yellow lines down both sides of the Memorial avenue Road from at least Roydvale Ave to the Christchurch International Airport to stop these vehicles parking there for a start. Then create a cycle lane on both sides of Memorial Avenue Road, particularly in this dangerous zone. The infrastructure and width is already in place. The Council would need to paint yellow lines so vehicles can't park there and green for the cycle way. The vehicles would then also be forced to park at the airport and pay the parking fee like everyone else. Considering the Council own the Christchurch International Airport, this would alternatively mean more money in the pocket of the Council.

597 - Cameron Bradley

[Our Proposed Spending], [Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

I do not support:

- Delaying or reducing investment into active and public transport

610 - Karen Colyer

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure], [Rates>Residential Rates]

To help provide a more "people friendly" city with safe walking, biking and public transport and a reduction in the number of cars.

614 - Rosemary Grant

[Parks>Biodiversity],[Rates>Residential Rates]

I think this rate increase is acceptable as long as it is invested in projects that keep our city liveable and improve its environmental sustainability e.g. cycleways, parks/greenspaces with high quality, diverse planting. I would support a further increase in rates if it meant cycleways were upgraded with urgency.

618 - Anna Stevenson

[Transport>Other]

great that you have a footpath maintenance crew now. Can they also keep cycleways clear of glass and roadcones? It would be excellent if cycleways were not obstructed by signs telling us the roadworks are ended now. For example.

623 - Glen Koorey

Pleased to see the long-overdue Cycle Connections projects happening in a year or so - these are critical to unlocking the maximum potential from the adjacent Major Cycleway corridors.

>>>

I'm also concerned about similar delays to other Major Cycleway projects, incl the last section of Nor'West Arc (originally planned to be constructed this year), Ōtakaro-Avon route (still some years away from starting), and the central city connections to outer cycleways via Worcester, Ferry and Antigua (already consulted on).

624 - Malcolm McKellar

[Transport>Public Transport Infrastructure],[Three Waters>Water Supply (Capital)],[Libraries>Libraries (Capital)],[Community Facilities>Halls and Community Centres (Capital); Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

634 - Michael Davidson

- Also, the East deserves better cycling infrastructure like what is already in other areas of the city.

>>>

Reinstate the funding for the Avon Ōtākaro MCR to New Brighton that was recently removed. Like above, this infrastructure will be extremely important in the event of a mass evacuation.

64 - Volker Nock

[Other/Special Interest Topics>Wheels to Wings]

Please continue the great work on the Major Cycle Routes, including **not delaying the Wheels-to-Wings MCR**, and other safe cycling infrastructure projects linking to the MCRs. These initiatives have

the potential to make the biggest difference regarding reducing our emissions and simultaneously provide safe transportation infrastructure for future generations. Please also increase policing illegal parking on cycling infrastructure (or enable online reporting without the need for warden attendance) to make sure these remain safe to be used.

648 - Rowan Ledgerwood-Gee

[Transport>Footpaths and Streetscapes]

I would like to see further investment in footpaths and cycleways, the state of the city for non-car travel is abysmal, and making large parts of the city unsafe for many people.

656 - David Moorhouse

[Other/Special Interest Topic>Wheels to Wings]

1. Do not delay the construction of the Wheels to Wings Cycleway. This is a vital part of a connected network of low carbon safe transport options. The current two routes to the airport are unsafe for cycling.

656 - David Moorhouse

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes]

3. The city requiresgreater investment in bus lanes, bus stops, cycleways and footpaths to increase the uptake of active and low carbon options, and to reduce congestion.

657 - Janet Cone

[Other/Special Interest Topics>Te Kaha], [Libraries>Libraries (Capital Building)]

I am very concerned at the delays and and the shortfall in the budget for the South City Library. This is a significant cultural facility for the people in the South of the city. I am far more likely to use than I am ever to set foot in the new stadium that is being built. I don't understand why the City Council is pouring so much money into a facility run by a third party that I am never ever going to afford to buy a ticket for any event that is on there. and yet short change facilities that are used everyday by the community and are so vital to its social well being.

I am worried about the impact the Stadium is going to have on the surrounding area. I don't have a car and I am on a limited budget, I use a e-bike to visit families, friends and places in the community that are important to me. Without my bike I would be socially isolated. I have found the best route to travel north either to the central city (including Turanga) or further north to where my family lives, is to

travel up Madras Street and come back via Barbadoes Street. Having the Stadium there makes that route a lot more dangerous. Which makes it really important to me that the South Library is there for me.

>>>

[Other/Special Interest Topics>Wheels to Wings]

I am concerned about the delays to the Wheels to Wings cycleway. I think cycleways are an important part of our infrastructure and roading systems. Neglecting them, delaying them or reducing them to painted lines on the road (which in my experience ranges from kind of OK to not worth that paint that was used to paint them to downright lethal) lead to the death of cyclists (especially in todays's climate). I have personally experienced the deep long impact that those deaths can have on the family of victims. My father was knocked off his bike by a distracted motorist and spent several months in a coma before he died. There is also the impact on society of non-lethal injuries leading to long term disabilities.

Cycling has a positive impact on our city. A person who opts to travel by bike rather than car reduces congestion, a bike causes 0.1% of the damage to roads than a car does so less needs to be spent on road repairs. They don't use fossil fuels so they reduce the carbon footprint of our transport system. Cycling have positive impact on the physical and mental health of people who cycle.

But to get those benefits people need to feel that it is safe to cycle which is why cycleways are so important.

I don't live in North West Christchurch but other family members do, including my stepfather. He is in his early 80's and rides a ebike (although he is thinking of changing to a e-trike because of balance issues). I would like him to to be safe travelling around Christchurch. He has already had to have his hip replacement redone because of a careless driver

I would rather not lose another Dad.

662 - Layling Jean Stanbury

[Other/Special Interest Topics>Wheels to Wings]

prioritize climate change mitigation. Where is the wheels to wings MCR? It has been consulted on so much, hurry up and get it done. Same for the Avon commuter route to the east, do you want us cyclists to die on unsafe roads?!

674 - Claire Coveney

[Transport>Carparking, Public Transport Infrastructure],[Planning & Strategic Transport, Urban Design & Urban Regeneration>Mass Rapid Transit]

we need light rail and cycleways and rapid transport lanes. No increase in car parks but more spending on safer streets, better signage, slower speeds.

674 - Claire Coveney

[Transport>Footpaths and Streetscapes]

Continuity of footpaths and cycleways increases safety.

683 - Donna Thomsen

[Other/Special Interest Topics>Wheels to Wings], [Planning & Strategic Transport, Urban Design & Urban Regeneration>City Planning]

Cycleways and in particular the Wheels to Wings cycleway should not be funded, by rate payers, for mainly weekend folly, and especially not to boost the funding by government subsidies and capital involvement in this current inflationary environment. The cycleways are overly engineered, dangerous in many converted inner city cycleways and extremely over budgeted and expensive. The council planning departments would be better to put their heads together and efforts into putting in place future proofing further developing subdivisions for strategic cycleway options within the planning resource consent stages, and not redesigning already formed road routes. Criteria for cycleways should be part and parcel of any future developments in any community going forward, paid for by the developers - and not copy pasting a dangerous cycle design route ad hoc into existing thoroughfares that service many businesses and residents.

692 - Kay Robertson

[Other/Special Interest Topics>Wheels to Wings]

My main mode of transport if a push-bike. So I really appreciate that every year the cycleways get better and better. So please, do not delay the Wheels to Wings Cycleway or any other improvements for active transport.

695 - Prue Stringer

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes]

i would urge greater investment in cycleways, bus lanes and footpaths.

697 - Mel Graham

[Other/Special Interest Topics>Wheels to Wings]

I do not support the proposal to delay the Wheels to Wings project.
There will be residents who are against introducing more cycle routes in Ōtautahi. People always struggle with change. But people will also struggle with, erm, *climate* change. I think adapting to a new cycle route is much easier, personally. I expect that the increased time to negotiate with residents will likely focus more on complaining NIMBYs than practical improvements to the design.Additionally, cyclists are currently working with a city that was designed for cars, leaving them as an afterthought, if anyone even thought of them at all. Though this has improved in current years, there is still a long way to go. The sooner we move towards a safer, more climate-friendly city, the better. This is not time to delay.

7 - Nicola Hely

[Three Waters>Water Supply], [Three Waters>Waterways Quality & Compliance]

Please make the cycleways and water/waterways a priority.

720 - Fiona Bennetts

[Other/Special Interest Topics>Wheels to Wings]

Please don't delay any cycleways, especially the Wheels to Wings Papanui ki Waiwhetū and commuter routes to both Prestons and New Brighton.

[Strategic Framework>Climate Change], [Transport>Public Transport Infrastructure]

We need to urgently roll-out infrastructure improvements such as cycleways and bus lanes in order to urgently reduce greenhouse gas emissions due to our huge perceived reliance on private motor vehicles to get around our city and region.

724 - Rosalee Jenkin

[Our Proposed Spending], [Transport>Public Transport Infrastructure; Footpaths and Streetscapes]

I support the council increasing maintenance on our footpaths, and also support more investment in bus lanes, bus stops, cycleways and footpaths.

725 - Emile Reiser

[Our Proposed Spending]

Increasing funding for developing cycling infrastructure should be encouraged as much as possible.

>>>

[Transport>Public Transport Infrastructure; Footpaths and Streetscapes], [Our Proposed Spending]

More money should be allocated to infrastructure for footpaths, cycleways and public transport.

728 - Sue Piercey

Thanks for the efforts in developing cycleways. I bought an electric bike towards the end of last year despite being in my seventies and not having ridden for years. I have already done over 1000km. I really appreciate having dedicated cycleways. I much prefer them to riding along somewhere like Port Hills Road where the big trucks are zooming past and I sometimes find there is suddenly a car parked in the cycle lane.

729 - Lynne O'Keefe

I recently took my UK grandson for a ride out to the Waimak Bridge on the Northern Motorway cycleway, he was astonished by how friendly other cyclists were, everyone acknowledged us with a hello or a wave. There is none of this inter-action between car drivers as everyone is isolated in their own small world of their vehicle. My grandson was only pointing out what I experience all the time when riding, that human exchange, a shared smile and the eye contact makes me pleased to be a part of the cycling community. You should try it! Think about the future we want to leave our tamariki and our mokopuna.

Impeding the completion of the network puts at risk the optimal long term benefits of this considerable investment.

733 - Angel Faith Booth Beynon

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

More money should be spent on cycle lanes and footpaths, and public transport, especially buses including light rail. This is so we can stop contributing to the climate crisis, which threatens everybody in Ōtautahi Christchurch and Aotearoa.

738 - Natalie O'Connell

BUILD MORE CYCLEWAYS! CHEAP CLIMATE ACTION, REAL CHANGE, NO POLLUTION, FUCK CARS

74 - Alexandra McDonough-Killick

Berms look awful in many parts and will only look worse with the likelihood of more droughts caused by climate change. Consider removing them in some parts and converting to cycleways.

Complete cycleways throughout the city.

Make streets safer - more crossings for pedestrians and cyclists.

749 - Robbie Hankin

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

There should be more money spent on cycleways, footpaths, and public transport infrastructure.

>>>

All proposed cyleways should be built ASAP.

750 - Pubudu Senanayake

[Transport>Footpaths and Streetscapes; Public Transport Infrastructure]

I support greater funding for investment in bus lanes, bus stops, cycleways and footpaths, in order to ensure that Christchurch can effectively build resilience and improve our climate situation, public health, as well as issues such as congestion. Increases in active and public transport has many documented benefits, and essentially no down sides, apart from changing the status quo. A wide body of international (and local) research suggests that these changes are favourable to the citizenry as a whole, as well as usually improving things like retail, hospitality business outlook in cities and suburbs. In addition, they stimulate wider economic activity (people who are walking and cycling for example tend to stop in far more places and buy things).

Importantly, they also reduce time wasting congestion, and associated emissions from private vehicles, meaning people that absolutely need vehicular access (e.g., mobility limited citizens) have a much better experience overall in using their vehicles. Other citizens are provided a wide array of options, which increases their accessibility to the city, which then has flow on benefits to important issues such as social cohesion (people who can access the city feel more attached to it, and more a part of it), reductions in anti-social behaviour, and a general improvement in the atmosphere of the city. On top of this, as a greater proportion of the population engages in non-private car transport options, it improves their health (through exercise in the case of active transport, and through reductions in harmful exhaust fumes in the case of public transport).

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Focusing in on Safe Transport Choices - *Priority in Draft Community Board Plan*

The Board has placed priority on the importance of people being able to move around the Community Board area safely: with a priority on active transport choices wherever possible so that it also addresses concerns about climate change and increasing intensification.

Related Projects:

B. Local Cycleway Connections

A focus of the Board is holding a local overview and advocating for local links between majorcycleways and key activity centres in the Board area. This includes to Barrington Mall and fromHendersons to Sparks Roads to connect with the Quarryman's Trail Major Cycleway.

Currently there is budget, $124,212 in FY27 and $159,457 in FY28 (Cycle Connections –Quarryman's Trail), but projects are not yet prioritised within this budget. Other CycleConnections budgets across the city start from FY24 at the earliest.

The Board supports the existing budget to be left in FY27 and FY28 for LTP, but requests thatspecific routes, i.e. Barrington Mall, Hendersons to Sparks Roads and possibly Waltham Roadbe prioritised. If government funding, becomes available for such projects, the Boardrequests these projects be brought forward.

Requests from the 2023/24 Annual Plan

Support the existing budget in the Annual Plan and LTP, and request that budget bebrought forward for specific projects if other central government funding becomesavailable.

C. Signs for Cycleways

The Board is keen to see provision of wayfinding signage for cycleways, to improve moreeffective access to active transport choices; especially at the beginning/ending of cycleways.This is currently not provided in the LTP, however there may be some opportunity to useBetter Off funding for this purpose.

Requests from the 2023/24 Annual Plan

Request that initial budget be found for FY24 from the Annual Plan and the ensuing LTP

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the proposed investment in transport infrastructure, including roads, public transport,walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for thefollowing projects:

Ōtākaro Avon Major Cycleway -Anzac Drive Bridge to New Brighton - Section 3 (OARC): ProjectID: 26603. $11,144,000. As there is a natural starting point at Anzac Drive, this project couldstart in 2023-2024 rather than 2024-2027. The Coastal Ward lacks any form of direct commuteror recreational major cycleway linking it to the city. NBRA notes that there is an obvious gap andlack of cycle ways in the eastern part of the city, and a disproportionate amount of funding forcycle ways elsewhere in the city. NBRA requests that this be addressed.

Eastern Out Orbital Cycle Way: Project ID: 44700. (will link between Travis Rd cycleway, BowhillRoad to North Beach, a link to New Brighton through Shaw Avenue and Rawhiti Domain, thenalong Union Street to Bridge Street), total 10 year spend: $557,000 in 2031. NBRA seeks that thisproject be brought forward at least five years. This route would encourage more local cycle trips, particularly to connect schools (Avonside/Shirley/Rawhiti), and bring people into NorthBeach and Greater New Brighton.

760 - Bryant Bignell

The city council should continue installing cycle paths and complete the cycle route through Sockburn and out to Hornby. This section of the cycle path is currently incomplete, and finishing it would provide a safer and more convenient route for cyclists traveling between these two areas. This would be particularly beneficial for commuters who rely on cycling as their primary mode of transportation, as it would allow them to travel to and from work or school more easily and safely. Furthermore, completing this section of the cycle path would encourage more people to take up cycling, leading to a reduction in traffic congestion and further improving air quality in the area. Therefore, it is vital for the city council to prioritize finishing this cycle route to provide a safer, more efficient, and more sustainable transportation option for its residents.

807 - Kate Hodgins

2. Please prioritize a bike lane for South Christchurch, especially into the city centre and along the schoolcommutes (Te Ara Tai /Linwood- Opawa, st Martins- Cashmere, St Martins- city centre).

808 - Kari Hunter

[Transport>Public Transport Infrastructure],[Rates>Residential Rates]

Prioritise making living affordable over reducing rates as the main mechanism for addressing the cost-of-living crisis. Provide infrastructure that enables people to get around the city in ways that are safe, effective and affordable, by active and public transport, so that the majority of people have a realistic way to live without a car when they want to or have to.

809 - Anne Scott (Spokes Canterbury)

[Strategic Framework>Climate Change]

Transport

The Spokes submission is focused on transport.

In order to meet the governments climate change objectives by 2030 private car use needs be reduced. Cycling is a practical alternative for many people. More people will cycle when there is appropriate safe infrastructure provided. E-bike sales are increasing and a recent Bill proposes that FBT (fringe benefit tax) be removed for various forms of active transport. The government is likely to continue to make significant co-funding available to help achieve our climate goals.

>>>

Cycleways and other cycle infrastructure

Spokes strongly supports the ongoing delivery of the Cycleways and other projects such as Te KahaSurrounds and High Street that prioritise safe active transport and logically joint up destinations. TheCERF funding is an opportunity to improve infrastructure in the East. Longer term Huihui Mai, thegreater Christchurch transport plan, proposes to intensify development in a corridor in the west,prioritising active and rapid transport while lessening the focus on vehicles.

809 - Anne Scott (Spokes Canterbury)

[Other/Special Interest Topics>Capital Programme Deliverability; Staff Matters], [Revenue>Central Government Grants and Funding]

Planning and Consultation

Christchurch has benefited from substantial government funding over the past few years through having a steady stream of projects moving through the planning and consultation phases to the point where they were and are “shovel ready” when opportunities arise. The long-term Cycleways vision has significantly helped in this regard. This financial year has highlighted workforce capacity and expertise shortages within council staff. This has meant that some hard decisions have rightly had to be made on what projects can be successfully delivered. With climate resilience a priority these types of projects will continue to be strategically important going forward. Increasing workforce capability is essential to create the right kind of infrastructure for an attractive, vibrant, liveable city. An expert workforce needs time to build, nurture and retain in an increasingly competitive environment where these skills are in short supply. It is likely these projects will continue to attract significant government funding therefore any increase in resources needed to deliver these projects will have little effect on rates. There might be opportunities to partner with other councils to share skills/resources where appropriate

85 - Abigail Johnson

[Other/Special Interest Topics > Wheels to Wings]

Capital expenditure on cycle infrastructure is a great investment for the city. However some projects could be scaled back and simplified to better direct funds to further improvements (Wheels to Wings being the major example here). I would prioritise projects which improve safety for school students - as this is a major opportunity to cut down on emissions and traffic from school pick-ups- or areas cyclists have been asking for such as an alternative southern route besides Quarrymans Trail.

Other/General Comments

13 - Vivienne Allan

[Transport>Footpaths and Streetscape]

Many streets are in poor condition as are footpaths, while there is emphasis on cycle lanes. However, the cycle lanes in the city are far too narrow. And yet again, St Asaph Street is dreadful.

14 - Adelaine Hansson

I just want to encourage the continued development of safe cycle ways and paths etc.

190 - Tasha Tan

You’re doing great CCC, I love living in Christchurch :) also love the bike paths, please put more in!

209 - Lynette Bay

What are Christchurch's real priorities? Are they the priorities of the people or those who have been elected and want their own agendas pushed through? How can we reduce the high levels of borrowing? Are green projects actually any greener than those that we already have? There are many questions around some of those projects such as cycleways - very few people actually use them or are seen to use them in relation to the excessive cost for expensive designs. Cheaper designs surely can be found that would work just as well.

224 - Ester Vallero

[Our Proposed Spending], [Other/Special Interest Topics>Wheels to Wings]

resource cycle ways in an equitable way, all residents deserve to cycle safely, do not delay the Wheels to Wings cycleway!!

245 - Tracey Klatt

as a new cyclist I do not want to see the cycling network stopped, if it wasn't for the safe seperated cycle ways around town I would not have got out of my car and chosen to cycle to work and to recreation places which has improved my health and taken one more car off the road at peak hour so helping climate change too.

252 - Tobias Meyer

Please continue with cycling infrastructure.

>>>

Please move ahead with the planned cycleways as they are essential for helping our city grow like we want it to.

>>>

The cycle lanes often have glass in them and some are in bad condition.

273 - Sheryl Lang

There are also NO cyclelanes on Burwood Road south of this awful intersection. They are painted on Burwood road north but not south - ridiculous and so very, very dangerous!

This intersection was discussed and considered urgent by the council at the 12.09.19 council meeting (Item 20). We’ve waited long enough for something to be done!

>>>

There are also NO cyclelanes on Burwood Road south of this awful intersection. They are painted on Burwood road north but not south - ridiculous and so very, very dangerous!

This intersection was discussed and considered urgent by the council at the 12.09.19 council meeting (Item 20). We’ve waited long enough for something to be done!

292 - Dominic McKeown

council needs to take a reality check on cycleways since there has been no budget provisioned to address issues with layouts once they have been created and yet users are put in harms way on a regular basis as a result.

296 - Digby Symons

[Other/Special Interest Topics>Wheels to Wings]

I feel that continued expansion of the Christchurch cycleway network is vital to help more people of all ages to move to a healthier and more sustainable transport option (cycling) which then reduces the number of cars on the road and consequently reduces congestion for those who have to drive. Safe cycling routes to school are vital for the younger generation.

3 - Hayley Young

[Transport>Roads]

Yes, invest some money on the East side of town in roads and cycleways. New brighton through linwood needs much safer cycle routes to elsewhere in town. I have an electric bike to save money on petrol, and I find pages rd and ensors rd perilous to use on my bike - likewise dyers rd - also wainoni rd, woodham rd, avonside - all of these are the routes out of brighton to get to town and across town for example to my work and to other places like eastgate or sumner etc. It's hard to encourage people to get out and try green transport methods when the cyclepaths are nonexistent or so dangerous. Ensors rd is a deathtrap. The cycle lane there appears and disapears - goes on and off the pedestrian footpath goes onto the road and then disapears entirely at several points. I think you need to work on all the roads this side of town.

351 - Riley Brosnahan

please continue get on with the carious cycleway projects. These needed to be built yesterday, and delaying them any longer will be saying no to reducing our impact on climate change and reducing our car dependency.

393 - jeff scandrett

Yes, stop wasting money on over engineered cycle ways that do not cater for trucks, ambulances , and commercial vehicles in their daily business.

395 - Quinn Ledgerwood-Gee

[Transport>Public Transport Infrastructure]

We should invest more in cycleways and public transport as a means to ease congestion, save lives, reduce carbon emissions, and encourage physical well-being.

>>>

More money should be spent on cycleways and public transport.

399 - Miranda Luxton

stop puting cycleways in everywhere.

400 - Robert Fleming

- Completing the Major Cycle Routes so we can deliver longstanding commitments and make the most of Government subsidies that may not be available later.

Please honour this commitment made in the Draft Annual Plan.

>>>

I feel very strongly that the citywide cycleway network roll out in this area is being held to ransom unnecessarily. I oppose the deferral of any cycleway project. Thanks you for the opportunity to make these points.

436 - Louis Dyer

[Transport>Roads; Public Transport Infrastructure; Cycleways (Capital); Footpaths & Streetscape (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

Don't let a couple of business owners/developers changed the 50/100year vision.Close streets to cars inside the four aves. Increase the availability ofpublic transport. Build a bicycle lane above the Lyttelton tunnel. MakeChristchurch a bicycle mecca of the world again.

453 - Finn Blanchard

[Other/Special Interest Topics>Capital Programmes (General)]

Cycling to the university from Prebbleton is great using the cycle ways, both for getting around quickly and also my health. Completing a cycle way section between the southern motorway and Hansons lane along annex road or another road close by would make it very safe for students and attract lots of cyclists having a continuous stretch of seperated cycle ways all the way to upper riccarton and ilam

467 - Ralph Loughrey

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

485 - Arno Knight

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

516 - Cynthia Roberts

[Our Proposed Spending], [Recreation, Sports & Events>Pools], [Parks>Red Zone], [Libraries>Libraries (Operations); Libraries (Capital Buildings)], [Other/Special Interest Topics>Wheels to Wings]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

>>>

[Transport>Footpaths and Streetscapes]

Investing in creating safe walking and cycling routes are key components of a liveable city.

>>>

3. I support cycle-ways and improving foot paths

522 - Michael Neville

Cycleways... The councils fixation (albeit a fixation by a small number of vocal councillors, who are backed/goaded by the Cycle Network lobbyists), needs to stop. There seems to be an agenda to utilise designers who over design cycleways that destroy roadways for vehicles, when a far more minimalistic approach is required, and is all that is necessary. Wether these councillors like it or not,

the cities population is increasing, and the influx of residents means more vehicles, wether they are petrol or electric. These poor designs promote congestion, because these people aren't convinced to use bicycles. The focus should be on driver education. Teach drivers safer driving, and more importantly, safer driving around cyclists.

553 - Jocelyn Papprill

[Transport>; Footpaths; Public Transport Infrastructure; Other], [Strategic Framework>Climate Change], [Other/Special Interest Topics>Wheels to Wings]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and ‘park & ride’ sites.

595 - Patrick Davey

[Strategic Framework> Climate Change]

Climate change is happening. Can we please promote more biking friendly options (and just be generally less car focused).

620 - Renee Zomerdijk

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

63 - Ross Williamson

Cut down on idealogical dreams of every one riding bikes, it,s not going to happen. You are creating a nightmare for road users. Has there ever been a independent survey on how many cyclists are actully using the bike lanes ?

630 - Josef De Jong

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

635 - Chloe Armour

[Other/Special Interest Topic>Wheels to Wings]

The city needs to continue increasing the cycleway infrastructure, i do not support delaying the wheels to wings cycleway. Biking is an easy way for residents to reduce transport emissions and reduce carbon footprints and every effort should be made to encourage this. Biking also results in many health benefits, however we need safe cycleways to encourage more bike use. We need more cycleways not delays to planned ones.

653 - Marie Gray

[Transport>Public Transport Infrastructure] [Strategic Framework>Climate Change]

Reducing emissions is why I strongly support investment in the cycleways programme and investment in bus priority lanes. We have to provide options for people to get places safely without needing to use their cars. This will be supported by increased public transport options, the transition to electric cars and remote working options. Everybody's situation is different. But we need to give people the ability to make choices on how they get to work and school. If people feel unsafe, they don't bike. They don't let their kids bike. If buses are unreliable or infrequent, they don't take the bus. When there is affordable, reliable and connected public transport, safe and connected cycleways and walkways, people leave their cars at home – not everyone but many people. Hopefully in time, most people. And when people leave their cars at home, it's good for all of us. It reduces carbon emissions, it reduces congestion and air pollution, it makes our streets safer, it's less commute time for those who do drive and we save on road maintenance.

683 - Donna Thomsen

Funding and subsidies for inner city cycleways from central government should be wisely spent.

721 - Matt Edwards

[Our Proposed Spending], [Strategic Framework>Climate Change], [Other/Special Interest Topics>Tree Canopy], [Three Waters>Stormwater and Land Drainage], [Rates>Residential Rates]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

>>>

[Transport>Cycleways], [Strategic Framework>Climate Change]

Furthermore, delaying cycleways to appease anti-cycling hysteria is a complete joke. If the council is actually serious about reducing Christchurch's carbon emissions, it needs to stop delaying cycleways every time there is any sort of pushback.

724 - Rosalee Jenkin

Build the cycleways and the people on bikes will come!

I would also really like to see safe and connected routes out East e.g. New Brighton - ever since the quakes, these suburbs have been forgotten for too long.

738 - Natalie O'Connell

[Transport>Carparking; Footpaths and Streetscapes], [Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning], [Our Proposed Spending]

In 2023, the Council should not be proud to say they are delivering on the basics. Climate change is here. Fund cycleways, remove car parks, pedestrianise the central city, stop allowing suburban sprawl.

739 - Eline Thomson

[Other/Special Interest Topics>Wheels to Wings]

I strongly oppose the proposed delay in the construction of the Wheels to Wings cycleway. I also oppose avoidable delays in other active transport projects.

Importance of cycling infrastructure

Climate change requires urgent action to decrease our carbon emissions. Active transport, including cycling, has an important role to play in reducing emissions. Cycling also has many other benefits. Benefits for individuals include physical and mental health benefits, as well as saving money on travel and parking costs. In some cases, particularly along congested routes at peak times, cycling can save time compared to other modes of transport. Time savings are even greater if the cycling replaces exercising at other times of the day. At a population level, increased cycling reduces air pollution and

road and parking congestion. It can also lead to long-term cost savings, for example, in the transport and health sectors.

Safety and perceived safety are barriers to cycling. Cycleways, including separated cycleways, are an important way to address this.

Personal experience of cycling and cycleways in Christchurch

I have lived in Christchurch for more than 20 years. Major cycleways have vastly improved my experience of cycling in some parts of Christchurch. My husband and children have also benefited from cycleways.

Benefits from major cycleways that my family has experienced include:

- While I was already biking to work before major cycleways were constructed, separated cycleways have vastly improved my commuter journey. I feel much safer and I enjoy my ride more. I have personally experienced clear mental health benefits from separated cycleways. I arrive at work in a much better frame of mind and ready to sit down and concentrate in my sedentary job. On my way home from work, cycling without feeling unsafe provides me with some welcome mental space in between my day at work and my afternoon/evening of busy family life. For me, commuting to Central Christchurch at peak times, cycling does not take longer than travelling by car and if I take our e-bike, it is faster than driving. It also saves money and I don't have to worry about finding a car park.
- I ride on one of the major cycleways on my way to work. When this cycleway was under construction, I heard people saying things like "this cycleway that nobody will use". Now, on my way to work, I come across many other cyclists on this cycleway, including many school children (in some cases as young as 5-7 years old, biking with parents). On parts of the cycleway, there are typically around 10-15 cyclists waiting at traffic lights at the same time as me (at peak times).
- I have also appreciated major cycleways (and other cycleways) when cycling to non-work destinations or for recreation.
- My children have used major cycleways to bike to friends' houses, sports games, tennis courts, indoor and outdoor swimming pools and a public library. In some of these cases, I would not have felt comfortable with my children biking if the cycleways had not been there. We have also used major cycleways on family bike rides.

At the moment, the benefits my family is experiencing from safe cycling infrastructure is limited to certain routes and places. Indirect routes and missing links are limiting factors. Missing links are particularly important for less confident cyclists and children. For me, whether I would let children cycle a route would depend on the safety of the least safe part of the journey.

I have several personal examples of small businesses benefiting from the fact that I was cycling, rather than driving. When I am cycling, I am travelling more slowly and am more aware of the businesses that I am passing than when I am driving. On one occasion, I noticed something of interest to me in a shop window. I would not have noticed this if I had been driving past. I was also able to stop and enter the shop much more quickly and easily. On another occasion, I had a need for a type of business that is

relatively uncommon and that I rarely need. I knew exactly where to find such a business, as there was one that I had cycled past many times. It was on a busy shopping street, where a car driver would have many things to look out for and might be less likely to notice small individual businesses than a cyclist.

754 - David Ivory

When we go to the library we are fortunate in that we can cycle on protected cycleways for much of the route. There is a big gap on Strickland Street, and Colombo Street - but we understand that these protected lanes are budgeted and will be constructed eventually. In the mean time I have to accompany my son to ensure he is safe.

783 - Isaac Freeman

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

Footpaths and Streetscapes (Capital)

General Comments

214 submitters provided feedback on our proposed spending on footpaths and streetscapes.

144 support the proposed spending, four oppose and 52 provided alternative proposals. This included feedback on the proposed roving footpath crew, which was mostly positive.

22 provided general comments about our footpaths and streetscapes.

Officers Response

The feedback from the Annual Plan submissions target a variety of areas, which can be grouped by topics, as well as general citywide issues.

In general, Council should:

- Focus on maintaining our roads/footpaths to a higher degree – primarily potholes, cracks
- Have more focus on sustainable transport, such as cycleways
- Greater focus on maintaining footpaths (root/weed protrusions, etc.)
- Greater focus on maintaining berms/road verges
- Greater accessibility for the elderly: suitable footpaths near retirement homes, resting seats near public transport spots, shaded trees near previously mentioned spots
- More main street/side street intersections with stop signs, and raised pavements

Central Christchurch:

- Safety improvements: Colombo/Moorhouse intersection
- Maintenance/renewal: St Asaph
- Pedestrian improvements along Ferry Road from Wilsons Road to Ensors Road were raised

North Christchurch:

- Project delivery: Installation of safe pedestrian crossing facilities on Springfield road
- Capital delivery: Gardiners road footpath, Sawyers Arms/Waimakiriri road footpath
- Maintenance/renewal: Brooklands (footpaths)

West Christchurch:

- Footpath connections between Countdown and the Hornby Hub were raised.

Maintenance of roads, facilities and footpaths

The proposed expenditure on roading improvements (renewals) is to catch up with the backlog of the damaged roads as a result of the earthquake sequence. This has caused a knock on effect on the rest of the assets with shifting traffic patterns and investment priorities. The increase is intended to elevate the condition of the roading network to a sustainable level where large under-maintenance costs are avoided and ongoing investment requirements are kept at minimum.

The 2021-31 LTP increased renewal budgets for roads to aim to ensure that 6% of the network is resurfaced annually in appropriate frequencies. We aim to resurface 5% of the network in 2023-24 and increase to 6% of the network in the years following. This could result in the network being back to a condition rating that is comparable with other major metros in approximately ten years. The high inflation and increased delivery rates, however, has reduced the scale of the delivery programme to 3% of the network for the financial year 2023-24. This will result in the network being back to a condition rating that is comparable with other major metros in approximately ten years.

The comparative spend across Councils Road Maintenance contract areas are for both Opex & Capex shown below (current contract period, October 2022 to present):

Eastern area LTD	Coastal, Burwood, Linwood & Innes	$2,329,500.51
Southern area LTD	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	$4,554,411.70
Northern area LTD	Harewood, Papanui, Waimairi, Fendalton	$829,828.05
Central area LTD	Central	$2,002,565.73
Banks Peninsula	Banks Peninsula	$5,038,671.80

The below figures are a projection of budget allocated in each contract area for the coming seasons Capital Resurfacing works for 2023-24. Rehabs and Footpaths are still being finalised.

Central area	$2,000,000.00
Banks Peninsula	$1,464,142.77
Northern area	$5,000,000.00
Southern area	$5,500,000.00

The renewal programme is driven by asset age and conditions and has a network wide focus. Council is actively monitoring the condition of the network, working toward improving efficiency of delivery and improve the quality of the roads and footpaths as soon as possible considering the budget limitations.

General Maintenance

Issues are found on all types of assets. The Council's roading maintenance contracts have strict measures to address problems on each type of asset when reported to the council in a strictly short timeframe. In most cases Council requires the issue to be raised by the residents through the CCC's reporting systems.

Footpath Condition

Council is working towards implementing a network-wide footpath condition surveying programme. This will help us to update the footpath renewal programme with the most recent condition data as well as identifying the areas where the treatments depreciated faster than normal. This will enable us to investigate other underlying issues which might have caused the problems and avoid them in the future. To address the lag in condition surveying for footpath, council has commissioned a survey of 40% of the network covering the eastern suburbs and central city in 2022/23. The remaining 60% will be commissioned in 2023/24 upon allocation of the needed funds. In parallel, council is investing in developing an artificial intelligence footpath condition surveying technology via the University of Canterbury. The technology is expected to provide an in-house, reliable and cost effective alternative for footpath condition surveying for the council. In addition, as a part of the city streets maintenance contracts, a large amount of surveying is undertaken to address the make safe activities across the network. At this stage we cannot identify specific sites that will be addressed next season. The feedback from the Annual Plan on specific sites (e.g. St Asaph Street, Brooklands Area) will be fed into the staff process to prioritise sites for renewal.

Roving Footpath Crew

Christchurch City has 2792km of footpaths in the transport network, with approximately 12.5km is added to the network annually via the completion and vesting of subdivisions. Resident satisfaction with footpath condition is low (less than 50%) and this is a factor that is consistently seen as an area of improvement for Council. Council receives on average 1,500 customer service requests a year relating to footpath condition. Approximately 70% of these will requires some action to be undertaken by the maintenance contractors. The remaining 30% are completed with no action required as they do not breach the contractual level of service or are the responsibility of a third party.

The introduction of additional roving footpath crews will address footpath concerns raised by residents as customer service requests using existing contractor resources. It is anticipated that this will have a positive impact on the level of resident satisfaction. The crews will be tasked to specific locations following service requests, and will then inspect the whole street to either remediate all jobs within their scope, or report jobs for future planning if they fall outside their scope.

Investment in PT, cycling, pedestrian safety and transport options

The long term plan and annual plan have a large focus on improving footpaths and enhancing active transport level of service with a focus on the 15-minute accessibility as well as other measures including traffic calming, Improving public transport infrastructure, developing more bus priority lanes and shelter/stop improvements, completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city.

Gardiners Road Shared Path (#65986) is continuing.

Ferry Road – Active Transport Improvements (#68430) upgrade has been deferred for 12 months in order to deliver the CERF projects.

Other concerns raised such as safety concerns at Colombo/Moorhouse, pedestrian facilities on Springfield Road and footpath improvements along Waimakariri Road will be passed on to the team to feed into the Long Term Plan development process.

St Albans

It is noted that there is an ongoing monitoring and reporting programme in relation to the downstream effects of the CNC. Opportunities for improvements to safety, and walking and pedestrian connections are being looked at. The Francis/Flockton corridors have seen traffic increase by more than 30% following the CNC/DEMP work. Council staff are currently working to develop improvement schemes for the Francis/Flockton corridor.

Berms and Vegetation management

Rural mowing maintenance covers an informal turf standard that typically focusses on rural areas, and is based on a keep in check and mitigation of the build-up of vegetation. This is currently scheduled up to 5 times per year based on seasonal growth demands. Maintenance covers areas on hillside verge /berm /banks that are deemed to become a potential fire risk, and areas that fall outside of the general mowing technics (tractor mounted side reach arm mowing and or scrub cutting by hand) generally covers areas on the port hills and Banks Peninsula. This is currently scheduled up to 4 times per year, dependent on seasonal growth demands.

Residential grass berm frontage mowing is based on a standard of keeping the grass in check only, and may not always meet the expectation of resident's standards. Council's expectations is for the resident of the adjoining berm /verge to maintain their own frontages as best as possible, where possible. This is currently scheduled for up to 10 times per year, dependent on seasonal growth demands. Requests are based on a case by case basis, and may not always be added to permanent rounds at times. Mowing of such assets will be covered under reactive one off mows, dependent on workloads and budget considerations.

Road landscape amenity turf assets are generally areas of turf that require a higher level of mowing i.e. small reserves/ urban connections (alleyways/ walkways), or larger berms that residents are not willing or able to maintain, frontages to sub divisions, etc. This is currently scheduled for up 16 times per year dependent on seasonal growth demands. Amenity gardens /streetscape vegetation control within legal roads is scheduled for servicing monthly, and is typically Median Island, boundary side

and or kerb side formed street scape plantings. However, vegetation areas which are more informal are also covered if deemed applicable.

Natural hillside vegetation control is scheduled once per year, where identified. Areas generally fall within the port Hills, including Banks Peninsula, but also greater Christchurch as required. If the case arises that more infrequent maintenance is required and not currently identified within inventory, these sites are covered under response teams that carry out reactive maintenance on a case by case basis (generally through requests through the Hybris process). If sites are deemed to require more long term maintenance, they are added to inventory /scheduled maintenance regimes, and /or removed if circumstances change.

Any changes to these frequencies will have a significant impact on operational expenditure.

Accessibility

Council has adopted the One Network Framework (ONF) road classification which is implemented by Waka Kotahi at a national level. The ONF recognises the importance of place as well as movement for prioritising transport activities. Place function has a direct relationship with pedestrian access and accessibility which takes into account the importance of places like hospitals, schools, and commercial centres. The renewal programme uses the ONF classification as one its criteria for prioritisation of renewals.

Following an accessibility sector hui in early 2021, Council's then Accessibility Regulatory Working Group introduced an annual funding sum of $100,000 in order to address individual matters raised by accessibility sector representatives that were hampering access for persons with a wide range of mobility impairments. That funding sum has continued through the 2022/23 Annual Plan and is managed by Council's Community Partnerships and Planning unit, through direct liaison over its allocation with Council's newly appointed accessibility portfolio holder, Councillor Aaron Keown. Many of the measures installed under that fund have been within the public roading environment and have been raised directly by accessibility sector representatives.

City -wide, Council's transport and streets capital and operational works programmes seek to progressively improve accessibility for persons with a wide range of mobility difficulties through roading and footpath improvements that are consistent with best practice standards outlined in the Waka Kotahi (NZTA) Pedestrian Planning and Design Guide, now superseded by the new Pedestrian Network Guidance website.

These programmes aim to improve accessibility across the city through improvements to footpath conditions, crossing facilities (with flush crossings and tactile / audible assistance) and at bus stops and shelters providing access to the Metro network of services. Council also ensures such standards are achieved in new subdivision areas, through the vesting of new roading assets following independent safety auditing of new roading and access infrastructure – with those audits often identifying opportunities to implement improved accessibility arrangements that conform to current best practice.

Hornby Mall and Surrounds

The lack of footpath access between the Hornby mall and the shopping centre on the eastern side of Carmen Road (on the northern side of Main South Road) is recognised as a gap in the pedestrian network. Considering the space limitations, however, this will be an expensive project. The road is Waka Kotahi State Highway and there is a significant KiwiRail crossing required.

Support

103 - Brenda O'Donoghue

[Transport>Cycleways; Public Transport Infrastructure]

Please do not defer spending on walking, cycling and public transport infrastructure.

236 - Jono de Wit

I support the footpath maintenance crew, there are many poorly maintained footpaths that got ignored while roads were repaired.

354 - Richard Smith

[Transport>Roads]

Road and footpath work should not just be a like for like replacement. It should improve where possible.

402 - John Bryant

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

405 - Kate Rivers

[Transport > Cycleways (Capital)],[Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

406 - Marion Fairbrass

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

408 - Elizabeth Cross

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

409 - Alfed Lang

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

410 - Samuel Paquier

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

411 - Jane Hossack

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

412 - Jonathan Davidson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

413 - Jen McBride

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

414 - Lois Moore

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

415 - Alex Neiman

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

416 - Sam Mills

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

417 - Alex Hobson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

418 - Alex McNeill

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

419 - Anne Gordon

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

420 - Ciaran Mee

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

421 - Jordan Gray

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

423 - Joshua Tweedy

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

424 - Reuben Glenday

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

425 - Ewan McLennan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

426 - Susan Lau

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

427 - Tracy Chollett

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

428 - Simon Fitchett

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

429 - Wesley Wichman

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

430 - Lewis Hoban

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

432 - Joy McLeod

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

433 - Rhys Thorp

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

434 - Rachael Hemmer

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

435 - James Robinson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

436 - Louis Dyer

[Transport>Roads; Cycleways (Capital);; Public Transport Infrastructure]

I support the council increasing maintenance on our footpaths with roving maintenance crew, I support greater investment in bus lanes, bus stops, cycleways and footpaths

438 - Ben MacDonald

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]
I support greater investment in bus lanes, bus stops, cycleways and footpaths

439 - Selina Clare

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

440 - Kusche Kusche

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

441 - Shaun Mucalo

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

442 - Chris Risbridger

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

443 - Wendy Stump

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

445 - Darren Koviessen

[Transport > Cycleways (Capital)],[Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

447 - Jen Voss

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

449 - David Knight

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

450 - Ben Elley

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

451 - Tom Mohammed

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

452 - Ivy Kennedy

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

454 - Ashley Crook

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

455 - Andrea Hunt

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

456 - William Kelly

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

457 - Mavis Kelly

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

458 - Paul Odlin

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

459 - James Mackenzie

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

461 - Robert Helps

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

462 - Ursula Ryan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

463 - Tony Ryan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

465 - Jamie Lang

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

466 - Melissa Smith

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

467 - Ralph Loughrey

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

468 - Mike Currie

[Transport > Cycleways (Capital)],[Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

469 - Jeremy Ditzel

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

470 - Eric Ackroyd

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

472 - Aaron Fray

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

473 - Tanya Galbraith

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

474 - Daniel Scott

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

475 - Nick Calvert

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

476 - Stephanie Allen

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

477 - James Carr

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

478 - Eileen Kerr

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

479 - Brenda Cromie

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

480 - William Stewart

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

481 - Roberto Balzarini

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

483 - Lucy Rees

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

484 - Ben Thomas

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

486 - Antoine Denis

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

487 - Wayne Martin

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

488 - Yamac Candan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

489 - John Armstrong

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

490 - James Baker

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

491 - Peter Galbraith

[Transport>Public Transport Infrastructure; Cycleways]

I support greater investment in bus lanes, bus stops, cycleways and footpaths.

508 - Lindsey Conrow

[Transport>Public Transport Infrastructure; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

I support funding a roving footpath maintenance crew to improve the quality of our footpaths. A bit of an aside, but I'd like to see this initiative progress beyond basic maintenance and quality issues to become a thorough inventory of our footpaths according to, for example, universal design principles and/or the healthy streets inventory.

>>>

[Transport>Public Transport Infrastructure; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

553 - Jocelyn Papprill

[Transport>; Cycleways; Public Transport Infrastructure; Other], [Strategic Framework>Climate Change], [Other/Special Interest Topics>Wheels to Wings]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and 'park & ride' sites.

564 - Huia Jackson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

565 - Andrew Cockburn

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

568 - Sara Campbell

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

571 - Jack Gibbons

I support the council increasing maintenance on footpaths with a roving maintenance crew

574 - Paul Clark

[Transport>Cycleways]

I support greater investment in bus lanes, bus stops, cycleways and footpaths,

578 - Thomas Blakie

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

581 - Daniel Bentall

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

582 - Heather Bentall

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

583 - Jane Cowan-Harris

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

584 - Rose Robinson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

586 - Thomas Richardson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

588 - Jamie Anstice

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

589 - Daryle Deering

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

590 - Molly Jenkins

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

591 - Graeme Cook

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

592 - Menno Finlay-Smits

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

593 - Jane Shand

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

594 - Megan Verity

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

595 - Patrick Davey

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

596 - Rick Lange

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

598 - Juliet Thomson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

605 - Emma Nolte

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

608 - Aaron Haddock

I support the council increasing maintenance on ourfootpaths with roving maintenance crew,

>>>

[Transport>Cycleways; Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths,

612 - Sarah Laxton

[Transport>Roads (Capital)]

I like the idea of a roving footpath crew.

Could this crew also clean up glass and gravel on the roads?

616 - Morgan Patterson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

619 - Kayne Hunter

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

620 - Renee Zomerdijk

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

622 - Eric Rivault

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

626 - Justin Muirhead

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

630 - Josef De Jong

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

636 - Luke Hallett

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

639 - Roman Khrapov

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

641 - Liz Hofman

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

643 - Gabrielle Jones

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

656 - David Moorhouse

[Transport>Other]

2. I support the council increasing maintenance on our footpaths with roving maintenance crew

661 - Mia Swart

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

670 - Tobi McKellar

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

673 - Ollie Scholz

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

678 - Nicole Weber

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

680 - Natalie Brannigan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

684 - Ailsa Carroll

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

688 - Ezra Holder

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

691 - Kees Vos

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

694 - Luke Parkinson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

698 - Tom Varley

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

709 - Jeff Cozens

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

710 - charlot hudson (Sumner Community Residents' Association)

[Transport>Cycleways; Public Transport Infrastructure]

We have supported and encouraged the infrastructure that supports more varied methods of travel (bus, bike and walking) As a beach suburb that enjoys large visitor numbers (but without the parking or wide access by road) the investment into bike lanes, increased bus service and safe walking paths has provided alternative and sustainable access to Sumner.

725 - Emile Reiser

[Our Proposed Spending]

I support the roving footpath crews

760 - Bryant Bignell

[Transport> Cycleways (Capital); Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

763 - Alex Teague

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

765 - Connor Reich

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

767 - Daniel Redmond

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

768 - Toby Hammond

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Roads], [Parks>Parks Maintenance], [Strategic Framework>Climate Change], [Libraries>Libraries (Capital Building)], [Recreation, Sports & Events>Recreation Centres (Capital)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks, commitment to building new facilities and adapting to climate change.

770 - Josephine Drysdall

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

774 - Matthew Fagan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

776 - Malcolm Tairea

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

778 - Timothy Hollis

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

780 - Steven Watson

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

781 - Fraser McLachlan

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

783 - Isaac Freeman

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

784 - Sam Furniss

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

786 - Dan Agnew

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

812 - Rosemary Martini

[Transport>Roads]

CHRISTCHURCH ROADS AND FOOTPATHS HAVE DETORIATED AND COSTS OF FALLS INCREASING IN THE COMMUNITY. ESPECIALLY FOR PEOPLE WITH DISABILITIES, VISION IMPAIRED, PLUS SPEED OF SCOOTERS, AND CYCLISTS IS A HAZZARD. NEVER SEEN SUCH POOR MAITENANCE IN THE 56 YEARS I HAVE LIVED HERE.

Oppose

357 - Peter Rodgers

[Transport>Cycleways; Public Transport Infrastructure], [Three Waters>Water Supply; Stormwater and Land Drainage], [Other/Special Interest Topics>Capital Programme (General)]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

548 - Mark Darbyshire

[Transport>Cycleways; Public Transport Infrastructure]

A climate-friendly city

I oppose pushing out or cancelling any spending related to the climate crisis, public transport, cycling, or pedestrianisation. In particular, the city centre must be friendly to pedestrians and cyclists, and highly accessible via public transport.

637 - Marie Byrne

I am extremely concerned about the continual pushing out of essential pedestrian improvements on ferry road between Wilson's road and in saws Road. This item (Ferry Road, active, transport corridor). We have already had one pedestrian death on the stretch of road and to continually defer improvements that will allow pedestrians in this area to have just the basic safe crossing points on busy Ferry Road is unbelievable. this is a safety issue of the highest of importance. This area has a higher than average rate of vehicle ownership, therefore more requirement for safe pedestrian crossings,

[Transport>Roads]

The section of road is the last of the three sections of the Ferry Road master plan to be completed. These pedestrian works we seek are basically running safety repairs, because the completion of the plan has been pushed out to 2030/2031 in the long-term plan. As I understand, some of this delay has been through the controversial four laning of Ferry Road proposal.I urge council to urgently consult on a plan to have four laning of Ferry Road scrapped. This proposed four laning is no longer relevant to this area. It does not make sense to 4 lane, a portion of a road, that later reduces speed at the Woolston Village slow zone. Let's be proactive and start the work now to drop the four laning designation before any design work is initiated. And this way we may get, hopefully, work done to remove the situation we have now where vehicles pedestrians cyclists all share the same footpath between Wilson Road and Ensors Road.

85 - Abigail Johnson

Footpath renewal is not a priority. It's nice to have minimal bumps and potholes but the $3.5 mil could go to other investments such as safety improvements at the Moorhouse-Colombo intersection, or any other areas of concern the council has identified but not prioritised for this budget.

Alternative Proposals

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

To prioritise footpath upgrades near retirement villages, senior housing and neighbourhood amenitiesfrequented by older adults.

To prioritise replacement of deep kerb gutter channels near retirement villages and senior housing toremove a tripping and falling hazard.

Ensure there is adequate rest seating for pedestrians at suitable locations along routes to bus stops andneighbourhood amenities.

Consider leaving bus seating where bus routes have been removed to make it easier for older peopleto walk further to bus stops and neighbourhood amenities. These can be marked as 'Not a Bus Stop'

>>>

Planting native trees (species which do not lose their leaves during the winter) to provide shade byseating locations near bus stops and rest seating, to encourage walking as a healthy transportationoption for older adults.

134 - maria Smolar

focus on Aranui down to Southshore for fixing of roads and footpaths.

140 - Bill Carroll

Reduce capital spending on replacement footpaths by doing more stitch in time repairs as they arise eg spraying of weeds coming through footpaths before they cause too much surface damage.

141 - Annaliese Fisher

I would like the footpath on Sawyers Arms Road that stops at 411 to continue on down to Waimakariri Road. Alot of people walk/run this strip of road and with the trucks and traffic use the road gets it is not that safe for pedestrians.

>>>

I would like the footpath on Sawyers Arms Road that stops at 411 to continue on down to Waimakariri Road. Alot of people walk/run this strip of road and with the trucks and traffic use the road gets it is not that safe for pedestrians.

144 - Brian Donovan (New Brighton Residents Association)

[Parks>Parks Maintenance]

NBRA gets a lot of feedback about this but there should be greater attention given to overflowing bins in the Coastal area and also a coordinated approach to clean ups by every group who use facilities and leave a mess.

The area is gradually sliding into a very untidy state and appears to be getting worse. Litter is everywhere.

Also dis-encouragement to those who leave out rubbish like mattesses and lounge suites on footpaths or anything not likely to be used by anyone else.

146 - brian donovan

[Parks>Parks Maintenance]

I am like others at the state of litter around our coastal area. The recent City to Surf run revealed a lot of unsightly rubbish along the route and very poor for the environment and our image.

The bins are always overflowing after events and it seems the Council have no plans to ensure this does not happen.

150 - Lonnae Skachill

A footpath being installed along Gardiners Road (from Claridges Rd to Sawyers Arms Rd) is required as currently there isn't one.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Installation of safe pedestrian crossing facilities on Springfield Road

180 - Michael Wilson

[Transport> Footpaths and Streetscapes], [Three Waters>Water Supply; Waste Water], [Our Proposed Spending]

Money should be spent wisely.

For example:

We don't need new cycleways - they are mostly unused and cost a lot of money that can be spent elsewhere. The pockets are empty and we should prioritize our projects carefully.

We need better roads and footpaths. Better water and sewage infrastructure.

We need to get back to basics and avoid extra borrowing which we will be unable to repay.

204 - Ra6y Craig

[Transport>Roads; Cycleways]

Roads and footpaths need priority over cycle-ways

222 - Lana McLeod

burnside community/ and primary schools need better cross walks and bikes from pirmary schools to high schools for safety.

236 - Jono de Wit

Council should be planting way more street trees when doing repairs and street redesigns.

250 - Henry Ashton-Martyn

[Transport>Cycleways; Public Transport Infrastructure], [Our Proposed Spending]

more spending for public transport, cycling , and walkable city stuff is needed as we feel the impacts of climate change more and more

>>>

As said previously more needs to be set aside for public transport, cycling , and walkable cities.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

The Board also brings to Council's attention **the lack of a footpath on the northern side of the Main South Road**, where Countdown and other shops are situated. This is a situation that needs to be rectified.

The Board considers that a Hornby Masterplan is critical.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board notes that as the prior Board has requested, that levels of service to the main entrances to the ward (e.g. berms, rubbish, gutters, graffiti) be paid attention, with particular mention of rubbish removal in suburban villages.

367 - Jonathan Gregg

[Transport>Cycleways]

need to reduce future costs by prioritising walking and cycling infrastruce which would both reduce emissions and reduce ongoing maintenance costs

>>>

priotise walking and cycling infrastructure.

422 - Kate Boardman

[Transport>Cycleways; Public Transport Infrastructure], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

453 - Finn Blanchard

[Transport>Cycleways; Public Transport Infrastructure], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

495 - Penny Cherry

Footpaths are terrible for walking on. I had a terrible fall last year and the footpath still hasnt been looked at.

548 - Mark Darbyshire

[Transport>Roads]

Welles Street

Since the quakes, Welles Street has become home to hundreds of inner-city residents and a range of retail and hospitality businesses, yet has undergone very little improvement. The street isn't pedestrian-friendly, floods in wet weather, has too high a speed limit, and doesn't feel like an inner-city destination.

Council should seriously consider ways to make the street more pedestrian-friendly and visually appealing, for example:

- lowering the speed limit to 30 (as I fed back in another recent round of consultation)
- one-way traffic in the opposite direction to St Asaph Street
- addressing flooding/puddle issues
- paving if thought appropriate
- greenery
- other measures to slow down cars if thought appropriate.

Other nearby streets also need to be more pedestrian-friendly.

Lanes are great as shortcuts into the city and should be preserved. Currently the lane to the east of the bus exchange is unnecessarily closed due to a building site.

548 - Mark Darbyshire

[Transport>Cycleways; Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways, and footpaths, and increasing the safety of people using these.

559 - Ruth Grey

[Transport>Roads],[Parks>Other]

What are the council's priorities? Please concentrate on the core services (the basics) - roads, foothpaths, parks, not fancy vanity projects, although a nice thought, people are struggling to make ends meet, and whole areas need funding to recover from Cyclone Gabrielle. It seems frivolous to do anything but core council services.

571 - Jack Gibbons

[Our Proposed Spending], [Transport>Cycleways; Public Transport Infrastructure]

I support greater investment in bus, lanes bus stops, and cycleways and footpaths. This is how I mainly get around the city.

575 - Donelle Gryphon

[Transport>Cycleways; Public Transport Infrastructure; Other], [Our Proposed Spending]

I would like to see greater investment in bus stops, cycleways, and footpaths. The maintenance of cycleways and footpaths needs to be improved, the roving maintenance crew will help this. Accessibility of footpaths also really needs to be improved.

576 - Matthew Reid

[Transport>Cycleways; Public Transport Infrastructure], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Prioritise cycle lanes and other active transport means, bus priority options.

597 - Cameron Bradley

[Our Proposed Spending], [Transport>Cycleways; Public Transport Infrastructure]

I do not support:

- Delaying or reducing investment into active and public transport

602 - Nathan Graham (Diamond Harbour Community Association Incorporated)

[Transport>Roads],[Three Waters>Stormwater and Land Drainage]

The infrastructure in the Diamond Harbour area continues to be inadequate for our growing population. There are inadequate footpaths and problems with surface water and damage to roads. This causes issues for our older and disabled members.

625 - Clair Higginson

[Three Waters>Stormwater and Land Drainage], [Transport>Transport Operations]

WELLES ST Central City

Welles St is now home to several hundred apartment dwellers, retail outlets, hospitality and carparking. It is pedestrian intense although very pedestrian unfriendly and visually alienating. The street is busy by day then again, with a different customer base, at night. The street is a great example of busy inner city living although it has the feel of unwanted wasteland. Council might improve the street by: reducing the speed limit to 30K, making the street one way, upgrading pedestrian access with improved surfaces and kerbing, reducing the flood hazards, improving the carparks (removing dust bowls), including recycle and rubbish bins, adding some seating and greenery.

Inner city dwellers do enjoy the walkability of the city and welcome any and all endeavours to develop and enhance the laneways around the city

645 - Luke Baker-Garters

I welcome the creation of a footpath maintenance crew to repair footpaths but this is only scratching the surface of footpath issues in Christchurch. Many footpaths around Christchurch aren't fit for purpose as they have tree roots growing up through them, are poorly paved, have cracks, have poorly formed curb cuts with streets that create trip hazards, lack tactile paving and are far too narrow. This is a longer-term challenge for the council but it's concerning how low-quality the footpaths are in Christchurch. The council is guilty of prioritising the expansion of car traffic and parking lanes over suitable footpath widths (see the Lincoln Road upgrades as a recent example of this). My street has extremely narrow footpaths but has free on-street parking on both sides of the street and vehicles have to wait to pass each other because there isn't enough room to pass! There are many streets like this around my neighbourhood and around Christchurch which fail to both moth cars and pedestrians and instead prioritise car parking. The capital programme should have a serious focus on improving the condition and width of footpaths.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

FOOTPATH ACCESS BETWEEN THE HUB HORNBY AND MEGA CENTRE
The first is lack of Pedestrian access on the northern side of the Main South Road between the Hub Hornby and the Hornby Mega Centre i.e., Countdown/Mitre 10 Hornby. This footpath and cycleway should extend to the Sockburn Overbridge.
Council staff were supplied with a Stantec Report done for NZTA some years ago and the GHRA has submitted on this issue for over three years.
The lack of pedestrian and safe cycleway access through this area is a major health and safety issue and our community wants this issue taken seriously by the City Council, and with urgency.
We have seen and supplied the City Council previously with photos of residents/visitors/tourists having to walk on the Main South Road, and wheelchairs becoming stuck in the railway lines. The GHRA is challenged to find two major shopping centres that are not linked with direct and safe pedestrian access.
82% of respondents to an early survey saw this lack of footpath as a major issue.

648 - Rowan Ledgerwood-Gee

[Transport>Cycleways]

I would like to see further investment in footpaths and cycleways, the state of the city for non-car travel is abysmal, and making large parts of the city unsafe for many people.

656 - David Moorhouse

[Transport>Public Transport Infrastructure; Cycleways]

3. The city requiresgreater investment in bus lanes, bus stops, cycleways and footpaths to increase the uptake of active and low carbon options, and to reduce congestion.

659 - Martha Baxendell

[Rates>Residential Rates], [Transport>Other], [Parks>Parks Maintenance]

Although I understand that rates need to increase, I would like to see the level of services in New Brighton that rates pay for brought up to the level of other communities in Christchurch. Ie, street cleaning , public bins being upgraded and emptied on a good schedule, street planting and maintenance.

674 - Claire Coveney

Footpaths need to be disability friendly. The old gutters and pavements have high ridges, making it difficult for wheelchairs or strollers to navigate.

[Transport>Cycleways]

Continuity of footpaths and cycleways increases safety.

>>>

[Parks>Parks Maintenance]

Every litter bin needs to be covered so rubbish does not flow into rivers or oceans.

>>>

[Transport>Operations]

Protect our wetlands with slower speeds around all wetlands and daily roadside rubbish collection around Ferrymeade, Humphreys Drive. Disgusted with trash near our wildlife sanctuary.

677 - Alaine Percasky

Our footpaths are terrible with holes and unevenness. Especially for prams and wheelchairs.

683 - Donna Thomsen

[Three Waters>Water Supply (Capital); Waste Water (Capital); Stormwater and Land Drainage], [Transport>Roads]

We need to see more of our money going towards upgrading facilities, like water, sewerage, waste, storm water, roads and footpaths.

695 - Prue Stringer

[Transport>Public Transport Infrastructure; Cycleways]

i would urge greater investment in cycleways, bus lanes and footpaths.

724 - Rosalee Jenkin

[Our Proposed Spending], [Transport>Cycleways; Public Transport Infrastructure]

I support the council increasing maintenance on our footpaths, and also support more investment in bus lanes, bus stops, cycleways and footpaths.

725 - Emile Reiser

[Transport>Cycleways; Public Transport Infrastructure], [Our Proposed Spending]

More money should be allocated to infrastructure for footpaths, cycleways and public transport.

733 - Angel Faith Booth Beynon

[Transport>Cycleways; Public Transport Infrastructure]

More money should be spent on cycle lanes and footpaths, and public transport, especially buses including light rail. This is so we can stop contributing to the climate crisis, which threatens everybody in Ōtautahi Christchurch and Aotearoa.

741 - Christine Cooney

we need footpaths.

748 - John Wooles

As a long term Phillipstown resident I would like you prioritise improving the safety and amenity of Ferry Rd between Aldwins Roard and Wilsons Road. Following on from a walkabout with the local community board last year, I am keen to see progress. This included making safe places to cross and getting the basic maintenance done so that it is brought up to a reasonable standard.

749 - Robbie Hankin

[Transport>Cycleways; Public Transport Infrastructure]

There should be more money spent on cycleways, footpaths, and public transport infrastructure.

750 - Pubudu Senanayake

[Transport>Cycleways; Public Transport Infrastructure]

I support greater funding for investment in bus lanes, bus stops, cycleways and footpaths, in order to ensure that Christchurch can effectively build resilience and improve our climate situation, public health, as well as issues such as congestion. Increases in active and public transport has many documented benefits, and essentially no down sides, apart from changing the status quo. A wide body of international (and local) research suggests that these changes are favourable to the citizenry as a whole, as well as usually improving things like retail, hospitality business outlook in cities and suburbs. In addition, they stimulate wider economic activity (people who are walking and cycling for example tend to stop in far more places and buy things).

Importantly, they also reduce time wasting congestion, and associated emissions from private vehicles, meaning people that absolutely need vehicular access (e.g., mobility limited citizens) have a much better experience overall in using their vehicles. Other citizens are provided a wide array of options, which increases their accessibility to the city, which then has flow on benefits to important issues such as social cohesion (people who can access the city feel more attached to it, and more a part of it), reductions in anti-social behaviour, and a general improvement in the atmosphere of the city. On top of this, as a greater proportion of the population engages in non-private car transport options, it improves their health (through exercise in the case of active transport, and through reductions in harmful exhaust fumes in the case of public transport).

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Transport>Roads], [Parks>Parks Maintenance], [Strategic Framework>Climate Change]

DPA recommends that disabled people and the wider disabled community be consulted and involved in all planning around improvements to roads and footpaths, the maintenance of parks and riverbanks and climate change mitigation works.

>>>

[Other/Special Interest Topics>Wheels to Wings]

DPA recommends that the proposed Wheels to Wings cycleway is parallel and separate to pedestrian footpaths across the whole of its route and that the disabled community are involved alongside stakeholders in the remaining planning processes.

>>>

Recommendation 3: that Council involve disabled people and the wider disabledcommunity in all planning around improvements to roads and footpaths, themaintenance of parks and riverbanks and climate change mitigation works.

>>>

[Other/Special Interest Topics>Wheels to Wings]

Recommendation 5: that the proposed Wheels to Wings cycleway is parallel andseparate to pedestrian footpaths across the whole of its route and that the disabledcommunity are involved alongside stakeholders in the remaining planning processes.

779 - Alisdair Hutchison

My submission seeks the permanent reinstatement of the footpathbetween Monks Bay and Gollans Point, Clifton

This footpath was closed as part of the cliff protection works following the earthquakes.

This was a great loss as this footpath on the landward side of the road is much moresheltered from the cold and strong prevailing easterly wind than the yet-to be-completedCoastal Pathway on the seaward side of the road. Also many people do not d feel safewalking where cyclists may also ride. Adult cyclists are not permitted on footpaths.

The footpath has recently been reopened on a temporary basis by the Fulton Hogan thecontractors for the Coastal Pathway Monks Bay section. That demonstrates very clearly thatthe footpath does not need to be closed for safety reasons.

I ask that the Council allow the public to continue to usepermanently the footpath after Fulton Hogan completes its CoastalPathway construction work.

799 - Karen Couch

[Other/Special Interest Topics> Wheels to Wings]

IF the cycle way [Coder note: referring to Wheels to Wings] goes ahead, will the foot paths beside it all be removed of all lumps and bumps with walker on walkers, sticks, sight impaired making the path as smooth as the cycle ways which will not have over hanging branches in their way!!

[FULL ATTACHMENT AVAILABLE]

809 - Anne Scott (Spokes Canterbury)

[Transport>Roads], [Parks>Other]

Improving Roads and Footpaths, and Greenspaces

Each time a road, footpath or greenspace is improved thought should be given to how multiple users can best share the space.

811 - Yvonne Palmer

ADDITIONAL PAGES OF YVONNE PALMER SUBMISSION REGARDING COMMENTS ON CHRISTCHURCH ROADS AND FOOTHPATHS.

COST OF FALLS IS ALWAYS INCREASING AND OUR POOR MAINTENANCE OF FOOTHPATHS ARE CAUSING THIS TO HAPPEN. HAVING BEEN ON A WALKER AND LEARNING TO WALK AGAIN I FOUND IT IMPOSSIBLE FOR MY NURSE TO WALK BESIDE ME DUE TO THE STATE OF THE FOOTHPATHS AND INTERSECTION CROSSING. **I HAVE NEVER SEEN THE STATE OF THE FOOTHPATHS IN PAPANUI AND NORTHLINK IN THE 38 YEARS THAT I HAVE LIVED HERE.**

9 - Paul King

Roadside berms are too often neglected and unwelcoming - often left dry and weed covered, or with any grass and trees left unkempt - badly affecting the amenity and quality of experience in whole neighbourhoods.

Owners of adjacent properties should be given every encouragement to look after council roadside berms, with access to sufficient water at no cost to keep them green during summer (when there is not a need for a hosepipe ban), and with larger green bins at no cost to collect the tree and grass trimmings, particularly where the berms are long and/or wide

92 - George Laxton

On another side note I would also like to see a lot of the intersections where side streets join with main roads and stop signs are used. For all of those to have raised pavements so drivers are FORCED to slow down instead of driving at speed through them putting pedestrians in danger. Apparently called the “The Dutch Entrance Kerb”

99 - Amanda Neil

Brooklands must be the only suburb in the city where the dangerous trip-hazard footpaths have to be mown - just so we can get glimpses of the cracking and deterioration of the 13 year old asphalt!

Other/General Comments

13 - Vivienne Allan

[Transport>Cycleways]

Many streets are in poor condition as are footpaths, while there is emphasis on cycle lanes. However, the cycle lanes in the city are far too narrow. And yet again, St Asaph Street is dreadful.

159 - Marc Gibson

[Transport>Roads]

Council spending should concentrate on fixing exisiting roads and footpaths

195 - David Quested

[Transport>Roads]

Vehicles using petrol and diesel will not disappear overnight. We need to maintain our roads and footpaths to a high level.

202 - Murray Jones

The foot paths need attention. White paint markers are drawn on the foot path for repair and the paint fades before anything is done.

209 - Lynette Bay

[Transport>Roads]

Foot paths and roads require meticulous repairing, not repeated surface fixes which need to be redone each time there is a heavy rain. I thought I lived in a first world country but have seen developing world attitudes to infrastructure repairs for example. Going for the cheapest quote isn't always the best use of money, neither is spending at the top level any better at times.

232 - Patrick Nolan

I am writing to express my concern over the deteriorating state of roading, footpaths, and landscaping in our community. Over the past few months, I have noticed a significant decline in the quality of our infrastructure, which is affecting the health and safety of our community members.

The poor condition of our roads and footpaths is making it increasingly difficult for pedestrians and cyclists to navigate around the area safely. Potholes, uneven surfaces, and broken curbs pose a significant risk to those using these routes, and it's only a matter of time before accidents occur.

>>>

I would like to urge the council to prioritize the repair and maintenance of our roads, footpaths, and public spaces. By doing so, we can ensure the safety and wellbeing of our community and foster a sense of pride and community spirit.

249 - Madeline Howe

The amount of rubbish along Halswell Rd thrown out of cars

301 - barbara whitaker

Footpaths with tree roots growing through on the East. Roads in the East where pot holes are not fixed properly and within a short time the road has sunk again. What a waste of money. The job should be done properly in the first place to stop this continual "fixing" but not "Fixed".

330 - janice Ford

Templeton

Our footpaths arent that great eitherand everytime we have a lot of rain we have flooding in the streets where all the side streets go onto Kirk road

345 - Kerri Hullen

we have been waiting for 3 years fir a footpath repair and logged several requests along with our neighbours bur still nothing.

[Coder note: For context, submitter lives in Papanui]

392 - Stephen Judd

[Transport>Public Transport Infrastructure]

I support improved footpath maintenance, and investment in bus infrastructure.

431 - Joseph Shaw

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

444 - Tim Ackroyd

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

47 - Jan Edwards

[Transport>Roads]

The state of our roads, footpaths, council verges, is a disgrace. So much for the garden city. Time to get back to basics

485 - Arno Knight

[Transport > Cycleways (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

516 - Cynthia Roberts

[Transport>Cycleways]

Investing in creating safe walking and cycling routes are key components of a liveable city.

>>>

3. I support cycle-ways and improving foot paths

545 - Jotham Barmentloo

Walkability of christchurch is very important.

600 - Bronwyn GRAHAM

Most areas do not have adequate footpaths whichis particularly difficult for our older adn disabled population.

[Coder note: Diamond Harbour]

>>>

[Transport>Roads], [Three Waters>Waste Water; Water Supply; Waterways Quality and Compliance], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

610 - Karen Colyer

[Transport>Cycleways; Public Transport Infrastructure], [Rates>Residential Rates]

To help provide a more "people friendly" city with safe walking, biking and public transport and a reduction in the number of cars.

>>>

[Transport>Roads (Capital)]

Roads, footpaths will never be able to kept to the standard people dream of - it would take up an unfair portion of the rates.

724 - Rosalee Jenkin

Side note that I love what Council has done in the central city with the rain water plantings and other berms and green spaces - lots of native grasses and trees done really beautifully - it makes the city so nice to walk and bike around! More of this please :)

738 - Natalie O'Connell

[Transport>Cycleways; Carparking], [Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning], [Our Proposed Spending]

In 2023, the Council should not be proud to say they are delivering on the basics. Climate change is here. Fund cycleways, remove car parks, pedestrianise the central city, stop allowing suburban sprawl.

755 - Mary O'Connor

[Parks>Parks Paths and Walkways]

Pedestrian provision

In this draft plan there is much expenditure for hard surface renewals in parks, footpath renewals, river corridor pathways, coastal pathways, streetscape enhancements, intersection improvements yet CCC continues with infrastructure inappropriate for all pedestrians. There are also cycle projects which may also contain sections of “shared paths”. These projects have an “estimated useful life” of 20-80 years.

Asphalt, concrete and loose metal are all roading designed for wheels that roll over a surface as opposed to foot-strike. For pedestrians there is a need to have softer surfaces, which can be obtained by using recycled rubber from old tyres. These pedestrian surfaces can also be made porous, thereby eliminating the need for a camber to drain water. In parks, the natural surface is more pedestrian-friendly than asphalt or concrete. With pedestrians travelling at lower speeds than possible by wheels permitted on “shared paths” like e-bikes and cyclists who can travel at speeds up to 30km/hr, it is inappropriate to have paths ‘shared’ by these means of travel.

Unlike roads, that have one purpose, a means of getting from one place to another, footpaths have two purposes – a means of getting from one place to another, and, exercise for health and well-being. The latter appears to have no consideration by CCC, as paths are not built pedestrian-friendly. Neither are intersections where pedestrians are often forced to take longer routes than the shortest, and may be required to wait in the middle of the road for the change of lights.

The draft plan states that by 2051, 24% of the population will be over 65, with 10% over 80. It will be essential for their health and well-being to have pedestrian-friendly footpaths, as the value for all of exercise is promoted as healthy. Pedestrian activities are possible for nearly all the population. But present footpaths often have trip hazards and being a hard surface, any falls could break bones, which likely would reduce mobility.

Infrastructure and health and well-being are linked, especially the pedestrian provision.

Public Transport Infrastructure

General Comments

182 submitters provided feedback on our proposed spending on infrastructure to support public transport.

136 support our proposed spend, 2 oppose and 35 provided alternative proposals.

15 made general comments.

Officers Response

In this year's submissions, submitters emphasized the importance of addressing the needs of older adults in transportation strategic planning, such as providing seating at bus stops. They advocated for prioritizing active and public transport, including bus lanes, over car-focused road renewals and improvements. There were calls to accelerate the pace of providing alternative modes of transport to private cars, investing more in projects like bus lanes, and revamping public transport with frequent widespread services.

Additionally, submitters supported the rollout of many more bus lanes in the city to help buses avoid getting stuck in general traffic. They urged for increased spending on public transport, cycling, and walkable city initiatives to address climate change impacts and increases in housing intensification.

Greater investment in Public Transport Infrastructure.

The Greater Christchurch Public Transport Futures Combined Business Case (PT Futures) was endorsed by Council on the 10 December 2020. Council staff are now working towards a detailed business case to secure increased funding from Waka Kotahi for public transport infrastructure to implement more bus priority lanes, upgrades bus stops with more real time information screens, seats and shelters, intersection improvements to improve bus transfers and multi modal infrastructure to make it easier to bike and bus.

Bus priority lanes

There was considerable support for more bus priority lanes throughout our public transport network with the Cashmere Road bus priority project getting a specific mention.

For this project, the scheme design has now been completed. This design will inform the detailed business case for PT Futures, which once endorsed will move the project to concept design with the aim to undergo community consultation in late 2024.

Community collaboration

There was a request to strengthen Councils consultation process with various user groups. Council staff regularly attend the below two reference groups that are run by Environment Canterbury. These groups' helps staff ensure the needs of various user groups are address in the design of public transport infrastructure projects.

- Greater Christchurch Public Transport Accessibility Reference Group (ARG)
- Greater Christchurch Public Transport Stakeholder Reference Group (PTSRG)

Staff will continue to work with the above groups and work with Environment Canterbury to ensure the best delivery of public transport infrastructure.

Reducing our reliance on the car

Numerous submissions advocated for reducing car dependency by enhancing alternative travel options, such as upgrading public transport systems, developing better cycleways and improving the walkability in our city. Accelerating the investment in public transport was seen as an important step towards reducing carbon emissions, traffic congestion and safety on our streets.

Some submissions asked for public transport improvements to be priorities over car focused road renewals and improvements.

A request was made to construct a bicycle lane above the Lyttelton Tunnel; however, this project is currently not feasible. Instead, staff are designing a long-term bike storage locker at the Gondola to offer secure overnight parking for commuters using buses through the tunnel and biking for their work commute. Additionally, Council staff are exploring other bike parking facilities and bus stops to support multimodal travel to provide a wider range of transportation options for the community.

Heritage

A submission was made regarding the Clifton Tram Shelter in Sumner. Although it is not part of the Public Transport program, we will explore funding options for restoring heritage-like structures. We will consider your proposal as we seek a solution for this historic shelter.

Support

103 - Brenda O'Donoghue

[Transport>Cycleways; Footpaths and Streetscapes]

Please do not defer spending on walking, cycling and public transport infrastructure.

402 - John Bryant

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

405 - Kate Rivers

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

406 - Marion Fairbrass

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

408 - Elizabeth Cross

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

409 - Alfed Lang

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

410 - Samuel Paquier

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

411 - Jane Hossack

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

412 - Jonathan Davidson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

413 - Jen McBride

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

414 - Lois Moore

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

415 - Alex Neiman

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

416 - Sam Mills

[Transport> Cycleways (Capital)], [Transport > Footpaths and Streetscapes(Capital)]

I support greaterinvestment in bus lanes, bus stops, cycleways and footpaths

417 - Alex Hobson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

418 - Alex McNeill

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

419 - Anne Gordon

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

420 - Ciaran Mee

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

423 - Joshua Tweedy

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

424 - Reuben Glenday

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

425 - Ewan McLennan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

425 - Ewan McLennan

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

426 - Susan Lau

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

427 - Tracy Chollett

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

428 - Simon Fitchett

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

429 - Wesley Wichman

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)],

I support greater investment in bus lanes, bus stops, cycleways and footpaths

430 - Lewis Hoban

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

431 - Joseph Shaw

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

432 - Joy McLeod

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

433 - Rhys Thorp

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

434 - Rachael Hemmer

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

435 - James Robinson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

438 - Ben MacDonald

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

439 - Selina Clare

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

440 - Kusche Kusche

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

441 - Shaun Mucalo

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

442 - Chris Risbridger

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

443 - Wendy Stump

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

444 - Tim Ackroyd

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

445 - Darren Koviessen

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

447 - Jen Voss

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

449 - David Knight

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

450 - Ben Elley

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

451 - Tom Mohammed

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

452 - Ivy Kennedy

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

454 - Ashley Crook

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

455 - Andrea Hunt

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

456 - William Kelly

[Transport > Footpaths and Streetscapes (Capital)], [Transport > Public Transport Infrastructure]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

457 - Mavis Kelly

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

458 - Paul Odlin

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

459 - James Mackenzie

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

461 - Robert Helps

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

462 - Ursula Ryan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

463 - Tony Ryan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

464 - Matthew Agnew

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

465 - Jamie Lang

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

466 - Melissa Smith

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

467 - Ralph Loughrey

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

468 - Mike Currie

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

469 - Jeremy Ditzel

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

470 - Eric Ackroyd

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

472 - Aaron Fray

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

473 - Tanya Galbraith

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

474 - Daniel Scott

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

475 - Nick Calvert

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

476 - Stephanie Allen

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

477 - James Carr

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

478 - Eileen Kerr

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

479 - Brenda Cromie

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

480 - William Stewart

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

481 - Roberto Balzarini

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

483 - Lucy Rees

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

484 - Ben Thomas

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

485 - Arno Knight

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

486 - Antoine Denis

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

487 - Wayne Martin

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

488 - Yamac Candan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

489 - John Armstrong

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

490 - James Baker

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

491 - Peter Galbraith

[Transport>Cycleways; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways and footpaths.

508 - Lindsey Conrow

[Transport>Footpaths and Streetscapes; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

I support funding a roving footpath maintenance crew to improve the quality of our footpaths. A bit of an aside, but I'd like to see this initiative progress beyond basic maintenance and quality issues to become a thorough inventory of our footpaths according to, for example, universal design principles and/or the healthy streets inventory.

>>>

[Transport>Footpaths and Streetscapes; Cycleways]

I also support more investment in bus priority infrastructure (ie bus only lanes), pedestrianised areas, and separated cycleways in general.

564 - Huia Jackson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

565 - Andrew Cockburn

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

568 - Sara Campbell

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

574 - Paul Clark

I support greater investment in bus lanes,bus stops

578 - Thomas Blakie

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

581 - Daniel Bentall

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

582 - Heather Bentall

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

583 - Jane Cowan-Harris

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

584 - Rose Robinson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

586 - Thomas Richardson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

588 - Jamie Anstice

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

589 - Daryle Deering

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

590 - Molly Jenkins

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

591 - Graeme Cook

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)],

I support greater investment in bus lanes, bus stops, cycleways and footpaths

592 - Menno Finlay-Smits

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

593 - Jane Shand

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

594 - Megan Verity

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

596 - Rick Lange

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

598 - Juliet Thomson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

605 - Emma Nolte

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

608 - Aaron Haddock

[Transport>Cycleways; Footpaths and Streetscapes]

I support greater investmentin bus lanes, bus stops, cycleways and footpaths,

616 - Morgan Patterson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

619 - Kayne Hunter

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

620 - Renee Zomerdijk

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

622 - Eric Rivault

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

626 - Justin Muirhead

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

630 - Josef De Jong

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

636 - Luke Hallett

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

639 - Roman Khrapov

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

641 - Liz Hofman

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

643 - Gabrielle Jones

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

661 - Mia Swart

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

670 - Tobi McKellar

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

678 - Nicole Weber

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

680 - Natalie Brannigan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

684 - Ailsa Carroll

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

688 - Ezra Holder

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

691 - Kees Vos

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

694 - Luke Parkinson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

698 - Tom Varley

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

709 - Jeff Cozens

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Focusing in on Safe Transport Choices - *Priority in Draft Community Board Plan*

The Board has placed priority on the importance of people being able to move around the Community Board area safely: with a priority on active transport choices wherever possible so that it also addresses concerns about climate change and increasing intensification.

Related Projects:

D. Cashmere Road Public Transport Route

The Cashmere Road public transport project will contribute to improved transport safety forall road users on Cashmere/Centaurus Roads (from Opawa Road to Westmorland). This iscurrently budgeted for in the CRAF programme, Bus Priority – Cashmere Road (CRAF) - $75,000in FY24

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

Bus Shelters and Seats

The Board requests that planned bus shelters and seats are completed on time, to improveaccess to active transport options. These are budgeted $507,279 in FY24 and $689,426 in FY25(Bus Asset Renewals), and approximately $700,000 each year until FY31 (Public TransportStops, Shelters and Seating Installation). The Board requests these are completed on timeand with additional PT futures funding, additional installation is carried out.

The Board also asks that these be designed in closer consultation with the community, withconsideration for a range of different user groups so that they are fully accessible, safe andlocated to best effect.

The Board notes that it is important to have close collaboration with Environment Canterbury,so routes don't change shortly after installation of new Council assets.

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

760 - Bryant Bignell

[Transport>Footpaths and Streetscapes (Capital); Cycleways (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

763 - Alex Teague

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

765 - Connor Reich

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

767 - Daniel Redmond

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

768 - Toby Hammond

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

770 - Josephine Drysdall

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

774 - Matthew Fagan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

776 - Malcolm Tairea

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

778 - Timothy Hollis

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

780 - Steven Watson

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

781 - Fraser McLachlan

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

783 - Isaac Freeman

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

784 - Sam Furniss

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

786 - Dan Agnew

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

Oppose

357 - Peter Rodgers

[Transport>Cycleways; Footpaths and Streetscapes], [Three Waters>Water Supply; Stormwater and Land Drainage], [Other/Special Interest Topics>Capital Programme (General)]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

548 - Mark Darbyshire

[Transport>Cycleways; Public Transport Infrastructure]

A climate-friendly city

I oppose pushing out or cancelling any spending related to the climate crisis, public transport, cycling, or pedestrianisation. In particular, the city centre must be friendly to pedestrians and cyclists, and highly accessible via public transport.

Alternative Proposals

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

[Planning, Strategic Transport, Urban Design & Urban Regeneration>Strategic Transport]

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

That consideration of the needs of older adults are included in transportation strategic planning including ensuring seating at bus stops.

12 - Arthur McGregor

[Transport>PCycleways], [Other/Special Interest Topics>Capital Programme Deliverability]

I think deferring projects that cannot be completed is sensible. However, I don't think we've always made the right priorities here. I want to call out specific support for the Major Cycleways, which we just need to hurry up and get finished (including Wheels to Wings) and I would like to see active and public transport be given greater priority than car focused road renewals and improvements.

165 - Richard Abey-Nesbit

[Transport>Public Transport Infrastructure]

We should be accelerating the pace of providing alternative modes of transport to private cars, not slowing this down. We should be investing more, faster, in cycleways, and also in other projects like bus lanes.

193 - Kenneth Matthews

[Transport>Cycleways], [Other/Special Interest Topics>Wheels to Wings]

The Council should cease creation of cycleways and tourist walkways in favour of better public transport. The Harewood Rd cycleway plan should be abolished altogether. With an aging population that will never use a cycleway, the need is to revamp public transport with frequent widespread services by small buses, as is done in Timaru. Most of the large buses currently in use could be scrapped in favour of small (20 seat) electric buses covering a more intense network. This change could be financed partly by termination of further cycleway expenditure.

236 - Jono de Wit

I support the roll out of many more bus lanes in the city to allow the buses to not get stuck as much in general traffic. More people taking buses will help with the traffic jams too.

250 - Henry Ashton-Martyn

[Transport>Cycleways; Footpaths and Streetscapes], [Our Proposed Spending]

more spending for public transport, cycling , and walkable city stuff is needed as we feel the impacts of climate change more and more

>>>

As said previously more needs to be set aside for public transport, cycling , and walkable cities.

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways; Roads; Carparking], [Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Our Proposed Spending], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport], [Strategic Framework>Climate Change]

(ii) more emphasis and funding of public transport, including reinstatement of the inner city Shuttle

[FULL ATTACHMENT AVAILABLE]

347 - Vasily Khrapov

[Transport>Cycleways], [Planning, Strategic Transport, Urban Design and Urban Regeneration>Strategic Transport]

i wish more resources are put into Christchurch cycle ways and light rail. Currently a car is the only option for people to get around in a reasonable time.

Please don't focus on buses as it hasn't worked. Its faster to cycle most places then take a bus.

422 - Kate Boardman

[Transport>Cycleways; Footpaths and Streetscapes], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

453 - Finn Blanchard

[Transport>Cycleways; Footpaths and Streetscapes], [Other/Special Interest Topics>Capital Programme (General)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

492 - Rachel Smith

[Transport>Cycleways], [Strategic Framework>Climate Change],[Rates>Residential Rates]

I support proposed rates increases. I feel that this increase will allow for funds to mitigate for future extreme climate events as well as continue with work to decrease our carbon emissions such as cycleways and improved public transport systems.

492 - Rachel Smith

Improved public transport will also benefit those who cannot afford to own or run vehicles.

534 - Cameron Matthews

In addition all Public Transport (PT) projects should be prioritised, particularly bus priority projects.

548 - Mark Darbyshire

[Transport>Cycleways; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways, and footpaths, and increasing the safety of people using these.

553 - Jocelyn Papprill

[Transport>Cycleways; Footpaths; Other], [Strategic Framework>Climate Change], [Other/Special Interest Topics>Wheels to Wings]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and 'park & ride' sites.

571 - Jack Gibbons

[Our Proposed Spending], [Transport>Cycleways; Footpaths and Streetscapes]

I support greater investment in bus, lanes bus stops, and cycleways and footpaths. This is how I mainly get around the city.

575 - Donelle Gryphon

[Transport>Cycleways; Footpaths and Streetscapes; Other], [Our Proposed Spending]

I would like to see greater investment in bus stops, cycleways, and footpaths. The maintenance of cycleways and footpaths needs to be improved, the roving maintenance crew will help this. Accessibility of footpaths also really needs to be improved.

576 - Matthew Reid

[Transport>Cycleways; Footpaths and Streetscapes], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Prioritise cycle lanes and other active transport means, bus priority options.

597 - Cameron Bradley

[Our Proposed Spending], [Transport>Cycleways; Footpaths and Streetscapes]

I do not support:

- Delaying or reducing investment into active and public transport

606 - Nicki Carter (Carter Group)

Equally, there is scant detail in the capital works program on any new initiatives for furtherdeveloping public transport. Which raises the obvious question; is the money being spent inthe correct places and not being frittered away on pet projects

610 - Karen Colyer

[Transport>Cycleways; Footpaths and Streetscapes], [Rates>Residential Rates]

To help provide a more "people friendly" city with safe walking, biking and public transport and a reduction in the number of cars.

624 - Malcolm McKellar

[Transport>Cycleways],[Three Waters>Water Supply (Capital)],[Libraries>Libraries (Capital)],[Community Facilities>Halls and Community Centres (Capital); Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

656 - David Moorhouse

[Transport>Cycleways; Footpaths and Streetscapes]

3. The city requiresgreater investment in bus lanes, bus stops, cycleways and footpaths to increase the uptake of active and low carbon options, and to reduce congestion.

674 - Claire Coveney

[Transport>Carparking, Cycleways],[Planning & Strategic Transport, Urban Design & Urban Regeneration>Mass Rapid Transit]

we need light rail and cycleways and rapid transport lanes. No increase in car parks but more spending on safer streets, better signage, slower speeds.

692 - Kay Robertson

I would like to see greater investment in bus lanes, bus stops and benches/shelters. It was insane to privatise our buses, especially to KKR. The buses may still say Ritchies, but it's KKR that owns them. It is really stupid to privatise public services. Again, I realise it was the Government's Public Transport Operating Model that's to blame and not Council or Ecan. It's the neo-liberal model again focussing on profit instead of service.

695 - Prue Stringer

[Transport>Cycleways; Footpaths and Streetscapes]

i would urge greater investment in cycleways, bus lanes and footpaths.

710 - charlot hudson (Sumner Community Residents' Association)

[Transport> Cycleways (Capital); Footpaths and Streetscapes (Capital)]

We have supported and encouraged the infrastructure that supports more varied methods of travel (bus, bike and walking) As a beach suburb that enjoys large visitor numbers (but without the parking or wide access by road) the investment into bike lanes, increased bus service and safe walking paths has provided alternative and sustainable access to Sumner.

724 - Rosalee Jenkin

[Our Proposed Spending], [Transport>Cycleways; Footpaths and Streetscapes]

I support the council increasing maintenance on our footpaths, and also support more investment in bus lanes, bus stops, cycleways and footpaths.

725 - Emile Reiser

[Transport>Cycleways; Footpaths and Streetscapes], [Our Proposed Spending]

More money should be allocated to infrastructure for footpaths, cycleways and public transport.

733 - Angel Faith Booth Beynon

[Transport>Cycleways; Footpaths and Streetscapes]

More money should be spent on cycle lanes and footpaths, and public transport, especially buses including light rail. This is so we can stop contributing to the climate crisis, which threatens everybody in Ōtautahi Christchurch and Aotearoa.

749 - Robbie Hankin

[Transport>Cycleways; Footpaths and Streetscapes]

There should be more money spent on cycleways, footpaths, and public transport infrastructure.

750 - Pubudu Senanayake

[Transport>Cycleways; Footpaths and Streetscapes]

I support greater funding for investment in bus lanes, bus stops, cycleways and footpaths, in order to ensure that Christchurch can effectively build resilience and improve our climate situation, public health, as well as issues such as congestion. Increases in active and public transport has many documented benefits, and essentially no down sides, apart from changing the status quo. A wide body of international (and local) research suggests that these changes are favourable to the citizenry as a whole, as well as usually improving things like retail, hospitality business outlook in cities and suburbs. In addition, they stimulate wider economic activity (people who are walking and cycling for example tend to stop in far more places and buy things).

Importantly, they also reduce time wasting congestion, and associated emissions from private vehicles, meaning people that absolutely need vehicular access (e.g., mobility limited citizens) have a much better experience overall in using their vehicles. Other citizens are provided a wide array of options, which increases their accessibility to the city, which then has flow on benefits to important issues such as social cohesion (people who can access the city feel more attached to it, and more a part of it), reductions in anti-social behaviour, and a general improvement in the atmosphere of the city. On top of this, as a greater proportion of the population engages in non-private car transport options, it improves their health (through exercise in the case of active transport, and through reductions in harmful exhaust fumes in the case of public transport).

779 - Alisdair Hutchison

My submission seeks the repair of the Clifton Tram Shelter at theentrance to SumnerThis very attractive stone shelter was erected in the 1930's. It is sited at the intersection ofNayland and Marriner Streets.

The Shelter is not listed as a heritage building but it is an historically important andattractive structure in a very visible location at the entrance to Sumner.

The earthquakes moved the heavy cast iron roof beams on their stone pillars making itunsafe to sit in the Shelter. Cracking also occurred in the four stone pillars. See the twopictures below.

I brought this to the Council's attention and the shelter has been fenced off ever since.

I have approached the Council on several occasions asking that the Shelter be repaired.

The Shelter initially had a flat roof. By the 1970's this had deteriorated and was replaced bya curved corrugated iron roof. The seating was renewed.

Removing the light roof, the two steel beams and the four stone columns would render theShelter safe to sit in again. (Because the current curved roof is not original and is not in thestyle of the original shelter it should not be replaced.)

The work could be carried out in a couple of days and would cost very little. Certainly lessthat the annual cost of hiring the fencing. The expended cost of the hired fencing must besubstantial and is a waste of ratepayers money.

I ask that the Council allocates a small amount of funding this Annual Plan toremove the roof and pillars - so that the ugly and expensive fencing can beremoved and the public may enjoy sitting in the Shelter once again.

[Full attachment available]

808 - Kari Hunter

[Transport>Cycleways],[Rates>Residential Rates]

Prioritise making living affordable over reducing rates as the main mechanism for addressing thecost-of-living crisis. Provide infrastructure that enables people to get around the city in ways thatare safe, effective and affordable, by active and public transport, so that the majority of people havea realistic way to live without a car when they want to or have to.

Other/General Comments

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The Committee appreciates the Christchurch City Council's ongoing support for issues enabling older adultsto participate in activities our community to reduce isolation and loneliness, and to promote healthy living.

✓ Ongoing commitment to quality public transport infrastructure such as shelters, bus stops, seats, andpriority bus lanes.

✓ Older adult health, e.g., the Libraries Walk and Talk program and Gentle Exercise classes at ccc fitnessfacilities

✓ Support of 'life-long learning' by providing meeting rooms in the libraries to community groups suchas the University of the Third Age.

28 - Andrea Davis

Express buses travel faster than local buses because they often utilize carpool and express lanes and also take advantage of transit priority improvements on local streets, such as activating traffic signals in their favour as they approach busy intersections.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

VNA members consistency confirm their support for improved public transport, which they consider more important than spending on expanding roads to accommodate more cars.

[FULL ATTACHMENT AVAILABLE]

392 - Stephen Judd

[Transport>Footpaths and Streetscapes]

I support improved footpath maintenance, and investment in bus infrastructure.

395 - Quinn Ledgerwood-Gee

[Transport>Public Transport Infrastructure]

We should invest more in cycleways and public transport as a means to ease congestion, save lives, reduce carbon emissions, and encourage physical well-being.

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More money should be spent on cycleways and public transport.

421 - Jordan Gray

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

436 - Louis Dyer

[Transport>Roads; Cycleways (Capital); Footpaths & Streetscape (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

Don't let a couple of business owners/developers changed the 50/100 year vision. Close streets to cars inside the four aves. Increase the availability of public transport. Build a bicycle lane above the Lyttelton tunnel. Make Christchurch a bicycle mecca of the world again.

453 - Finn Blanchard

[Other/Special Interest Topics>Capital Programmes (General)]

Since cycling is weather dependent, frequent and reliable buses by the use of bus lanes would give me even more options for travelling and the two modes could even be mixed and matched. In the future secure cycle parking at major bus stops like in the Netherlands or Denmark(probably smaller scale) would also be great for active mode travel

516 - Cynthia Roberts

[Libraries>Libraries (Capital Buildings)], [Community Facilities>Halls and Community Centres], [Other/Special Interest Topics>Wheels to Wings]

7. I support completing community centres rebuild of libraries, bus lanes and wings to wheels cycle way

550 - Paikea Ormsby

[Transport>Roads; Cycleways]

There should be more cycleways and public transport lanes and **less car roads.**

595 - Patrick Davey

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

653 - Marie Gray

[Transport>Cycleways] [Strategic Framework>Climate Change]

Reducing emissions is why I strongly support investment in the cycleways programme and investment in bus priority lanes. We have to provide options for people to get places safely without needing to use their cars. This will be supported by increased public transport options, the transition to electric cars and remote working options. Everybody's situation is different. But we need to give people the ability to make choices on how they get to work and school. If people feel unsafe, they don't bike. They don't let their kids bike. If buses are unreliable or infrequent, they don't take the bus. When there is affordable, reliable and connected public transport, safe and connected cycleways and walkways, people leave their cars at home – not everyone but many people. Hopefully in time, most people. And when people leave their cars at home, it's good for all of us. It reduces carbon emissions, it reduces congestion and air pollution, it makes our streets safer, it's less commute time for those who do drive and we save on road maintenance.

673 - Ollie Scholz

[Transport > Cycleways (Capital)], [Transport > Footpaths and Streetscapes (Capital)]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

720 - Fiona Bennetts

[Transport>Cycleways (Capital)], [Strategic Framework>Climate Change]

We need to urgently roll-out infrastructure improvements such as cycleways and bus lanes in order to urgently reduce greenhouse gas emissions due to our huge perceived reliance on private motor vehicles to get around our city and region.

743 - Roman Shmakov (Generation Zero)

As a partner with Environment Canterbury, it is vital that the council continues any planned projects to upgrade and build more bus priority measures, as well as bus stop improvements such as shelters and real time information displays. The council has an obligation as part of its emission reduction goals to improve public transport service via these improvements to make it a more attractive option to driving.

Carparking

General Comments

11 submitters provided feedback on carparking.

Seven were alternative proposals for spending while four were general comments about carparking.

Officers Response

Parking Supply

Submitters were in favour of reallocating parking space generally towards other non-private vehicle uses such as bus lanes, cycle lanes, trees, and footpaths. Submitters were in favour of increasing the supply of Council owned parking to generally support vehicular travel to businesses.

An increase in mobility parking in the central city was also requested.

Council has a Central City Parking Policy and also a Suburban Parking Policy, which both provide a framework to manage and address parking-related issues in our city. They outline policies to address competing demands for public space in our streets and aims to make our city a more vibrant, attractive, place to live, work, shop and socialise.

We aim to continue utilising these policies as we manage competing demands for street space in the city. Our top priorities for on-street parking space are safety, movement, and mobility parking, followed by other types of parking. We will apply this framework as we continually review and manage Council owned parking in the city as it evolves and grows.

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.

Parking Enforcement

Submitters were in favour of increased enforcement of parking restrictions generally. Submitters provided feedback on the availability of car parking, particular within the CBD, the proposed increase in fees and charges for car parking in the central city, as well as a request for a Council car park facility in Hornby.

Adequate parking enforcement ensures there is turnover of parking spaces for customers and patrons supporting the area businesses, visitors and residents. We aim to actively manage the supply of on-street parking by enforcing parking time limits and price restrictions, by prioritising our enforcement resources. It is impossible to enforce all parking restrictions, but we are aware of some non-compliance. We are progressively investigating and utilising more automated enforcement techniques.

Private car parking

Submitters provided feedback relating to the size and number Wilsons Parking car parks within Christchurch and that the Council should run these in their place.

Private car parks are required to be covered by consent. It is up to individual organisations such as Wilsons Parking to work within our legislative framework and to decide if operating a car park is a good commercial decision for them. As long as private car parks such as those operated by Wilsons are consented and operated within their consent conditions, we are limited in what we can do to change the status quo. A number of private car parks have time bound consents and as such over time the number of at grade car parks within the CBD will be reduced.

Alternative Proposals

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways; Public Transport Infrastructure], [Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. **Get rid of on street parking**. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. **Rip up on street parking and fill the streets with trees.** We are in a climate emergency.

545 - Jotham Barmentloo

Can we please ensure footpath parked cars are dealt with. It's a big issue for those wheelchair bound or otherwise using footpaths.

569 - Suzann Baker (Eventionz)

Lastly, do not get lofty ideas of doing away with any more street parking in the CBD. Whilst I regularly use carpark buildings, I will not use them at night due to safety concerns. If I am unable to park on the CBD streets at night, I won't come into the city to patronise restaurants, theatre, cinemas and even the Te Pae Convention Centre.

645 - Luke Baker-Garters

The council should expand parking enforcement to 24 hours a day as is standard in Wellington and Auckland. There is an epidemic of illegal parking that occurs outside of council enforcement hours which reduces the accessibility of neighbourhoods for people outside of cars. This expansion of

parking enforcement should pay for itself through increased revenues from fines while improving the public space.

[Grants and Funding>Other]

Scrapping the Cathedral Restoration grant would provide $3 million in additional funding for expanded parking enforcement services if there are any shortfalls not covered by fines.

674 - Claire Coveney

More disability parking in central city especially near entertainment centres. Sports centres.

>>>

[Transport>Transport (Operations); Cycleways],[Planning & Strategic Transport, Urban Design & Urban Regeneration>Mass Rapid Transit]

we need light rail and cycleways and rapid transport lanes. No increase in car parks but more spending on safer streets, better signage, slower speeds.

>>>

No parking signage and enforcement around rivers.

677 - Alaine Percasky

Harewood Road is a very big issue for everyone. The Residents, Rest homes, Hospitals, sports grounds, playgrounds, Shops and Petrol stations.

These are all found along Harewood Road, and parking is the very large issue for all of them.

745 - Colin Meurk (creative transitions to sustainable futures)

We should remove Wilson's car parks and run them ourselves.

Other/General Comments

375 - Jeremy Lynn

Wilsons Parking is ruining the CBD.

519 - Kay Mintrom

If parking (120 mins limits) and speed restrictions are put in, give some thought to enforcement or it is a complete waste of time.

575 - Donelle Gryphon

[Transport>Roads]

Endless money on infrastructure for cars and parking does not meet that benefit.

[Coder Note: Context *"A rates increase is understandable in the economic situation, however this needs to come with a noted improvement for ratepayers"*

738 - Natalie O'Connell

[Transport>Cycleways; Footpaths and Streetscapes], [Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning], [Our Proposed Spending]

In 2023, the Council should not be proud to say they are delivering on the basics. Climate change is here. Fund cycleways, remove car parks, pedestrianise the central city, stop allowing suburban sprawl.

Other

General Comments

160 submitters provided feedback about our proposed spending on other transport issues.

130 indicated support for proposed spending, three opposed and 18 provided alternative proposals.

10 were general comments on transport matters.

Officers Response

The feedback from the Annual Plan submissions target a variety of areas, which can be grouped by topics, as well as general citywide issues.

In general, Council should:

- Have a focus on the roving footpath crew – while not unanimous, majority are in favour of pursuing
- Greater assessment of footpath conditions.
- Central city philosophy for changes
- Electric scooters
- Rubbish collection – frequency of collection and what triggers a collection

- Inner City Shuttle and Climate Change Initiatives (what is our focus?)

Roving Footpath Crew

Christchurch City has 2792km of footpaths in the transport network, with approximately 12.5km is added to the network annually via the completion and vesting of subdivisions. Resident satisfaction with footpath condition is low (less than 50%) and this is a factor that is consistently seen as an area of improvement for Council. Council receives on average 1,500 customer service requests a year relating to footpath condition. Approximately 70% of these will requires some action to be undertaken by the maintenance contractors. The remaining 30% are completed with no action required as they do not breach the contractual level of service or are the responsibility of a third party.

The introduction of additional roving footpath crews will address footpath concerns raised by residents as customer service requests using existing contractor resources. It is anticipated that this will have a positive impact on the level of resident satisfaction. The crews will be tasked to specific locations following service requests, and will then inspect the whole street to either remediate all jobs within their scope, or report jobs for future planning if they fall outside their scope.

It is intended that these crews complete small footpath repairs up to $3m^2$, and small kerb and channel repairs that require minimal Traffic Management (TM), equipment and materials. This will ensure they can remain agile enough to complete more repairs per day than larger construction crews.

Footpath Conditions

Council has been collecting condition information with regard to footpath defects through reports by staff, maintenance contractors, and Customer Service Requests on an ongoing basis. In addition, Council has collected a large amount of asset data including construction dates, age, material details, etc. for the majority of footpaths on the network. A full condition survey of all footpaths in the network was last completed in 2017. Out of the 2,720 kilometre length of the assessed footpath network, 71% was in Excellent or Very Good condition, 13% was in Average condition and the remaining 16% was in Poor or Very Poor condition.

A new footpath condition survey has been commissioned in 2020, encompassing roughly 40% of the network. The results are yet to be processed. The remaining 60% of the network is expected to be surveyed in FY24, conditioned to the availability of funds. Council has also signed a contract with the University of Canterbury to develop and artificial intelligence technology for assessing footpath conditions via high precision cameras. Of the benefits of the technology, eliminating the need to outsource footpath condition ratings, OPEX cost saving, reliability of surveys, and consistency of data can be mentioned.

Philosophy for Changes in Central City

Council is continuing to implement in phases through its Long Term Plan, the roading and transport network proposals of the Christchurch Central Recovery Plan (CERA 2012) and its Transport Chapter (An Accessible City / AAC, CERA 2013) and the Streets and Spaces Design Guide. In each case where Council has brought individual street proposals to optional scheme stage and then detailed design, it has consulted the community and stakeholders over those streetscape and network function

proposals. In that way, many of the transport network changes signalled by the Recovery Plan and AAC (which were largely at a "high level") have been refined through individual scheme design and public engagement to ensure they meet the needs of the community and directly affected stakeholders as best they are able, in support of the Recovery Plan's ongoing delivery.

Electric Scooters

We are continually monitoring our capped speeds of shared e-scooters and e-bikes, so that we can minimise risks to our vulnerable transport users, including pedestrians, cyclists, and scooter users.

A recent study for Auckland Transport found that serious injuries to pedestrians, cycles, and scooters (as collected by hospital admission data) was about 8 times that of serious injuries captured by NZTA/Police. We are aware of this emerging research, and have set strategic direction through the draft Ōtautahi Christchurch Transport Plan to further investigate and respond to this serious issue, so that everyone can get to where they are going safely.

Rubbish Collection (frequency and trigger)

Council pays contractors each monthly lump sum to ensure nominated bins and associated areas are emptied and cleaned; and material transported and disposed as scheduled in the appendices and maintained in accordance with Councils Operational Performance Measures (OPMs).

Maintenance of Litter Bins includes the:

- Repair or replacement of litterbins includes the foundation, and all bin components, i.e. lids, missing permanent liners.
- Repainting/cleaning of litterbin/posts to ensure they remain clean and bright.
- Straightening/replacing of any bent/broken post and/or associated mounting brackets/bandings and fixings.
- Installation of new litter bins replacing those removed by vandals.

Bins are emptied on either a five day, or seven day frequency cycle. A five day cycle requires bins to be emptied on Monday, Wednesday, Friday and Saturday and Sunday, to maximize available capacity. A seven day cycle requires bins to be emptied once daily.

We have seen instances where our network has changed, in turn requiring a different approach to managing waste. This has seen the introduction of larger solar powered bins that can compress the waste, resulting in a greater storage capacity. Also resulting in reduced truck movements, reducing greenhouse gases.

Inner City Shuttle

Staff have begun to review the options and logistics of reinstating the Central City Shuttle. Investigations into this will proceed with the $100,000 operational budget nominated in the draft Annual Plan.

Staff from Environment Canterbury and Council have been working collaboratively to understand what the existing problem is in terms of transport accessibility and availability for central city users,

and whether there is a gap in the market which a central city shuttle service could fill. A Resident group has indicated it might offer a service for shopping trips, but the new walkability, scooters and existing bus services (plus home delivery options for groceries and bulky goods) suggest that needs are mostly met for now. The central city is well serviced, with 1800 trips per day, and Environment Canterbury is working on improving the frequency, as well as already working on the wayfinding project to educate people as to the options available to travel around the city. Noting that the rebuilt central city is much more compact, especially to the south.

Since the pre-earthquake shuttle service was in operation, the central city has transformed with the completion of An Accessible City projects, which have improved walking accessibility around the central city. Additionally, new transport options, such as shared micro-mobility services (via e-scooters and e-bikes); and, a number of new public transport Metro services have been introduced to supplement existing active, public and private transport mode options. Gold card holders are able to utilise free bus travel after 9am. Metrocard holders receive two hours of unlimited travel in the same zone on a single fare. All other passengers are able to use one free transfer within 2 hours.

Neither the current PT Futures programme, nor any other currently approved strategies, include provision for a central city shuttle service. The current and planned Metro service provides a public transport connection for central city users, and based on current information, a central city shuttle service would duplicate and overlap with existing and planned public transport services and infrastructure.

Staff note that a central city shuttle service is unlikely to attract central government funding for capital investment or operational support, and would therefore be fully ratepayer funded.

Emissions Reduction – Ōtautahi Christchurch Transport Plan

A new transport plan is currently under development, which provides the strategic direction for transport in Christchurch over the next 30 years. The Plan will set out a pathway for the city to transition to a zero-carbon transport system, through a range of actions which will move us towards the goal of being a productive and accessible low-carbon city, with safe and liveable streets. Areas of focus include providing better transport choices through improving public transport, our walking and cycling environments, a sustainable travel choice programme, supporting the transition to zero-emission vehicles; and future-proofing our transport network for micro-mobility (e.g. e-scooters) It also proposes urban realm improvements and a transport network that actively supports intensification and retaining good living environments as our city grows and evolves.

Alongside the implementation of a Christchurch Transport Plan we also need to develop a plan for reducing our Vehicle Kilometres Travelled (VKT) at a Greater Christchurch level as part of the Government's Emissions Reduction Plan by the end of 2023. The actions proposed in our upcoming Ōtautahi Christchurch Transport Plan will help us meet our VKT targets. The public will get the opportunity to provide feedback on the Plan later in 2023 following Council approval to release the draft.

Support

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to highlight their support for the following CRAF projects:

- (71636) Chelsea Street Renewal
- (71637) Linwood Ave School Slip Lane
- (71638) Smith St Cycle and Pedestrian Improvements
- (71639) Linwood Woolston Speed Restriction
- (71640) Wyon St and Hulbert St Renewal
- (72239) Butterfield and Worcester St Renewal
- (72240) Rhona St and Tilford St Pedestrain Improvements
- (72241) Te Aratai College Pedestrian and Cycle Access
- (72242) Marine Pde (Hawke to Bowhill) Street Renewal

405 - Kate Rivers

I support the council increasing maintenance on our footpaths with roving maintenance crew

406 - Marion Fairbrass

I support the council increasing maintenance on our footpaths with roving maintenance crew

408 - Elizabeth Cross

I support the council increasing maintenance on our footpaths with roving maintenance crew

409 - Alfed Lang

I support the council increasing maintenance on our footpaths with roving maintenance crew

410 - Samuel Paquier

I support the council increasing maintenance on our footpaths with roving maintenance crew

411 - Jane Hossack

I support the council increasing maintenance on our footpaths with roving maintenance crew

412 - Jonathan Davidson

I support the council increasing maintenance on our footpaths with roving maintenance crew

413 - Jen McBride

I support the council increasing maintenance on our footpaths with roving maintenance crew

414 - Lois Moore

I support the council increasing maintenance on our footpaths with roving maintenance crew

415 - Alex Neiman

I support the council increasing maintenance on our footpaths with roving maintenance crew

418 - Alex McNeill

I support the council increasing maintenance on our footpaths with roving maintenance crew

419 - Anne Gordon

I support the council increasing maintenance on our footpaths with roving maintenance crew

420 - Ciaran Mee

I support the council increasing maintenance on our footpaths with roving maintenance crew

421 - Jordan Gray

I support the council increasing maintenance on our footpaths with roving maintenance crew,

422 - Kate Boardman

I support the council increasing maintenance on our footpaths with roving maintenance crew

423 - Joshua Tweedy

I support the council increasing maintenance on our footpaths with roving maintenance crew

424 - Reuben Glenday

I support the council increasing maintenance on our footpaths with roving maintenance crew

425 - Ewan McLennan

I support the council increasing maintenance on our footpaths with roving maintenance crew

426 - Susan Lau

I support the council increasing maintenance on our footpaths with roving maintenance crew

427 - Tracy Chollett

I support the council increasing maintenance on our footpaths with roving maintenance crew,

428 - Simon Fitchett

I support the council increasing maintenance on our footpaths with roving maintenance crew

430 - Lewis Hoban

I support the council increasing maintenance on our footpaths with roving maintenance crew

431 - Joseph Shaw

I support the council increasing maintenance on our footpaths with roving maintenance crew

433 - Rhys Thorp

I support the council increasing maintenance on our footpaths with roving maintenance crew

435 - James Robinson

I support the council increasing maintenance on our footpaths with roving maintenance crew

438 - Ben MacDonald

I support the council increasing maintenance on our footpaths with roving maintenance crew

439 - Selina Clare

I support the council increasing maintenance on our footpaths with roving maintenance crew

440 - Kusche Kusche

I support the council increasing maintenance on our footpaths with roving maintenance crew

441 - Shaun Mucalo

I support the council increasing maintenance on our footpaths with roving maintenance crew

442 - Chris Risbridger

I support the council increasing maintenance on our footpaths with roving maintenance crew

443 - Wendy Stump

I support the council increasing maintenance on our footpaths with roving maintenance crew

445 - Darren Koviessen

I support the council increasing maintenance on our footpaths with roving maintenance crew

446 - Phillip Anderson

I support the council increasing maintenance on our footpaths with roving maintenance crew

447 - Jen Voss

I support the council increasing maintenance on our footpaths with roving maintenance crew,

448 - Reuben Fitzgerald

I support the council increasing maintenance on our footpaths with roving maintenance crew

449 - David Knight

I support the council increasing maintenance on our footpaths with roving maintenance crew

450 - Ben Elley

I support the council increasing maintenance on our footpaths with roving maintenance crew

451 - Tom Mohammed

I support the council increasing maintenance on our footpaths with roving maintenance crew

452 - Ivy Kennedy

I support the council increasing maintenance on our footpaths with roving maintenance crew

453 - Finn Blanchard

I support the council increasing maintenance on our footpaths with roving maintenance crew

455 - Andrea Hunt

I support the council increasing maintenance on our footpaths with roving maintenance crew

456 - William Kelly

I support the council increasing maintenance on our footpaths with roving maintenance crew

457 - Mavis Kelly

I support the council increasing maintenance on our footpaths with roving maintenance crew

458 - Paul Odlin

I support the council increasing maintenance on our footpaths with roving maintenance crew

461 - Robert Helps

I support the council increasing maintenance on our footpaths with roving maintenance crew

464 - Matthew Agnew

I support the council increasing maintenance on our footpaths with roving maintenance crew,

465 - Jamie Lang

I support the council increasing maintenance on our footpaths with roving maintenance crew

466 - Melissa Smith

I support the council increasing maintenance on our footpaths with roving maintenance crew

467 - Ralph Loughrey

I support the council increasing maintenance on our footpaths with roving maintenance crew

468 - Mike Currie

I support the council increasing maintenance on our footpaths with roving maintenance crew

469 - Jeremy Ditzel

I support the council increasing maintenance on our footpaths with roving maintenance crew

471 - Stu Gemmill

I support the council increasing maintenance on our footpaths with roving maintenance crew

472 - Aaron Fray

I support the council increasing maintenance on our footpaths with roving maintenance crew

476 - Stephanie Allen

I support the council increasing maintenance on our footpaths with roving maintenance crew

477 - James Carr

I support the council increasing maintenance on our footpaths with roving maintenance crew

478 - Eileen Kerr

I support the council increasing maintenance on our footpaths with roving maintenance crew

479 - Brenda Cromie

I support the council increasing maintenance on our footpaths with roving maintenance crew

481 - Roberto Balzarini

I support the council increasing maintenance on our footpaths with roving maintenance crew

483 - Lucy Rees

I support the council increasing maintenance on our footpaths with roving maintenance crew

484 - Ben Thomas

I support the council increasing maintenance on our footpaths with roving maintenance crew

485 - Arno Knight

I support the council increasing maintenance on our footpaths with roving maintenance crew

486 - Antoine Denis

I support the council increasing maintenance on our footpaths with roving maintenance crew

487 - Wayne Martin

I support the council increasing maintenance on our footpaths with roving maintenance crew

488 - Yamac Candan

I support the council increasing maintenance on our footpaths with roving maintenance crew

489 - John Armstrong

I support the council increasing maintenance on our footpaths with roving maintenance crew

517 - Timothy Rowlands

Install roving footpath and roading teams. Ensure they have strict targets to meet.

522 - Michael Neville

I support the mayors proposal for a roving footpath/road repair team. Whilst many criticise it, he is actually providing a solution, and one that would actually work.

537 - Patrick Kennedy

I support the idea of a roving footpath maintenance crew.

553 - Jocelyn Papprill

[Transport>Cycleways; Footpaths; Public Transport Infrastructure], [Parks>Ecological Restoration], [Strategic Framework>Climate Change], [Other/Special Interest Topics>Wheels to Wings]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and 'park & ride' sites.

564 - Huia Jackson

I support the council increasing maintenance on our footpaths with roving maintenance crew

565 - Andrew Cockburn

I support the council increasing maintenance on our footpaths with roving maintenance crew

568 - Sara Campbell

I support the council increasing maintenance on our footpaths with roving maintenance crew

574 - Paul Clark

I support the council increasing maintenance on our footpaths withroving maintenance crew

575 - Donelle Gryphon

[Transport>Cycleways; Public Transport Infrastructure; Footpaths], [Our Proposed Spending]

I would like to see greater investment in bus stops, cycleways, and footpaths. The maintenance of cycleways and footpaths needs to be improved, the roving maintenance crew will help this. Accessibility of footpaths also really needs to be improved.

578 - Thomas Blakie

I support the council increasing maintenance on our footpaths with roving maintenance crew

581 - Daniel Bentall

I support the council increasing maintenance on our footpaths with roving maintenance crew

583 - Jane Cowan-Harris

I support the council increasing maintenance on our footpaths with roving maintenance crew

584 - Rose Robinson

I support the council increasing maintenance on our footpaths with roving maintenance crew, I support greater investment in bus lanes

586 - Thomas Richardson

I support the council increasing maintenance on our footpaths with roving maintenance crew

588 - Jamie Anstice

I support the council increasing maintenance on our footpaths with roving maintenance crew

589 - Daryle Deering

I support the council increasing maintenance on our footpaths with roving maintenance crew

590 - Molly Jenkins

I support the council increasing maintenance on our footpaths with roving maintenance crew

591 - Graeme Cook

I support the council increasing maintenance on our footpaths with roving maintenance crew

592 - Menno Finlay-Smits

I support the council increasing maintenance on our footpaths with roving maintenance crew

593 - Jane Shand

I support the council increasing maintenance on our footpaths with roving maintenance crew

594 - Megan Verity

I support the council increasing maintenance on our footpaths with roving maintenance crew

595 - Patrick Davey

I support the council increasing maintenance on our footpaths with roving maintenance crew

596 - Rick Lange

I support the council increasing maintenance on our footpaths with roving maintenance crew

598 - Juliet Thomson

I support the council increasing maintenance on our footpaths with roving maintenance crew

605 - Emma Nolte

I support the council increasing maintenance on our footpaths with roving maintenance crew

611 - Megan Somerville-Peterson

I support the council increasing maintenance on our footpaths with roving maintenance crew

616 - Morgan Patterson

I support the council increasing maintenance on our footpaths with roving maintenance crew

619 - Kayne Hunter

I support the council increasing maintenance on our footpaths with roving maintenance crew

620 - Renee Zomerdijk

I support the council increasing maintenance on our footpaths with roving maintenance crew

622 - Eric Rivault

I support the council increasing maintenance on our footpaths with roving maintenance crew

626 - Justin Muirhead

I support the council increasing maintenance on our footpaths with roving maintenance crew

630 - Josef De Jong

I support the council increasing maintenance on our footpaths with roving maintenance crew

636 - Luke Hallett

I support the council increasing maintenance on our footpaths with roving maintenance crew

639 - Roman Khrapov

I support the council increasing maintenance on our footpaths with roving maintenance crew

641 - Liz Hofman

I support the council increasing maintenance on our footpaths with roving maintenance crew

645 - Luke Baker-Garters

I welcome the creation of a footpath maintenance crew to repair footpaths but this is only scratching the surface of footpath issues in Christchurch.

656 - David Moorhouse

[Transport>Footpaths and Streetscapes]

2. I support the council increasing maintenance on our footpaths with roving maintenance crew

673 - Ollie Scholz

I support the council increasing maintenance on our footpaths with roving maintenance crew

674 - Claire Coveney

Roving footpath crew yes.

678 - Nicole Weber

I support the council increasing maintenance on our footpaths with roving maintenance crew

680 - Natalie Brannigan

I support the council increasing maintenance on our footpaths with roving maintenance crew

684 - Ailsa Carroll

I support the council increasing maintenance on our footpaths with roving maintenance crew

691 - Kees Vos

I support the council increasing maintenance on our footpaths with roving maintenance crew

694 - Luke Parkinson

I support the council increasing maintenance on our footpaths with roving maintenance crew

698 - Tom Varley

I support the council increasing maintenance on our footpaths with roving maintenance crew

709 - Jeff Cozens

I support the council increasing maintenance on our footpaths with roving maintenance crew

720 - Fiona Bennetts

I support the creation of a roving footpath maintenance crew as a lot of our footpaths are not suitable for differently-abled people or people using mobility aids.

733 - Angel Faith Booth Beynon

Roving footpath crews are a great idea!

743 - Roman Shmakov (Generation Zero)

We support the plan to create a roving footpath maintenance crew to proactively maintain our footpaths. Pedestrians are at the top of the transport hierarchy, therefore it is important that our footpaths are safe and walkable.

744 - Jenny Healey (Cass Bay Residents Association)

Having roving teams to do maintenance on footpaths etc as needed is an excellent initiative as delayed repairs can lead to accidents and falls.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Coastal Pathway and Moncks Bay – Shovel Ready Funded

The Board supports this project being completed in FY25 as originally planned. The Boardconsiders it important to note that this is the community's project and the Council does not havethe moral prerogative to delay it, unless required due to external factors such as weather, utilitydiversions or resource consent conditions.

760 - Bryant Bignell

I support the council increasing maintenance on our footpaths with roving maintenance crew

763 - Alex Teague

I support the council increasing maintenance on our footpaths with roving maintenance crew

765 - Connor Reich

I support the council increasing maintenance on our footpaths with roving maintenance crew

767 - Daniel Redmond

I support the council increasing maintenance on our footpaths with roving maintenance crew

768 - Toby Hammond

I support the council increasing maintenance on our footpaths with roving maintenance crew

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

DPA supports the creation of a roving footpath maintenance crew. We believe thathaving the maintenance crew available to proactively address footpath maintenanceissues will be a real boon for disabled pedestrians who are more likely to encounteraccessibility barriers if footpaths are poorly maintained.

770 - Josephine Drysdall

I support the council increasing maintenance on our footpaths with roving maintenance crew

774 - Matthew Fagan

I support the council increasing maintenance on our footpaths with roving maintenance crew

776 - Malcolm Tairea

I support the council increasing maintenance on our footpaths with roving maintenance crew

778 - Timothy Hollis

I support the council increasing maintenance on our footpaths with roving maintenance crew

783 - Isaac Freeman

I support the council increasing maintenance on our footpaths with roving maintenance crew

784 - Sam Furniss

I support the council increasing maintenance on our footpaths with roving maintenance crew

786 - Dan Agnew

I support the council increasing maintenance on our footpaths with roving maintenance crew

Oppose

401 - Merav Benaia

I oppose the proposal to spend $2 million to create a roving footpath maintenance crew that will be contracted out. Who will be the one deciding if a footpath is worth proactively spending money on? Who will look into capital investment plan in the area to make sure there is no double spending?

The council's Snap-Send-Solve app is a great tool to use in order to know where there are problems. Invest in informing the public about how to use this tool and invest in an in-house repair crew.

534 - Cameron Matthews

[Transport>Cycleways], [Our Proposed Spending]

The proposal to defer $23mil for environment projects, mostly in the cycleways programme, and $10mil for safety projects are misguided. If anything, investment in these projects should be increased and accelerated.

If these require re-allocation of funding, feel free to raise revenue via rates increase, or re-allocate funding from any number of discretionary spending on car-related infrastructure, such as from Parking Renewals On Street, Central City Parking Building Replacement, Carriageway Smoothing, Roading and Transport Improvements, Northern Arterial Extension including Cranford Street Upgrade, Halswell Junction Road Extension, Improving Bromley's Roads, etc.

666 - Chrissie Williams

Roving Pothole repair team ($2 million), 51% subsided by Waka Kotahi.

I oppose the specified $2 million towards creating a roving footpath maintenance crew, even though the cost is eligible for a Waka Kotahi subsidy of 51%.

The Council needs to have a system that provides an OBJECTIVE assessment of footpaths and roads. There is a high risk that campaigns will be used to over report damagein some areas, which will distort the technical and methodical appraisal process. I am concerned that this will override good practice of assessment and prioritisation based on need, rather than based on squeaky wheels (pun intended!).

Alternative Proposals

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Active transport initiatives that promote walking, cycling, and public transport – the Board suggests that investigating the use of current rail infrastructure for freight and commuter use, particularly from North Canterbury into the City should be seriously considered to at least start a conversation.

A trial of a central city shuttle.

[Other/Special Interest Topics>Capital Programme Deliverability]

Ensuring relevant projects stay on time and on budget as per the DEMP staged plan.

205 - Zara Potts

Please make the Coastal Pathway a recognised esplanade - with a moratorium on alll structures - exisiting and proposed - that interfere with the scenic environment

206 - Roger Davidson

The spending on traffic is significant. A critical review needs to be undertaken of the projects deemed to be a "Level of Service Improvement" under both Transport Access and Transport Environment as many of these would not be considered to improve the service. They will in affect create congestion, resulting in more green house gases being emitted and leading to frustration and angst.

Questions need to be asked of the "sponsors" of these projects as to why they were initiated and should they endure as their benefits to the betterment of society may very well be questionable.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

The highest priority for our members in the reinstatement of the inner-city Shuttle

>>>

We are disappointed that there is no mention of reinstating the Shuttle in the Annual Plan,despite the number of communications we have had indicating there were plans to do so.

[FULL ATTACHMENT AVAILABLE]

522 - Michael Neville

[Other/Special Interest Topics > Wheels to Wings]

The Harewood Cycleway should be deferred. Well, actually, it should be cancelled. All the residents wanted, was traffic lights at Breens/Gardiners/Harewood. I have had eleven close calls this year driving through that intersection, all the result of careless, reckless and impatient drivers. Residents, business owners, and residents only, along with the affected councillors (and not councillors from Heathcote or Spreydon) should be consulted. These are the people affected, and should have their voices heard without the Cycle Lobbyists and Spokes taking over meetings, as has happened in the past. As a user of that intersection twice a day, along with surrounding roads I can honestly say (and having lived in the area for fifty six years), that using the current proposed design will create congestion, as Harewood Road is a very busy road during the day, especially at peak hour. A reduction to single lanes will create congestion, and frustrated drivers will then divert through to an already busy Sawyers Arms Road. The same thing will happen at the poorly designed proposal for Bishopdale roundabout. The traffic flow will be impeded further, because traffic feeds off Wairakei Road down

Farrington Ave for people to get to the North West suburbs, and for those trying to access the Northern Motorway via Johns Road.

528 - Chris O'Brien

[Other/Special Interest Topics > Wheels to Wings]

I would also like to see the traffic lights at the corner of Harewood/Gardeners/Breens Rd go ahead as soon as possible, and not as some adjunct to this unwarranted cycleway scheme.

I would like to be heard in person concerning my submission.

554 - Dianne Downward

[Transport>Roads; Cycleways]

Many roads across the city are in appalling conditions and need to be fixed to the same standard as cycleways (a smooth surface with no potholes) before anymore cycleways are even considered.

Shared paths are great but need more signage including speed limits as some, not all, cyclists think shared paths are exclusively for their use travelling at great speed without signalling they are approaching and causing near misses. Myself and others, including elderly people in mobility scooters, have been abused by cyclists, the minority, as they have had to slow/stop to avoid a collision. E-scooters can travel at great speeds as well without letting you know of their approach. Most cyclist, even ones that are otherwise considerate, don't let you know that they are approaching from behind which can also cause accidents even though they are at a moderate speed.

579 - Tanya Didham

[Transport>Roads]

I am prepared to see how 'roving path maintenance' crews go, but surely we already have this work as part of our core business....? Where I live, in the Aranui maze, our footpaths and roads have barely been touched since the quakes. We don't really need any more patches, we need new paths and roads. Have we not come up in the regular resealing rotation in the last 12 years?

606 - Nicki Carter (Carter Group)

With respect to the central city, the main objective of Council and private developers has beento revitalise the CBD and make it attractive for shoppers, workers, tourists and central cityresidents. Continual changes to the confirmed planning /transport framework will erode thisconfidence. Vehicle access and parking is the life blood of the CBD and to restrict it furtherwill erode progress in the

central city, just when it is getting momentum and recovering fromthe earthquakes. There is a very real possibility that the pre-earthquake issues of a “donut”city with an empty heart will re-emerge if vehicle access and parking are reduced/restrictedin the central city.

Ensuring that Christchurch remains a vibrant city is crucial to encouraging future investment.Following the earthquakes, the private sector invested heavily into the regeneration andrecovery of the CBD, and it is important that the Council creates confidence for the privatesector to continue doing so.It is important to note that both the “Blueprint” and the “An Accessible City” documentsdeveloped after the earthquakes identified the anchor projects and precinct locations, whichremain unchanged, and all the planned changes to the CBD roading network. The CERAdocument An Accessible City sets out the intended priorities on the road network in theCentral City.

618 - Anna Stevenson

[Transport>Cycleways]

great that you have a footpath maintenance crew now. Can they also keep cycleways clear of glass and roadcones? It would be excellent if cycleways were not obstructed by signs telling us the roadworks are ended now. For example.

623 - Glen Koorey

Support the roving footpath maintenance crew, but would also encourage it to address any issues identified on shared paths or cycle paths. I note that a recent study for Auckland Transport found that serious injuries to pedestrians/cycles/scooters/etc (as collected by hospital admission data) was about 8 TIMES that of serious ped/cyc/scoot/etc injuries captured by NZTA/Police, mainly due to maintenance defects on paths and crossings - therefore good path maintenance expenditure is actually transport safety expenditure...

659 - Martha Baxendell

[Rates>Residential Rates], [Transport>Footpaths and Streetscapes], [Parks>Parks Maintenance]

Although I understand that rates need to increase, I would like to see the level of services in New Brighton that rates pay for brought up to the level of other communities in Christchurch. Ie, street cleaning , public bins being upgraded and emptied on a good schedule, street planting and maintenance.

667 - Jonathan Nicolle

Roving footpath crew sounds like a sound-bite and risks dodgy pot-hole fill jobs that rip out in a week or so. If that is to be put in place, it needs to be a highly experienced crew. But why do they need to rove? Surely we live in an age where people could report pot holes on a CCC website and a crew can be booked from there?

692 - Kay Robertson

I support the idea of the roving footpath maintenance crew. However, instead of contractors doing this work, I would like to see the recreation of the CCC Works Unit that we used to have and that we paid the workers a living wage.

728 - Sue Piercey

[Our Proposed Spending]

I do not wish to see roving footpath maintenance crew. I think maintenance of footpaths should be part of general council maintenance and I don't see it as having higher priority than any of the other maintenance issues that concern the council. People can either ring the council or use snap, send , solve to notify any maintenance issues. I have found the council responsive to my own notifications eg the cutting of long grass either side of a footpath in my area that was becoming unsafe to use as the grass was obscuring the footpath and the footpath was on a slope.

747 - Allan Taunt

One final point, I am supportive of the initiative to have a contractor-based crew to address footpath issues, however this should also extend to shared paths if it does not already. Could we have clarification if this is or not the case?

750 - Pubudu Senanayake

The idea of a **roving footpath maintenance crew** is inefficient, since you are maintaining unused capacity in the system in a way that essentially causes idle movements of workers etc. It's a much better idea to generally expand the capacity of the maintenance system (expand the number of workers, equipment, funding etc), and improve the way that residents can report problems they encounter or witness.

At the moment, even critical issues like a mains leak often take days to attend due to capacity issues - in light of that, having roving crews, rather than increased capacity within the system to deploy to specific problems as they arise is irresponsible, and suggests the idea originated from a source with little understanding of logistics and how inefficiencies can be built in by not thinking things through properly.

777 - David Close (Christchurch East Labour Electorate Committee)

9.0 Roving footpath maintenance crews
9.1 We are not convinced that this is necessary or desirable. We assume that contractors with maintenance contracts for an area already respond to complaints from the public, and the Council has city-wide maintenance and renewal programmes. We are not convinced that this is an efficient use of resources. We consider that the $2m proposed would be better spent as part of the regular maintenance programme, for which the Waka Kotahi subsidy would also be available.
9.2 Submission: That the $2m proposed for a roving crew be reallocated to the regular footpath maintenance programme.

>>>

[Other/Special Interest Topics>Disposal of Council Owned Lands], [Grants and Funding>ChristchurchNZ Funding], [Parks>Heritage]

(iv) It is ironic that almost the only mention of housing is a proposal to sell some housing which the Council is reluctant to restore or redevelop. It is ironic that, in a budget where money is tight, the Council has set aside three tranches of $2m for nice-to-haves: $2m for a roving footpath repair crew, $2m for attracting events to Christchurch, and $2m for advancing the restoration of the Provincial Council Stone Chamber.

Other/General Comments

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

Provide bells on bicycles and mobility scooters for older adults. This small action would make movingaround the city safer for both the older adult and the population in general.

17 - Mark Penrice

[Strategic Framework>Climate Change]

We need to make sure we have good transport options that dont cost the earth, and we need to preparing for climate change by adapting and focusing on a plan for the whole city.

177 - Glen Ford

[Other/Special Interest Topics>Tree Canopy]

There has been quite a bit of comment about the reduction in the amount of trees. The larger trees along berms are causing so much damage to roads, paths and infrastructure. These need to be removed before upgrading otherwise we are just going to carry on down the same road of fixing and re fixing. A prime example is our street which had 5 trees removed but the remainder left. Those trees are now ripping the pavement and breaking water lines. Better trees with roots that don't cause so much damage could then be planted.

21 - Emma Jamieson

[Three Waters>Stormwater and Land Drainage]

We are a city whose infrastructure is unreliable. Storm water drains, cycle paths, footpaths, bus priority sacrificed. Night after night the boy racers own the roads. This is not a problem created by the police. Its a council design problem. Look at the tyre marks. They tell the story. Its just one piece of overall poor management of infrastructure. Where is the mayor now the road he sealed is a race track.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora supports the establishment of a roving footpath maintenance crew. Having a crew to maintain footpaths could ensure that paths are accessible for people walking, including disabled people, people with mobility issues or people with prams. Te Mana Ora suggests that Christchurch City Council also considers contracting the maintenance crew to maintain cycle infrastructure. Rubbish and debris often end up at the margins of streets, which impacts people cycling. Improving the accessibility of footpaths and cycleways is important to encourage people to walk and cycle. New Zealand research shows that people who walk or cycle to their main activity (e.g. school or work) have 76% higher odds of meeting NZ physical activity guidelines[1].

[1] *Shaw, C., Keall, M., & Guiney, H. (2017). What modes of transport are associated with higher levels of physical activity? Cross-sectional study of New Zealand adults. Journal of Transport & Health, 7, 125-133.*

[FULL ATTACHMENT AVAILABLE]

313 - Derek Marshall

Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)? re roads & transport - a bus every 7½ minutes, bus lanes, shelters - substantial expense. I observe buses all about the city & to and from Rangiora, Pegasus, Rolleston etc usually with fewer than half a dozen passengers, except perhaps more with school pupils and the end of the day. How about mini buses? Less burden on the city

The Council has a small number of properties which are no longer being used for the purpose they were originally

349 - Joseph Fullerton

[Strategic Framework>Climate Change]

It's unfortunate that climate change isn't as high a priority as it should be, with so little expense on bus routes and stops and with cycleway investment deferred or cancelled altogether. The council should be aware that the climate crisis is having real and tangible effects in New Zealand right now, and Christchurch will not be immune to extreme weather events and climate disruption.

388 - Stephen Farrell

Roving footpath maintenance crews sounds good but isn't this just giving more money to contactors and relying on rate payers for quality control?

Could they please drive electric trucks rather than the oldest small trucks in the contractors fleet?

730 - Jane McKenzie

[Our Proposed Spending]

Roving Footpath Roaming Crew, 2 Million?? Is Outrageous! Especially if Waka Kotahi is already receiving 24 Million, therefore, this ought to be within their allocated budget without the necessity to receive more.

787 - Captain Planet

Bikes should pay registration and have yearly wofs to pay for cycle lanes

Resource Recovery

Resource Recovery (Operations)

General Comments

Four submitters provided feedback on our proposed operational spend on resource recovery.

Two provided alternative proposals and two were general comments.

Officers Response

Of the four submissions, two noted the importance of managing and disposing of waste in a responsible and culturally sensitive way. There was also support for increased education programmes.

Concern was raised regarding increased litter and the need for efficient kerbside collection. Especially if a residence is missed in the collection time. Bin clips were raised by one submitter.

The 2020 Waste Management and Minimisation Plan provides the strategic direction for waste management in Christchurch for the next six years. Our vision is that Ōtautahi-Christchurch is a sustainable city, working towards zero waste and a circular economy. Our goal is for all our residents to have access to recycling, resource recovery and waste management services along with the understanding that we all have a responsibility in reducing and minimising waste.

Our role is to ensure our waste management facilities and services maximise resource recovery and avoid adverse effects to people and the environment, with a focus on reducing waste while increasing quality recycling and organics collection within Christchurch City Council boundaries.

Sustainability

Our vision through our 2020 Waste Management and Minimisation Plan is that Ōtautahi-Christchurch is a sustainable city, working towards zero waste and a circular economy. Our goal is for all our residents to have access to recycling, resource recovery and waste management services along with the understanding that we all have a responsibility in reducing and minimising waste.

Kerbside Collection

We work closely with our contractor to ensure all wheelie bins are emptied on their scheduled collection day which our contractor has up to 7pm to complete. We ask residents to report a missed bin after this time as collection routes and timings can vary daily due to a number of factors. Our collection contractor will return for a missed bin, the next working day after being reported.

Bin Lid Clips

Residents can purchase these bin clips via the manufacturer directly (https://www.safewaste.global/safewaste-cart-latch-store). Our contractor may look to offer a small supply for residents to purchase however at this stage this is not feasible due to these already being

easily available via the manufacturer's website. We are happy to add information on where to buy these bin clips on our website.

Alternative Proposals

708 - Jessica Adams

Fees and charges for Council services should not be increased unless absolutely necessary. The Council needs to work more efficiently and provide a smarter service to ratepayers instead of being an unwieldy bureaucracy. eg with rubbish collection make sure the drivers know the job properly. If properties are missed drivers should be radioed to go back and pick up if they are still in the area. It is ridiculous for someone to see the rubbish truck drive past their bins without picking up and then have to wait until 6.00pm to notify the Council that the bins have been missed and then have to wait days for pickup.

710 - charlot hudson (Sumner Community Residents' Association)

We would support Council with a local campaign, to align to our sustainable community practice, to empower residents to be mindful of rubbish and take local responsibility for the impact of high visitor numbers (local behaviour modelling, using 'snap send solve', personally gathering up rubbish) .

[Coder Note: referring to Sumner]

Other/General Comments

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Solid Waste and Resource Recovery

Litter is a continuing issue, particularly for the river and the estuary. Reducing any source will make a difference. Wheelie bin clips are small lid latches that keep bin lids closed in windy conditions but enable them to be emptied when bins are upended vertically by collection trucks. They help to reduce the amount of wind-blown litter on streets which often ends up in waterways. They are cheap and easy to attach.

Wheelie bin clips are used by a number of local authorities in New Zealand, including our neighbouring Selwyn and Waimakariri District Councils who supply them free-of-charge on request to residents in high wind areas. CCC is currently trialling them in Birdlings Flat.

37. We seek inclusion of wheelie bin clips under Kerbside Service Enhancement (50264)

a. Either promote wheelie bin clip use on CCC website, on the "My Bins" page, including a link to the supplier's website (for individual purchase),

b. Or consider supplying clips free-of-charge on request to residents in high wind areas, or pro-actively distribute them to commonly-affected areas on advice from collection truck drivers.

c. Or consider supplying clips at cost to interested residents by distributing them through libraries and service centres.

516 - Cynthia Roberts

[Three Waters>Waste Water; Water Supply]

Delivering safe drinking water and attending to disposal of waste in an environmentally and culturally appropriate way is essential.

Resource Recovery (Capital)

General Comments

Five submitters provided feedback on our proposed capital spend on resource recovery.

Two provided alternative proposals and three were general comments.

Officers Response

The majority of submitters (4) raised concern over the length of time that it will take to shift the Organics Processing Plant at Bromley

One submitter raised the challenges for inner city residents, especially those without cars, to dispose of e-waste and large material. They specifically mentioned project #50264 Kerbside Service Enhancement.

The 2020 Waste Management and Minimisation Plan provides the strategic direction for waste management in Christchurch for the next six years. Our vision is that Ōtautahi-Christchurch is a sustainable city, working towards zero waste and a circular economy. Our goal is for all our residents to have access to recycling, resource recovery and waste management services along with the understanding that we all have a responsibility in reducing and minimising waste.

Our role is to ensure our waste management facilities and services maximise resource recovery and avoid adverse effects to people and the environment, with a focus on reducing waste while increasing quality recycling and organics collection within Christchurch City Council boundaries.

Organics Processing Plant
Procurement is underway for a new solution for the Organics Processing Plant. Six suppliers have been short-listed to progress through the Request for Proposal (RFP) process. This process is now underway and will be finalised with a report to Council in last 2023 or early 2024. Following completion of the procurement process it is anticipated that consenting and construction could take three to five years to complete. The specific detail of this will not of this will not be known until a preferred supplier is selected.

#50264 Kerbside Service Enhancements
We apologise as the commentary under this project online is incorrect and will be rectified asap. This enhancement project will look at all kerbside services across Christchurch City Council boundaries. There are a number of elements that will impact the scope and timing of the kerbside service enhancement project including but not limited to; future S17A reviews, central government waste initiatives and funding for organics diversion. The budgeted funds will be carried forward to align with the planning process.

Alternative Proposals

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board propose the following changes proposed to the capital programme:

- Organics Processing Plant – should be closed and moved as soon as possible (60433).

777 - David Close (Christchurch East Labour Electorate Committee)

7.3 By contrast, we are gravely concerned that the Bromley organics processing plant is about 5 years away from completion. The strength of the odour varies according to place and time and wind, but it can be extremely unpleasant, and the problem has persisted too long already. We cannot accept that it will be another three years before construction commences. A 'procurement plan' sounds ominous. Who is responsible?
7.4 Submission: That the Council treat the construction of the new organics plant as a matter of urgency.

Other/General Comments

52 - Boyd Kedzlie

I support urgent action on resolving the Organics Processing Plant's obnoxious smells (re-location or mitigation).

548 - Mark Darbyshire

Inner-city waste

I'm confused by the listed project 50264 "Kerbside Service Enhancement: Investigation, design and construction of waste collection and disposal infrastructure solutions to serve the higher density population in the inner city. This may include underground containment systems or similar, due to the impracticality of large volumes of wheelie bins and/or bags in these locations."

I would like to receive more information about this in advance of my oral submission so I can think through the implications for inner-city residents. We are very pleased with the rebate we know receive (to reflect that we have our own rubbish collection arrangements). I would hate for any money to be invested in unnecessary measures. If underground containment systems are being considered, then it needs to be clear from the get-go where these would be, who they would be for, and why.

As an inner-city resident without a car, my biggest frustration is disposing of e-waste and larger items. It's not practical for me to take these to one of the EcoDrops on the fringes of Christchurch. It would be great if there was a central location for disposing of waste in an eco-friendly and reusable way.

722 - Don Gould

[Three Waters>Waste Water]

we have to get the sewage treatment plant situation sorted out also the Organics plant situation sorted out both of them are highly unacceptable and a first world community.

Parks

Parks Maintenance

General Comments

26 submitters provided feedback on parks maintenance.

Three submitters support our proposed spend while 16 provided alternative proposals.

Eight submitters made general comments about parks maintenance.

Officers Response

Submissions received reflected a community desire for more maintenance and renewal activity and support for more Parks Ranger resourcing for pest and weed management.

Topics Submitted on were:

- General Park Maintenance
- Mowing
- Lack of water fountains
- Park Renewals (hard surfaces)

There was a mix pf positive and negative feedback about current levels of maintenance. Primarily the respondents requested consideration of an increased frequency of servicing maintenance activities. This would require additional funding.

The parks unit will be briefing Council on maintenance service options in the upcoming months as a precursor to the long-term development and the required renewal of contracted service agreements.

Staff believe despite the challenging environment to manage and maintain parks to community expectations these options to be considered should be the determinant of appropriate funding rather than the current Annual Plan.

Support

261 - Keith Harris (Akaroa District Promotions)

2.4 Board Priority: Good social and physical connections for our communitiesCommunity Parks Rolling Renewal Programme – the Board were briefed and haveconsidered 2023/24 Community Parks Rolling Renewal Programme. The Boardagrees with the Community Parks Rolling Renewal Programme for Banks Peninsula.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

[Three Waters>Stormwater and Land Drainage],[Strategic Framework>Climate Change]

11. In particular, we strongly support increasing priority for the following items in the capital programme:

• Maintenance, renewal and improvement of stormwater infrastructure

• Maintenance of parks and riverbanks

• Adaptation to climate change.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Strategic Framework>Climate Change], [Libraries>Libraries (Capital Building)], [Recreation, Sports & Events>Recreation Centres (Capital)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks, commitment to building new facilities and adapting to climate change.

Alternative Proposals

113 - Pat McIntosh (Redcliffs Residents Association)

Park maintenance. While recognising the budget is tight and money needs to be found to cover inflation and the new Stadium, the Redcliffs Residents Association wishes to plea for the Operations Budget for Urban and Regional parks to be increased to at least cover the rise in inflation but ideally by a more significant sum to ensure the ongoing delivery of these vital services. The Ranger Operational Budget needs to grow to match increased demands from steadily increasing areas of native plantings on the one hand and the growing incursion of weed species on the other .

The budgets for Park Ranger staff and their contractors are stretched and accordingly there is insufficient work on the ground insufficient to maintain our parks for current use for safe and enjoyable recreation and for carbon absorption. The work required of these hard working teams exceeds their available time and contractor support budgets.

Add to this the still considerable back load of work to stabilise earthquake damaged slopes in the Port Hills parks and remove persistent weed species that 'got away from us' after the earthquakes, the operational budgets are just not sufficient to do the work the is needed.

One local example is Barnett Park where banana passionfruit is acknowledged as a widespread and spreading threat to the emerging native seedlings and blackberry is becoming rampant. Local

volunteers are working hard alongside rangers but it is a discredit to the Council that it needs to rely on volunteer labour to maintain the public parks.

144 - Brian Donovan (New Brighton Residents Association)

[Transport>Footpaths and Streetscapes]

NBRA gets a lot of feedback about this but there should be greater attention given to overflowing bins in the Coastal area and also a coordinated approach to clean ups by every group who use facilities and leave a mess.

The area is gradually sliding into a very untidy state and appears to be getting worse. Litter is everywhere.

146 - brian donovan

[Transport>Footpaths and Streetscapes]

I am like others at the state of litter around our coastal area. The recent City to Surf run revealed a lot of unsightly rubbish along the route and very poor for the environment and our image.

The bins are always overflowing after events and it seems the Council have no plans to ensure this does not happen.

150 - Lonnae Skachill

[Three Waters>Stormwater & Land Drainage]

It would be good to see local stormwater drains and creeks in the reserves cleared more frequently.

185 - Andrea Mead

[Transport>Roads, Cycleways]

Am obvious example is comparing the roadways and park maintenance between Ilam and New Brighton. Ilam roadways has well manicured flowers and well mowed gardens, New Brighton has overgrowth and weeds, especially bike paths. These poorer areas rely on volunteers and community groups to chip in to maintain these areas, an example would be the group who looks after the south new Brighton park, they come together every 2 months to volunteer their time to do clean ups and weeding.

[Coder note: For context, *"more monies need to be spent on increasing the livability of the poorer areas, better care of parks and roadways, more input into crime and youth care. The lower socio economic areas suffer."]*

201 - Glenda Spillane (The Belfast Sports and Community Centre Inc.)

We are requesting that the Council-owned driveway in Sheldon park be resealed. This driveway is in a terrible unsafe condition.

There is a huge amount of foot and vehicular traffic which uses this thoroughfare. This thoroughfare has a huge volume of users all year long - Belfast Rugby Club, Belfast touch Modules, Cricket teams, Bowling club, Belfast School, Belfast Community network, Skateboard Park etc. This thoroughfare is also used as a shortcut from March Place through to the Main North Road, often by a number of commercial vehicles - these vehicles add to the damage caused already.

Because of the thoroughfare issue, the carpark of the Belfast Sports and Community Centre Inc. (Belfast Rugby) gets severely impacted by the number of light and heavy vehicles. We request that the Belfast S&CC carpark is also repaired (potholes etc) as well as the carpark and driveway along side the park, Belfast Comm Network, Belfast Bowling Club etc - this part of the drive is in a terrible condition.

Please let me know if you require any more information. Thank you

202 - Murray Jones

Sheldon Park has a driveway which is used by a large number of Organisations. This driveway is a health hazard and has developed a lot of potholes. Supporting documents attached.

>>>

I am requesting that the Council owned drive way in Sheldon Park be resealed due the dilapidated condition.

Late last year we contributed to repairing Pot holes in the drive way due to the deterioration of high traffic loads.It was also a major health and safety concern due to the high amount of foot traffic by the public and when rugby grounds are used.The driveway in question has a number of users Rugby Club, Community Centre, Belfast School, kindergarten, Bowling Club, Swimming Club, Skateboard Park, and is also used by the Public as a short cut to the main North road from March Place. A number of heavy commercial vehicles also use this driveway from March place adding to the damage.With the Rugby season about to start the volume of traffic will be two fold compared to date, with spectators and players visiting the park.The Rugby grounds are used all day on a Saturday with Junior and Senior games being played.

It is the Bowling Clubs request along with other users that this driveway be resealed as soon as possible due to the high usage and the continued deterioration taking place.

>>>

243 - Murray Jones (Belfast Bowling Club Incorporated)

The council owned driveway at Sheldon park 710 Main North road is badly in need of resealing.

Documents attached

>>>

Belfast Bowling Club requesting that the Council owned drive way in Sheldon Parkbe resealed due the dilapidated condition.

Late last year we contributed to repairing Pot holes in the drive way due to thedeterioration of high traffic loads.

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>>>

Sheldon Park Driveway 30/03/2023

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to provide feedback to the Parks rolling renewal programme:

- Wainoni Park hard surface renewal to financial year 2025.
- Woolston Park Green Assets and Hard Surfaces renewal – delay to financial year 2026, as they appear to be in fairly good condition.

524 - Joyce McAllister

Are you able to include Spreydon Domain carpark to be totally resealed. if you are not able to include can you please repaint white lines as they have faded or been covered up in part of the carpark. Disability and yellow lines have disappeared therefore the parking is a shambles and people with disabilities have to walk some distrance if they are going to events in the two halls.

554 - Dianne Downward

Parks should be treated equally when it comes to having the grass cut. At the moment, some are allowed to have the grass grow long enough to cover your foot before it is cut, while others are kept at a shorter level presumably for sport. I understand that many sports need to have short grass in order to be played, but are other park users less deserving? We all pay the same rates.

610 - Karen Colyer

I would also like to say that changing the management of the Banks Peninsula parks away from Recreational Services is a big improvement. Our voluntary gardening group appreciate the support.

659 - Martha Baxendell

[Rates>Residential Rates], [Transport>Other, Footpaths and Streetscape]

Although I understand that rates need to increase, I would like to see the level of services in New Brighton that rates pay for brought up to the level of other communities in Christchurch. Ie, street cleaning , public bins being upgraded and emptied on a good schedule, street planting and maintenance.

674 - Claire Coveney

[Three Waters>Waterways Quality and Compliance]

The pollution of our waterways by industry, sitting and litter is increasing.

Our riverbanks along Opawho should not be used as parking, damaging the land, creating pot holes and trees. Council placed green plastic honeycomb matting Aynsley Terrace. It is breaking up and plastic will end up in water ways. No response to complaints a year ago.

Maintaining parks and river banks should mean less spent on mowing when not needed. Less spraying. More weeding and maintenance without ysing sprays.

Remove uncovered litter bins near rivers and the beach such as Scarborough. Overflowing litter bins 2 Scarborough Road and opposite Waltham pool. How many more are put there tipping takeaways abs doggy doo bags into rivers and the ocean.

>>>

As mentioned . Our green areas do not need mowing when there is mo grass growth. More flexibility with contracts.

[Transport>Footpaths and Streetscapes]

Every litter bin needs to be covered so rubbish does not flow into rivers or oceans.

731 - Kelly Perazzolo (Spreydon Tennis Club)

I am writing to you regarding the Spreydon Domain carpark located on the North West sectionof the park, outside the Spreydon Tennis Club, Kereru Sports & Cultural Club and CoronationHall.

I have been the President of the Spreydon Tennis Club since 2017 and a member since 2009.

There are several concerns regarding state of the carpark, and the purpose of this letter(attached to my submission) is to enquire if these are going to be addressed at some point inthe future under the Draft Annual Plan 2023/24 or future Annual Plans.

The carpark, in my unprofessional opinion, could do with a complete makeover. The issuesare the following:

- Parking lines - are faint/worn and in some cases no longer visible. Often cars will double park due to this issue. There is already a problem with congestion on Saturdays.
- Disability parking - two car parks (located at points A and G below) are no longer visible. A third one is in a poor state (point E). Disability parking is therefore greatly compromised.
- Poor condition of the surface including deteriorating asphalt.
- Weeds growing in the stormwater drains because the condition of the asphalt.

As you may not be aware, the car park gets a lot of use. Between the Spreydon Tennis Club,Kereru Sports Club, and Suburbs Rugby & Netball Club, there would be over 800 membersacross different

sports codes. This does not consider external groups using the facilities fortheir regular meetings and events. In short, this car park is well used and the wear and tear isevident.

Other issues and points around this are:

- The bollards at the entrance (seen on photo D) were damaged in the 2010/2011 Earthquakes and are not operational. Although there is a CCC padlock and chain being operated by security, it would be ideal to have these operational again. In recent years there has been an on-going and worsening problem with vehicles entering and rubbish being dumped. Bollards would act as an additional deterrent.
- There is a bike stand within the Spreydon Tennis Club lease area which caters for 6 bikes (located at point H – not in photo). With the Nor'West Arc Cycleway going past the Domain, it would make sense for the Council to consider adding an additional bike stand to future proof demand and encourage uptake.
- There are no uprights providing illumination in this car park. The only lights are from security lights at Kereru and at Spreydon Tennis.
- A combination of factors including the state of the Coronation Hall has attracted anti- social behaviour and littering (photo I).

From my own research, the car park has never been resurfaced since it was first establishedin the late 1980s. Below are aerial photographs which shows before and after the civil workswere completed. Note the tree line has been removed to make way for the car park.

1984[1]

2018[2]

Attached below are photos to highlight the above issues below. Please use the following aerialphotographs as a reference. Most of the photos were taken by me on 11 April 2022.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Strategic Framework>Climate Change]

DPA recommends that disabled people and the wider disabled community be consulted and involved in all planning around improvements to roads and footpaths, the maintenance of parks and riverbanks and climate change mitigation works.

>>>

Recommendation 3: that Council involve disabled people and the wider disabledcommunity in all planning around improvements to roads and footpaths, themaintenance of parks and riverbanks and climate change mitigation works.

Other/General Comments

13 - Vivienne Allan

Congratulations on the condition of the parks.

232 - Patrick Nolan

I am writing to express my concern over the deteriorating state of roading, footpaths, and landscaping in our community. Over the past few months, I have noticed a significant decline in the quality of our infrastructure, which is affecting the health and safety of our community members.

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Moreover, the declining landscaping quality is not only an eyesore, but it is also affecting the morale of our community. Neglected parks and gardens give the impression that our community is not cared for, leading to a decline in community spirit and pride.

I would like to urge the council to prioritize the repair and maintenance of our roads, footpaths, and public spaces. By doing so, we can ensure the safety and wellbeing of our community and foster a sense of pride and community spirit.

237 - James Rice

parks are in good nick

249 - Madeline Howe

more parks with trees the water foundations in alot of parks etc arnt working you want people to walk bike etc the halswell park water isnt working the one near the cemetery and the one in the new area

36 - Jared Brookes

parks nearby seem to be poorly maintained

399 - Miranda Luxton

Look after our parks

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Waste Water; Water Supply; Waterways Quality and Compliance], [Community Facilities>Community Facilities (Operational)], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

742 - Phil Grey

general weeding and river cleaning is poor

Playgrounds and Play Equipment

General Comments

13 submitters provided feedback about playgrounds and play equipment.

Three supported our proposed spending and ten provided alternative proposals.

Two submitters made general comments.

Officers Response

Submissions received were supportive of the annual plan and capital investment programme.

Topics submitted on were:

- Akaroa Tennis Courts

- Aranui Playground
- Cass Bay Playground
- Hunter Terrace Pump Track and Basketball Court
- Kennedy's Bush Road Development
- Papanui/Redwood Youth Facilities
- Parks Playground Equipment & Renewal
- Tullet Park Playground
- QEII Park
- Templeton Park

The majority of submissions related to bringing forward projects already on budget within the LTP. This would require a substitution process that staff do not support as early planning is already underway for projects due for delivery in FY 24.

Community Boards have recently been involved in workshops with staff to review projects due for delivery beyond FY 24 to see if they align with community priorities. This is considered the most appropriate method for aligning community priority with the rolling renewal programmes without the costly inefficiencies associated with stopping projects in flight and replacing them with others. Adding additional projects impact deliverability.

Akaroa Courts: Planning is underway and funding allocated to renew the two public courts - 65127 $170k FY24-25. The leased area is to be funded by the lessees. The request was to bring this forward a year. There is a significant amount of planning work required for this project due to potential site contamination (coaltar), archaeological checks and investigation. If this funding was brought forward it would not result in a quicker result and would likely mean a carry forward. If all the planning work was able to be completed ahead of time, then a bring back can be done to complete the work as soon as possible.

Aranui Playground: Bringing renewal forward will require reprioritisation and substitution with another project within the play space renewal programme. Aranui Playground and Cutler Park play space renewal is currently programmed for FY30/31. The Community Board has the opportunity to shift this project into FY 25 or 26 through the recent workshops to reprioritise projects beyond FY24.

Cass Bay Playground: Bringing Cass Bay play space renewal would require the Community board to reprioritise and substitute this project with another renewal project of a similar value within the programme. This is currently programmed for FY25-26 $260k.

Hunter Terrace pump track and basketball court: Planning for renewal of the pump track is underway. 64745 Hunter Terrace Pump Track Renewal and new 1/2 Basketball Court $124k FY23 - 24. The funding shortfall request by the Board would require a project substitution from the same financial year. The site currently sits with Three Waters and a basketball court is dependent on the outcome of the Three Waters reform land transfer results and may require an agreement to remain on this site. Staff recommend no change at this time.

Kennedy's Bush Development: New parks in subdivisions are negotiated with developers consistent with our Development Contributions Policy.

Papanui/Redwood Youth Facilities: Bringing projects forward will require substitution with other projects within the programme to be able to deliver within the resources available - Support is noted and no change proposed. A Youth Facility is programmed FY26-28. $400-500k depending on what is proposed. Site selection, consultation, type of facility and consenting are considerations to be made.

Tullet Park Playground: Play space renewals and upgrades are prioritised within available resources. Tulett Park is not currently programmed for upgrade as there are other playgrounds in worse condition that are of higher priority. Renewal is likely to be prioritised within the LTP period but beyond the first three years. To be funded within existing renewal funding.

Community Parks Planned Play Space Renewals - 61777 Programme: This is a rolling programme of renewing our play spaces prioritised based on condition and need. It has been drawn down to specific play space renewals in FY24. Community boards have been provided an opportunity to review upcoming projects beyond the next delivery year to reprioritise for their communities. Any change to the delivery a programme for play space renewals would need to be considered in line with the next LTP.

QEII: Reprioritising the QEII programme and bringing funding back will require substitution with other projects to be delivered within the resources available and may result in carry forwards if it is unable to be delivered to a shorter timeframe.

There are currently five separate projects for QEII Park to implement different aspects of the Master Plan, with the bulk of the funding spread from FY24-FY30 (including $483k in FY24). The programme reflects a realistic timeframe for delivery. If delivery can occur quicker or funding is needed earlier to align with other projects for cost effectiveness, then funding can be brought back as required. Design work has begun to deliver the playground development in FY 24.

Templeton Park: Community partnership Rangers have engaged directly with the community and completed installation of nature play items, additional furniture, as well as planting, and existing equipment maintenance / painting etc. Renewing the playground equipment earlier than FY26/27 will require substitution with another play space renewal. Play space renewal is programmed for FY26/27.

Support

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The funding for a Papanui youth facility within 61782 Programme – Community Parks New Development; this is Project 61804 (Development of new recreation spaces such as skate parks, basketball courts, tennis courts and artificial cricket wickets in Community Parks) - youth or skate facility in the Papanui/Redwood area.

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The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term

Plan 2024-34:

Ensuring funding is retained for new recreation spaces, such as but not limited to, skate parks and/or basketball courts in the Papanui/Redwood area.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board supports the following capital programme projects:

- QEII Master Plan – the Board supports the implementation of the plan but would like to prioritise the playground and the number 2 carpark and, if need be, to use the funding left over from the partial sale of QEII land to make sure that these things are not delayed.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Parks Equipment

There is budget for playground equipment in the current LTP (Community Parks Planned PlaySpaces Renewal and Development budgets). The Board supports the existing budget and asksthat multi-age, multi-ability, multi-use and accessible equipment is prioritised.

Requests from the 2023/24 Annual Plan

Support existing budget in the LTP.

Alternative Proposals

150 - Lonnae Skachill

An update to the playground at Tullet Park would be great as there are alot more young families in the area now.

261 - Keith Harris (Akaroa District Promotions)

This comment relates to the Akaroa Courts under Facilities and Parks

As Akaroa District Promotions we wish to support the submission made by the Banks Peninsula Sport and Recreation Group to bring forward allocated money in this and subsequent years of the Annual plan and for the courts complex proceed asap.

In addition to the voluminous documentation submitted in support of their application we have the following comments:

For Akaroa's people

- This project will enhance the physical and mental health of the local community.
- Many smaller interest recreational groups will benefit from the use of the half of the building not occupied by the croquet club It will cater for our older citizens as a venue for Bridge and other card games, and mah-jong.
- We see catering for the recreational pursuits of our youth as highly important. Multi-purpose courts will ensure there is a range of activities possible such as casual netball and basketball goal shooting. In addition, to tennis, these hard areas will be used by families with young children wishing to play various ball games.
- Having this complex will widen the range of recreational pursuits in place. Thus, it will also play its part in encouraging younger travellers who work in our restaurants and tourism businesses to stay longer in Akaroa. Similarly, it will be a facility for families with younger children and assist in retaining them in the village.

Tourism

- Akaroa and the Bays are frequently referred to as the 'Jewel in the Crown' of Canterbury's tourism, both domestic and international but the courts are a badge of shame. Many make such comments expecting to play tennis after seeing the courts marked on our promotional maps. Disappointment arises detracting from visitor satisfaction.
- In completing these plans you will be meeting the recreational demands not only of the local Akaroa and the Bays community but also, Christchurch and other domestic visitors and tourists.
- Christchurch ratepayers, in particular, make up a large proportion of day-tripper and short stay visitors to the town. They too will benefit from the use of the revitalised facilities.
- The Banks Peninsula Destination Management Plan has as one of its goal to extend the range of visitor attractions and variety of experiences on the Peninsula. We feel this is a further opportunity to support the bringing forward of funding for this important community facility.

In short we support the call to action raised by the Banks Peninsula Sports and Recreation group.

286 - Marianne Erickson

Templeton is not included in any upgrades. The current park and playground is old and worn.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to provide feedback to the Parks rolling renewal programme:

- Aranui Playground renewal to financial year 2025
- Bromley Park Playground renewal has been brought forward due to arson, should also renew hard surfaces in financial year 2023/24
- Cutler Park playground to financial year 2025

560 - Marc Duff

The lack of modern playground equipment in our local parks. Thank you for the Branston Street upgrade which looks fantastic and highly used but highlights the equipment in our other parks is best destined for Ferrymead Historic Park. With intensification and the abolishment of the backyards that we enjoyed growing up, will see the need for modern playground equipment and that can cope with higher usage numbers than current.

If we are now the City of Play we could start with our playgrounds but also the LTP will need a major play with by Council to address what has been passed for the future in terms of intensification and Hornby becoming the new City Centre. One only had to be out in Hornby on Easter Saturday to see our vibrant our suburb was but gridlocked, city retailers would have been envious at the numbers.

567 - Jennifer Ross

Disappointing that the Templeton Domain playground does not feature in the annual plan. The playground is no longer fit for purpose and is unsafe for small children as it no longer has a safe exit for one part of it.

Templeton is a physically isolated suburb, so having an exciting, fit for purpose playground is important for our tamariki.

I know the Templeton Residents' Association is happy to partner in seeking grant and other funding to ensure the playground is the best it can be.

681 - sylvia lukey

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Facilities for recreation for all ages should be incorporated into new developments at the beginning of development. I do not see that there are paces for teenagers to gather together in the new subdivisions off Kennedys Bush Road. eg no half courts for basketball shooting or places to play ball games etc.

702 - Mel Himin

Templeton does not feature highly in the plan - the playground in the domain (is getting a renewal over the next five years), if this could be brought forward that would be a very good thing for the community. In an isolated community have some play equipment that is safe and usable would be great. Since the playground in the domain was broken and not fixed completely, it is unsafe. Children can climb up but find it hard to get down since the connecting tunnel is not there between the two "forts" making it unusable and unsafe.

744 - Jenny Healey (Cass Bay Residents Association)

The playground in Cass Bay is very heavily used not just by locals but also by the many famililies who visit the beach and school groups who come for adventure activities or beach studies. It was due to be replaced this year but the funding has been pushed back for at least 2-3 years. Parts of the playground are well over 30 years old, vandilised equipment has been removed and not replaced and 2 benches have rotted over the years and also not been replaced. There is now very little play equipment for preschoolers and nothing that is accessible for children with other diverse needs eg sensory, physical or intellectual. Retaining edging has also rotted and now does not contain the bark chip to provide a soft fall area under equipment. We have been asking for our playground to be updated for many years and request that funding is not pushed back any further.

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRA supports and seeks the retention of the funding below and requests that future budgets be brought forward where alignment with other projects is required providing cost effective measures:

QEII Park Playground Project ID: 56896. AP 2023-24 $19,335

PLEASE NOTE: With regards to the QEII projects listed above, we understand the balance of the sale of QEII land to the Ministry of Education (approx. $4million) was tagged to be spent at QEII. The Council has received this money and therefore the QEII projects listed above should not be delayed and be brought forward to 2023-2024

Other/General Comments

330 - Janice Ford

[Rates>Residential Rates]

I am against the city council raising our rates when they have put the quarry and seem to allow anything that gets them money to be in Templeton but wont even renew the playground that has been there for over 40 years.

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you dont care about the Park in Templeton . You havent put new equipment in the Playground opposite Templeton School in over 40 years. it has the same swing slide etc since my children were little you havent done hardly anything for the children in Templeton . They have nothing to do .

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

[Libraries>Libraries (Capital Buildings)]

A. Pump Track and Basketball Court – Hunter Terrace

The pump track and basketball court on Hunter Terrace is a project that is partly funded by the Community Board. The basketball court is awaiting completion of the lease for the ground by contractors before it can be progressed. The community have expressed interest in being involved with fund raising for this project should it be required. The pump track project is also currently partly funded with $71,000 in FY23 (to be carried forward) and $52,530 in FY24, and with a $120,000 shortfall.

Requests from the 2023/24 Annual Plan

- It is important to the Board that the project is completed on time.
- The Board also requests the budget shortfall of $120,000 be found in the Annual Plan for FY24.

Sports Grounds and Facilities

General Comments

60 submissions were received on sports grounds and facilities.

Two supported our proposed spending and 56 provided alternatives, the majority of which were requests for additional canoe polo courts at Lake Roto Kohatu.

Three made general comments.

Officers Response

The majority of submissions submitted were to request additional Canoe Polo Courts at Roto Kohatu Reserve from members of the club.

Support was received from the Spreydon, Cashmere & Heathcote Network in favour of the current Community Parks Development Budget ID 61783 and request for funding to be carried forward to FY24.

Other topics submitted include:

- Rawhiti Domain
- Somerfield Park
- QEII Park Sports Pavilion & Change Facilities
- Ōtūmatua Reserve BMX Track

Some submissions were received that would require consideration for a change to the annual and long term plan.

Planning for Roto Kahatu has recently been done with a new management and development plan produced this year. The plan supports expansion of the polo courts, but FY 24 annual plan funding is committed to new access and car parking. The CAPEX cost for extension to the lake to accommodate additional courts has been costed and budget for the development will be included as a medium priority in the Long-Term Plan for Council's consideration. This will need to be a multiyear project due to likelihood of complex resource consent requirements.

Rawhiti Domain sports field turf renewal is programmed for FY24 and falls within this annual plan.

There are no pavilion building renewals planned for Somerfield or Centennial Parks. Work is currently being scoped for works on the Somerfield Park Pavilion to address the key issues highlighted in the condition report. Investigations are underway regarding the option to retro-fit/modify existing pavilions to meet current standards including gender neutral requirements to accommodate the growth in women's sport.

Appropriate levels of budgeting will be a component of the 2024-2034 LTP.

Development of a BMX Track at Ōtūmatua Reserve near Halswell will require prioritisation and funding in the LTP. New parks in subdivisions are negotiated with developers consistent with our Development Contributions Policy. Planning for future developments is underway for inclusion in future years. This does not impact the FY 24 annual plan.

The QEII Master Plan Development identifies sports changing rooms and facilities for QEII Park. Requirements will be addressed through consultation with Regional Sports organisations and user groups. This is standard methodology/practice as per all current developments of facilities of this type. On budget within the LTP. Timing of the development will align with the modification to the sports fields.

Support

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Hoon Hay Park Pavilion (ID 613783 and 61793)

The Board is keen to see the Hoon Hay Park pavilion project to be completed on time. There is budget as part of FY24-FY26 (Community Parks Buildings Development Programme Budget ID 61783)

Requests from the 2023/24 Annual Plan

Support existing budget in the FY23 Annual Plan, and requests any funding be carried forward to FY24 support this

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRAsupports and seeks the retention of the funding below and requests that future budgets be broughtforward where alignment with other projects is required providing cost effective measures:

Rawhiti Domain Sports Turf Renewal: Project ID: 2245. Retain the $413,000 in 2023-24. Thisproject has been delayed many years and has had its budget reduced. It will be a welcomedrenewal as it is a very well-used sports ground.

QEII Park Sports Field Repositioning & Stormwater: Project ID: 56899. Total 10 year spend:$5,776,382, funding starts: 2023-24

Alternative Proposals

127 - Jade Johnson (Mainland Canoe Polo Association)

Kia Ora Koutou,

I'm XXXX XXXXXXX, President of the Mainland Canoe Polo Association (MCPA). MCPA has been present at the Roto Kohatu reserve since 2003, with the reserve having been a major part

of the Canoe Polo sport in the South Island since then. Hosting international tournaments (Oceania Champs 2013) and multiple grades of the yearly National League, Roto Kohatu is much more than a local destination for our sport. In saying that, the local appetite for Canoe Polo continues to grow, with the courts at Roto Kohatu being used 7 days a week during the height of the season, both for training and competitions.

I believe we need priority in the upcoming budget because we are pushing the capacity of our 2 courts further and further, with very stringent time constraints for tournaments and high demand for the most desirable training times. Doubling our courts from 2 to 4 would increase the potential for growth, which currently we are seeing a lot of, with students from 21 Christchurch schools using the lake.

This is our only competitive venue in Christchurch and the largest in the South Island with the biggest capacity for tournaments, with no alternative it's crucial it gets expanded before we get left behind and the larger tournaments are only hosted by North Island cities.

128 - simon brass

Increased spending should include funding towards Lake Roto Kohatu, its access road, and the Canoe Polo courts currently there.

Increased vehichle use will see a need to improve the access road, or some of it to allow coping with the masses of people who drive it year round.

Increased courts for the burnside canoe polo club will alow for increased growth in chch and allow more capacity as an international venue

129 - Matt Smith

for the canoe polo part of lake roto kohatu i think expanding it to have two more courts is a fantastic idea as this is space that can then be used to benefit so may people by getting them out and active people no longer just want to play football or rugby they want options to play something they truly enjoy canoe polo is a fantastic way to get young people out enjoying watersports. Also

having better facilities will also allow the local club to host more competitions at a level that is like those held in the north island in the past south island tournaments have always been in an average lake with no facilities if we had four courts our competitions would be fantastic being able to have four games at once and even better would be if we could have facilities to use

130 - Matthew Randall

Fund the development of the two new canoe polo pitches at lake Roto Kohatu. As it would help to improve the sport. More pitches would allow us to get more team and therfore more people involved in sport. That would then also allow Christchurch teams to compete nationally on a higher level

131 - Catherine Ritchie

Concerning the development plan for Roto Kohatu canoe polo pitches. It would be so good to have 2 more pitches so we can more people involved in the sport. We would also be able to have longer games. Currently they are only about 16min games. Too short because of linited pitch time. It's a great atmosphere and community. My son and I love it at different levels. We love social interaction, the community, making connections, playing a sport that not many play, gaining and progressing new skills that make us feel alive and confident.

132 - Connor Ritchie

Concerning the development plan for Roto Kohatu canoe polo pitches. It would be so good to have 2 more pitches so we can more people involved in the sport. We would also be able to have longer games. Currently they are only about 16min games. Too short because of limited pitch time. It's a great atmosphere and community. My Mum and I love it at different levels. We love social interaction, the community, making connections, playing a sport that not many play, gaining and progressing new skills that make us feel alive and confident. I have made a lot of new friends there.

133 - Hamish Dugdale

Two additional canoe polo courts at Lake Roto Kohatu would be a great development for Christchurch. It is one of the best out door venues in the country but what holds it back is the number of courts available. This will impact the lake on being selected as a venue for national and international competitions.

Due to the high growth of the sport the training times are also becoming limited.

thanks

135 - Luke Anderson

I am writing to express my support for the proposal to increase the number of canoe polo courts at Lake Roto Kohatu. I believe that this initiative will not only provide a great facility for canoe polo enthusiasts but also enable Christchurch to host more national events.

As you may know, Christchurch has been missing out on many national events due to the lack of facilities for canoe polo. Increasing the number of canoe polo courts at Lake Roto Kohatu would allow Christchurch to become a more prominent destination for canoe polo events, drawing more visitors and revenue to the city.

Furthermore, the initial outlay for constructing the additional canoe polo courts would be a worthwhile investment in the long term. Canoe polo courts have low upkeep costs, making them a sustainable and practical option for providing an ongoing sporting facility for the community.

In addition, having more canoe polo courts at Lake Roto Kohatu would enable the community to enjoy this exciting sport in a safe and comfortable environment. It would also promote physical fitness and social interaction, contributing to the overall health and wellbeing of the community.

In conclusion, I strongly urge you to support the proposal to increase the number of canoe polo courts at Lake Roto Kohatu. This initiative will not only benefit the local community but also provide an opportunity for Christchurch to host more national events and draw more visitors to the city.

Thank you for your consideration.

136 - Klara Richter

I would love to see some new canoe polo courts being prioritised. It would be an Awesome location and would really develop the sport, as we have had so much more interest. Having two extra courts would really faciliate us accomodating for the growing demand of eager canoe polo players :)!

147 - Kate McKenzie

It would be really great to see additional canoe polo courts out by Lake Roa and Lake Roto Kohatu, it's a great venue already but it's a popular sport so additional space would be great. It's a brilliant team sport and good for families and the community, additional courts contribute wider than just the immediate players and would be a big asset for the area. Additional courts allow growth and the inclusion of new keen kids who we can't currently cater for due to the limited area. Bigger spaces allow simultaneous games which is good for exposure of incoming players to the higher levels, this keeps them involved and helps give them a level of playing to aim for. This doesn't occur as much currently due to the limited court space. More courts would be a huge benefit on many levels.

151 - Craig Radford

I support the future development of the Lake Roto Kohatu, particularly the addition of 2 new canoe polo pitches. The sport is growing in popularity and is being restricted because of a lack of playing areas. I've promoted the sport at our local high school (Cashmere High) and have for the first time we have entered teams (2) in the school competition. Its great to see kids out there being active and gaining important water skills. Additional courts at Lake Roto Kahatu would allow this activity to continue and grow. Additional courts would allow more national competitions to occur in CHCH. This would benefit local players by exposing them to a higher level of play and would have a positive economic benefit to the region.

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I support the future development of the Lake Roto Kohatu, particularly the addition of 2 new canoe polo pitches. The sport is growing in popularity and is being restricted because of a lack of playing areas. I've promoted the sport at our local high school (Cashmere High) and have for the first time we have entered teams (2) in the school competition. Its great to see kids out there being active and

gaining important water skills. Additional courts at Lake Roto Kahatu would allow this activity to continue and grow. Additional courts would allow more national competitions to occur in CHCH. This would benefit local players by exposing them to a higher level of play and would have a positive economic benefit to the region.

162 - Bowen Abraham

add 2 more canoe polo courts at lake rortokohatu

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Canoe polo needs 4 courts at lake rotokohatu so that we can host national level tournaments. Also the lake is currently booked out with people using it so 2 more courts would help give everyone a chance to play polo and train harder. South island players currently have to travel otherseas and to the north island if we want to play high level competitions. With four courts we could host these tpurnaments down here which would make it cheaper for south island players. It would also support the local economy with more players coming down here and it would reduce climate impacts with sputh island players not having to drive and fly to the north island.

271 - Mark Radford

Support extending polo lakes at kohatu rua

276 - Brad Adamson

tegarding yhe Cznoe Polo Lake developat Lske Toto Kohatu.
i fully dupport the development of extra pitches to be added gor yhe gsmr to br played on.
the totsl of 4 pitches (currently 2) eill mean that more experienced players and new junior plsyers will be able to play on thr same night (currently split to different nights fo yo congestion).

this eill promote development within the you ger plsyers as they are supported and mentored by more senior players. they eill hsve dome one to look up to also.

We need a purpose facility in the south island.
Many of the under 21 women play at the venue or have played. And they won the world champs !!!!

against Germany (the favourites).

our sport needs and warrants support.

best Brad.

277 - Lucia Anderson

I am writing to express my strong support for the construction of more courts for canoe polo at Lake Roto Kohatu. I believe that this investment will benefit not only the sport of canoe polo but also the wider community in Christchurch.

One of the main advantages of having more courts is that we will be able to host larger tournaments. As it stands, the current number of courts available limits the size of tournaments that can be held. With more courts, we could attract more teams from around New Zealand, and even from overseas, which would bring economic benefits to the city.

Furthermore, building more courts will cost less than investing in other recreational activities, as there will be negligible ongoing upkeep cost compared to operating pools and the like. Canoe polo is an outdoor sport and having more courts at Lake Roto Kohatu is a logical and cost-effective solution to meeting the growing demand for playing space.

Additionally, having more courts would greatly benefit the development of the youth grade. Currently, constraints on pitch availability limit the amount of training and playing opportunities for young players. With more courts available, these constraints would be eliminated, and youth players would be able to hone their skills in a more productive and enjoyable environment.

Moreover, more courts would mean fewer time constraints for league nights, enabling us to play full-length games instead of shorter ones. This would enhance the quality of play and overall experience for players and spectators alike.

Finally, having more courts would mean more polo for everyone! It would be easier for individuals and teams to book a court and get out on the water. This accessibility would increase participation in the sport and encourage a healthier and more active community.

In conclusion, I strongly urge the City Council of Christchurch to consider investing in the construction of more canoe polo courts at Lake Roto Kohatu. Doing so will benefit not only the sport but also the wider community, making Christchurch a more vibrant and active city.

278 - Vanessa Rose

I see the development plan for Lake Roto Kohatu includes the construction of two new canoe polo courts but that there is no funding allocated in the 2023/24 budget to make this happen. Firstly thank you for including this valuable resource in the development plan. One of the great things about having outdoor canoe polo courts is it makes the sport more accessible and affordable to a wider group of people. As a player, coach and parent of canoe polo players it's wonderful to see the diverse group of individuals getting involved in the sport. From all walks of lifes, different areas of town, various occupations and schools, canoe polo does not discriminate, it welcomes and caters for all. No pool hire means costs can be kept low so more people (young and old) can get involved. Easy venue access and parking, makes for a more enjoyable and stress-free commute to our games and practices. Having more outdoor canoe polo courts mean we will be able to expand the number of people who can play, which equals better living and therefore happier Cantabrians.

I'm currently at the lake 2-3 times a week coaching junior players. Court time can be limited, especially on the weekend which is often the best time for juniors to practice. Having two extra courts will enable us to have longer practices but also at times that are better suited to our younger players.I've also spent many hours at the Mitre 10 Canoe Polo Park in Hastings playing and coaching in this purpose built venue. This venue because of it's size of four courts has become a focal point in New Zealand for both national and international competitions and New Zealand training camps. This is at the expense of other regions, for example Canterbury, resulting in increased travelling costs for our regions players and loss of revenue and other benefits for our region associated with holding significant competitions.Please consider including funding to build the two extra courts at Lake Roto Kohatu in your upcoming annual plan. The costs greatly outweigh the benefits and would be enjoyed by many individuals and groups for many years to come. Thank you

279 - Adam Brookes

christchurch canoe polo needs more courts as it is a growing sport in Christchurch and more courts will provide an opportunity to increase the size of competitions to be held in the south island.

280 - Sharyn Kilgour-Lloyd

I think that the Canoe polo pitches at Lake Roto Kohatu would be great if these were extended to have another 2 pitches for a couple of reasons. Canoe polo is becoming more popular in Christchurch and indoor facilities are difficult for us to find to play in with the roof height size and space needed. In order for us to be ablet o play the sport currently we have shortened game times for league nights to fit in the amount of teams and games within the day light hours we have. Having more pitches will mean we can have more teams playing in our night tournaments. It will also mean that there is more opportunity to have pitches available to train on, currently availability of pitches for the teams that represent Christchurch nationally struggle to find suitable times for trainings because the demand in the evenings after work means teams either miss out or have to train at times which are not ideal.

having more courts will also mean that we could host more teams to our tournaments and also offer more tournaments.

281 - Annette Radford (Mcpa)

i would like to see more canoe polo pitches built at lake roto kahatu. More courts means we can host larger tournaments for children and adults.

Also More courts will allow our development within the youth grade to take off, with no pressure to fit in games on the only 2 existing courts.

282 - Sophia Choe

Hi I'm play canoe polo for the Burnside club. I think canoe polo should have more courts in Christchurch especially at Lake Rohatu. Because there are many players who use the courts at Lake Rohatu every week. I myself play canoe polo 1-3 times per week and especially more regularly during the summer time. However because the number of teams are growing in number it is becoming harder to book the courts for trainings as there are too many teams who want to use the courts at the lake but not enough courts are available. Also sometimes there are tournaments that are held every year at Christchurch in Lake Rohatu. However because there are only two courts which means that we are limited to a shorter number of games in the tournament and it takes the entire day to go through all the games. Therefore it would benefit canoe polo players very much if we could get more courts built to help this sport grow in Christchurch.

283 - Jacqui Radford

Can you please add a further two pitches to the canoe polo club lakes at lake kohatu and rua to support the growing sport.

284 - Ben Robinson

yes I would like to see some funding allocated to complete the two new proposed canoe polo lakes at lake roto kohatu

>>>

yes I would love to see two new canoe polo lakes completed at lake roto kohatu so my boys and their boys have a suitable facility to enable their progression in the sport.

285 - Luke Jansen

hi i think that christchruch should get more csnoe polo pitches as soon as possible because it allows all if the new young people to start playing without having a limit of teams. We have already seen a large increase of players and are expecting a lot more if we can manage to fit all of the teams in. Also i think that it would help a lot for the larger tournaments that would be able to be held at lake roto kohatu.

288 - Rebecca Taylor

As a family of keen canoe polo players, we have been using these facilities many times a week over the daylight savings period, and one family member who uses it year-round. We would love to see the increased number of pitches that has been proposed to go ahead, to enable growth in the sport, especially as we aim to be competitive with the North Island teams, which have so many more opportunities to play, and in greater numbers than we have.

291 - Daniel Carter

- Build more canoe polo courts at Lake Roto Kohatu! Why...?
- "Building these courts will cost less than investing more into indoor venues for Canoe Polo"
- "More courts will allow our development within the youth grade to take off, with no constraints on pitch availability"
- "More courts means less time constraints for league nights, so we don't have to play shorter games"
- "More courts means more polo for everyone!"
- "More courts means we can host more national and internation competitions - which can only be positive for the economy and tourism industry within Christchurch"

293 - Eva Ross

We need more canoe polo courts - its a fabulous and growing sport played by many intermediate and highschools but there is only one court at lake Roto Kahuta to practice on . I don’t understand why jetboats can get more space next to it which are not very environmentally friendly whereas our canoes have to squeeze in on that little court . We could hold the south idland champs if we had the space. It’s hard to get a time slot for practice in winter - swimming pools are too small for rolling practice . We need more space . Give this fabulous niche sport a chance to progress please!

294 - Kathie Nicholson

Canoe polo at Lake Kahatu is a wonderful sport that is growing in popularity.

I was unaware of the sport until my son got involved at Shirley boys. It was $35 for the season!! A wonderful opportunity to get boys physically active.

After watching my son for 2 seasons, and other women watching for years more, a group of mums decided to join and became the first all- women's team, the "Thunda Sisters". Although we haven't won once this season we have enjoyed getting together, doing something for our physical health and more importantly our mental health.

More courts would be wonderful. With the amount of teams we have to start our first have at 5:40. I mahi full time as a social worker in north Canterbury so getting to games can be a challenge. Our last game is at 8pm and by the end of the season we are in the dark!

I'm happy to talk to anyone if needed about canoe polo. It's been a very positive thing for me.

One last thing, we have a group of year 13s who are very committed, playing or practicing almost daily. They are determined to get to the national team. Who knows, maybe Olympics one day.

322 - Nick Burnett

More Canoe Polo courts at Lake Roto Kohatu. The two courts are great but we are limited in playing time and we as a sport have no more ability to grow. More courts would allow us to have bigger tournaments, have full length games and most importantly allow more school kids to play. As at the moment there isn't the space available for more school games to be played. Napier has a great venue with 4 courts and it is a much smaller city than Christchurch.

323 - Deanne Bedggood

Kia Ora,

I am writing on behalf of our whanau of seven to express our support for Lake Roto Kohatu's planned extension of the canoe polo "pitches".

We would absolutely love two more canoe polo pitches for so many reasons.

Canoe polo is an amazing opportunity for whanau to gather across the generations and share all the benefits of being physically active, enjoying nature, and connecting socially.

If we had two more pitches on our club league nights (after work) we could have more time to play before bad light stops play.

If we had two more pitches more teams could join the schools league we play in on Wednesday nights, and more teams could develop their skills by practising while other teams are playing.

It is a very unique sport (similar to turf hockey) where one of the only ways to develop skills is to play at the venue, to learn to kayak, roll the kayak in lake conditions, and basically play basketball in a kayak is only learnt by hands on experience on the water, exposed to the elements (eg wind and rain!)

Our new schools players have very little opportunity outside of their games to develop these skills as for many younger players Lake Roto Kohatu's location requires parental transport at other times outside the competition times. In order to maximise the time these players are at the lake it would be absolutely amazing to have a warm up pitch, and the opportunity for more games to occur simultaneously.

Recently my daughter's school team attended the National Schools Competition in Hawkes Bay where there is a purpose built (fully fenced) facility with four pitches and we saw first hand the benefits of these proposed facilities.

Since the February 2011 Earthquake the opportunity to play canoe polo indoor in ChCh has not been available, but this hasn't stopped several young players (who we first took to Nationals seven years ago) playing for New Zealand and in Ava's case gaining a gold medal as an U21 NZ women's player. It is a sport that is hugely rewarding and that NZ performs well in.

Two extra pitches will aid in the development of future athletes, and enable players from around the South Island (and North Island) to gather, socialise, play sport and learn from a mixture of ages/and abilities.

Currently these tournaments are limited in size to certain abilities by the number of pitches available.

Four of our seven whanau members have played canoe polo over the past 10 years, and we would highly recommend participation.

By increasing the number of pitches more players (young and not so young) will be able to share in this unique sport, make memories, and enhance their well-being.

The water safety/boating skills gained from canoe polo are hugely beneficial for all young people, and hopefully as our young people are exposed to water dangers, and gain skills they will be more confident to keep themselves safe in water environments in the future.

These skills could one day be life-saving,

326 - Kirsten Turner

I am supporting the redevelopment of Canoe Polo Pitches at Lake Roto Kohatu. Our sport would benefit from the increase of 2 pitches to 4. It would allow the opportunity for schools polo to grow in Christchurch and give the schools who currently play more game time as they now have shortened games in order to get everone through the competition.
Whilst being important for the development of schools polo it would also benefit the sport as a whole and encourage more national competitions to be played in Christchurch & thus help the local economy.

332 - Edward Norton

I would like to advocate for the planned additional canoe polo pitches that are currently a planned addition to the Lake Roto Kohatu recreation area lakes. These pitches are game playing areas with boundary ropes and goal structures. They are planned but no budget or timing is set. I urge that they be budgeted in asap. The Christchurch canoe polo facility at Roto Kohatu currently has only 2 pitches which constrains numbers of games and game times. In this respect Christchurch is lagging behind out of proportion with smaller North Island cities (eg. Napier/Hastings, Palmerston North). Particularly importantly the constraint is felt for school sports tournaments (eg Wednesday afternoon interschool sports) where games must fit into afternoon school schedules and end of daylight given the outdoor facilities as opposed to using indoor pools. To be clear I think the current outdoor facilities are excellent and expansion of those is a good clean health promoting community recreation investment. It also reduces pressure on more expensive indoor pools - leaving room for other sports that must be indoors, as well as helping affordability for growing and diversifying canoe polo at the grass roots school age group. Canoe polo is a small sport and few people know NZ does well on the world stage. NZ under 21 women won the world championships in France in 2022. NZ mens teams

have represented at world champs for many years. It is a good time to leverage off this and other recent successes in NZ women's sport to grow the age-group coming through next. I advocate for this as a parent, supporter and manager of junior polo team(s) my two teenage daughters and their friends play in. I've only been involved for 18 months but in that time have clearly seen the vibrant healthy community culture at the existing Roto Kohatu site. I think it is very obvious that budgeting this in would be boosting a good thing.

333 - Lena Norton

It would be really beneficial to have more canoe polo pitches out at Lake Roto Kohatu as at the moment canoe polo in christchurch is really restrained with the amount of people who can play because we only have 2 pitches. This is reall restraining as it means the sport does not have the facilities to grow. If we had more pitches it would go a long way in helping to grown the sport, as we could have more schools playing and growing the base level of the sport. At the moment christchurch is quite behind the rest of the country in regards to the participation in the sport, and this is largely due the the fact that we are unable to have any more people as there is simply no space. More pitches would also mean we would be able to have more tournaments in christchurch, which would bring more people from around the country into christchurch. More outdoor pitches would also mean we wouldn't have to use indoor pools and facilities around Christchurch, which would menace other sports would have more access to these facilities, meaning they could grow as well.Another thing to mention is the NZ under 21 team just won gold at the world canoe polo champs, so although it is a niche sport we do do well on the world stage, and more pitches would benefit our world performance even more.

336 - Richard Giddings

I am writing to put my support behind the proposed changes to Lake Roto Kohatu for the canoe polo community. As a parent and a player I have seen the benefits this sport has for the Christchurch and Canterbury community.

As a sport that welcomes all ages, backgrounds, abilities and is team based game. there is a large community spirit amongst all the players and families that come down to either train or play at the current pitches. by providing 2 additional pitches we will not only create more opportunities for people to engage in this growing sport but we will also provide larger facilities for the current national league competition and international competitions such as the potential to host Oceania's. We have a number of players in Canterbury that represent at national and international level and have often hosted national league events. Having additional pitches would allow for more people to come and play at these events which will bring an economic benefit to Christchurch.

As this sport continues to grow having additional pitches will allow for that growth to continue long term within the Christchurch and Canterbury community, we have seen a large uptake of teams wanting to play at school competition this summer however we have now seen the impact of only two pitches by having reduced game time and pressure to get games off and on pitches, having two extra

pitches would allow for full length games and more games to be played as well as the continued growth of the sport through out Christchurch and the wider community.

Overall, having 2 more canoe polo pitches would be a positive investment for our community providing significant benefits for individuals, families and the community at large. I would ask you to give your full support to this proposal and make it happen.

341 - Justin Randall (Mainland Canoe Polo Association)

To CCC Councillors

I am writing this submission in regard of part of the Roto Kohatu development plan – adding two more canoe polo pitches that is not funded as part of the draft annual plan and asking specifically that funding for item 65241 – Roto Kohatu Development under Parks, Heritage and Coastal Environment – Parks and Foreshore – Level of service improvement on Page 57 of the draft – Annual – Plan 2023-2024 be increased so the pitch additions can be included in the Plans timetable.

Canoe Polo is an ICF (International Canoe Federation) sport played internationally in 50 plus countries and inside NZ by 1500-2000 participates nationally, we have 250-300 participants locally. We play on water based pitches 35*20m and it is a mix of water polo/basketball/kayaking. Canoe Polo has had pitches at Roto Kohatu since not long after the reserve was formed and have been using them continually for nearly 25 years.

The reason we ask for the addition or to bring forward the funds to add the pitches is that at present at peak times we are at capacity and not able to add more participants to our competitions. This is preventing us from developing and growing our members and contributing to our region falling behind the main north Island regions which have incidentally already have 4 pitch venues and better access to indoor pool resource.

Due to daylight and temperature constraints we are limited in how long we can run competitions for. We run from when day light starts to the minute it stops. The difficultly this brings as an organiser is at the start and end of this period you physically can't have as many games due to when sun set is. At present for our main weekly competitions googling when sunset occurs is the first thing you have to do. If we had the extra pitches you could run the needed number of games with out playing to the very last bit of daylight. Temperature wise it is cold at dusk in October and November and canoe polo does regularly fully immerse player in the lake.

At present in particular both our youth schools league and 2 tier adult competitions don't have space to add more teams. We are almost entirely unable to offer our sport to adults wanting to play socially or even start the sport. There are only so many pitch hours after work and in the weekends and they fully used in these peak periods by our competitions, training by NZ national reps, national league, and schools trainings.

Nationally we are also suffering as the limitation of only having 2 pitches, Christchurch is being overlooked for larger National and International level events in favour of the larger 4 pitch venues in

Palmerston North and in particular Mitre10 Park in Hastings. For reference our national level regional tournaments would if fully attended bring approx. 300-400 people to the city.

For the above reasons I ask that consideration be given to bring forward adding the funding for the extra pitches to the plan. Since the loss of QE2 our significant indoor venue we have been heavily restrained in our ability to participate and grow our sport, we have people that want to play but we don't have enough capacity to cater for them, that really upsets us as a sport especially in the school youth area. The addition of more pool space may help but more playing time at the Roto Kohatu pitches is critical for us.

342 - Leila Paul

More Canoe Polo Pitches at Roto Kohatu would allow for more development for canoe polo players and allow more court time for every, especially considering lake time is limited during the winter season.

350 - Tania Dugdale

Having two additonal canoe polo courts at Lake Roto Kohatu would be greatly beneficial to the sport. Two new courts would allow additonal acces to be able to offer and run childrens grade polo. This would be an amazing opportunity to offer schools. Hawke's Bay have an amazing outdoor facility for canoe polo and have such a high participation rate. It is a great sport for children that also provides them with water confience and safety.

352 - Amber Nell (Auckland Canoe Polo Society Incorporated)

We support improvements to Lake Roto Kohatu, including the development of two additional canoe polo courts.

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Please ensure funding is available to support the proposed additional canoe polo courts at Lake Roto Kohatu.

Auckland Canoe Polo teams regularly travel to Christchurch to play at the existing two-court venue, contributing to the local economy through spending on accommodation and hospitality. We support the proposed expansion of this vital link in our national canoe polo playing infrastructure.

Canoe polo is a developing sport with high growth potential within New Zealand but participation is currently limited by access to aquatic facilities at local and regional levels. Lake Roto Kohatu offers a free training venue, compared to the alternative of paying for indoor pools. The barriers to entry will be greatly reduced by the proposed additions to this facility.

Building the additional courts will allow Mainland Canoe Polo to host larger tournaments at a fraction of the cost of constructing an indoor aquatic facility.

A bigger and better facility will improve accessibility to canoe polo for youth and increase participation in canoe polo nationwide. By funding this project, these outcomes can be achieved in financially and environmentally sustainable way, compared to the building of new indoor aquatic centres.

361 - Bradley Taylor

Building two more canoe polo pitches at Roto Kohatu.

Currently, Christchurch only has one venue fully dedicated to canoe polo. Over the last ten years, the sport has grown but we only have two pitches. This significantly limits the amount of games and/or training that can be done at any one time. The two pitches are usually reserved months in advance.

Christchurch currently hosts 3-4 medium sized tournaments each year and I believe that having two more pitches would be an important start for Christchurch to host bigger and better tournaments.

Last year, nine of the players who went overseas to represent New Zealand at the Canoe polo world championships trained weekly in Christchurch. This included three of the under 21 women's team who came first at the tournament. Even though a third of that team, as well as the coach, live and train in Christchurch, team training camps were consistently held in the north island, partly due to the size of our venue.

Building two new pitches would help:

1 Christchurch schools continue to dominate at South Island schools competitions,

2 club members trainings and games,

3 Christchurch clubs to host more and bigger competitions and,

4 high-achieving individual players to develop and train in a better environment.

Thanks for your consideration,

370 - Margaret Haverland

Our family has been a big user of the canoe polo lake at Roto Kohatu. Myself and four of our children have played polo at the lake over the last 12 years. With the loss of ability to use QEII pool following the quakes the lake has become an important facility for our sport. Could the council fund the building of two more courts to give us the necessary capacity for training competitions and

tournaments. Polo is continuing to grow and our vibrant community would benefit and use such a facility. personally it was great knowing my kids were busy and involved in sport after school.

387 - Andrew Taylor

My children and I all play canoe polo at Lake Rotu Katahu and are very keen to see 2 more pitches built here. With increasing numbers of teams playing, especially with an increased number of Christchurch schools joining, it is getting difficult to find enough training slots at the lake to enable everyone to have fair allotment of time.

Also, with more courts, we would be more attractive to be able to hold national tournaments here - only 2 courts are not enough to hold a big enough tournament to get the bigger numbers from the North Island clubs.

398 - Ava White

Christchurch needs two more canoe polo pitches built, as currently team trainings are having to be limited due to lack of available courts and having to share the two pitches between all the different teams. Having more pitches will enable our teams to train more, and this will have a lead on effect to higher placings in national competitions. Having more pitches also means that individuals will be able to come down and train on their own - which isn't currently a very viable option as outside of work times the pitches are booked up. Last World Championships Christchurch had 10 players representing the area, I am confident this number would increase if individuals were able to train on the water more. Finally, more pitches would bring more teams down to Christchurch to compete as we would be able to host more competitions! Which would increase both the level of polo in Christchurch, and bring additional revenue to the area as these outside teams would be paying for accommodation/food/transport in the area.

495 - Penny Cherry

yes ... Lake Roto Kohatu. What an amazing place for my family to picnic, chill out, go for walks but especially my middle son for his canoe polo. We use these amazing facilities three times a week. I know there has been talk about adding two more pools. More game time for a growing sport. My sons Shirley Boys team have been to Nationals up the north island twice now and the ponds up there are so awesome, last year they got 4th in div 2, this year 4th in div 1. Home advantage would be amazing. Longer games for everyone, especially with a growing sport like this. We would be able to host the Nationals instead of always having to spend up to $1300 for each boy for three day tournaments. Roto Kohatu is so beautiful and such a pleasant place to play each week, another two ponds with parking would bring money into the town for sure. The Canoe Polo community are behind helping where we can but a boost of income from the council to pay for some of the changes for a better place for our children would be amazing

496 - Greg Sawyer (Central Canoe Polo Association)

It is great to play canoe polo in Christchurch. The venue at Roto Kohatu has been very good for more than a decade. We look forward to future tournaments that the venue, specifically the 3-4 National events that many of our members are able to attend each year. The capacity is limited because of only 2 courts, so it is exciting to hear that it might be expanded to 4 courts.

Four canoe polo courts at Roto Kohatu would be a great advantage to the sport:

Current tournaments at the venue are limited to only 2 games competing at the same time, with a quick 22 minute tournarounds.

More people can be get experience playing Canoe Polo by expanding the court capacity.

Our Central Canoe Polo players look forward to attending future National events in Christchurch at a four court venue.

Specifically, we plan to attend the National event "Inter-Regionals" Canoe Polo in 2 years time if there are 4 courts to host all of the teams and games.

505 - Zane Shadbolt

To the Christchurch City Council,

I am writing to strongly advocate for the prioritization of funding for the construction of two new canoe polo courts at Roto Kohatu, Christchurch as part of the upcoming annual plan.

Canoe polo is a thrilling and competitive sport that is growing in popularity across the country, and Christchurch is no exception. However, with limited access to suitable playing facilities, many local players and teams are struggling to train and compete at the level they aspire to.

By investing in two new canoe polo courts, the city council would be providing a much-needed resource for the local sporting community, and helping to promote healthy and active lifestyles for people of all ages. The new courts would also attract national and international competitions, bringing in tourism and generating revenue for the city.

Moreover, the construction of these courts would demonstrate the council's commitment to providing diverse recreational opportunities for its residents, which is an essential aspect of any modern and thriving city.

In terms of the cost, the benefits of this investment far outweigh the expenses. The cost of constructing two canoe polo courts would be modest in comparison to other major infrastructure projects and could be covered by the council's existing budget without imposing a significant financial burden on the city.

In conclusion, I strongly urge the council to prioritize funding for the construction of two new canoe polo courts in Christchurch as part of the upcoming annual plan. Doing so would not only promote healthy and active lifestyles for residents but also bring significant economic and social benefits to the city.

Thank you for your consideration.

Sincerely,

520 - Bede Skinner-Vennell

The council should invest in building more canoe polo courts for several reasons. Firstly, having more courts will enable the community to host national and international events, which will not only generate revenue but also showcase the city's sporting facilities to a wider audience. Secondly, having additional courts will help grow local school and community leagues, providing more opportunities for people of all ages to participate in the sport and will mean games don't run out of light during winter months. Lastly, building canoe polo courts is a much more cost-effective option than constructing traditional swimming pools, making it a viable investment for the council. Overall, building more canoe polo courts is a smart investment that will provide a range of benefits for the community, from improved health and fitness to boosting the local economy.

523 - Hannah Moreton

I support the expansion of Roto Kohatu, particularly the increase in Lake Tahi to accommodate more canoe polo courts. Having more canoe polo courts means that we can host more, larger tournaments which will bring people to the city and support canoe polo down here. It will help to increase the exposure of this growing sport and allow for development within the youth grade to take off, with no constraints on pitch availability. This will help to encourage and grow the future of the sport and increase Canterbury representation on a national and worldwide stage.

As a supporter of the canoe polo scene in Christchurch, one huge advantage that building more courts will have is leading to less time constraints for league nights so that full games can be played before running out of daylight. Overall, more courts will mean more canoe polo for everyone with more time to practice and play the sport so many enjoy as well as spreading this to more of the community.

547 - Andrew Mcfadzean

I would love a place where Canoe Polo can be played by everyone who would like to. Currently, the outdoor venue is full. It'd be great if it could be expanded and club rooms built at Lake Roto Kohatu reserve. An extra 2 courts would allow intentional events to be held in Christchurch.

I believe this venue would help expand the sport and support additional groups like river paddlers, childrens adventure races, and the scout groups.

549 - Matthew Patient (Mainland Canoe Polo)

As the secretary of mainland canoe polo, I have noticed an influx in participating numbers in our canoe polo community in particular, people trying to book the lake for trainings. Currently we are struggling provide pitches for the high volume of requests for canoe polo trainings. This is a worry, that as we are restricted by court space for canoe polo trainings and by adding two more courts this would improve not only our high performance canoe polo programme but also encouraging school level players to continue with their progress within the sport. As this is the only centre we have for canoe polo this development is ESSENTIAL. In order for this sport to grow not only in Christchurch but also NZ we need to have quality facilities for our community. As a requirement for NZ Canoe polo, we require four pitches to hold international (Nz/Aus) tournaments, it would be great to be able hold this in the future thanks to the councils development. We have been unable to hold since 2013 due to the lack in facilities. As a passionate player/member of the canoe polo community I believe that this development is vital for the sport to continue and as a community we would be forever grateful for the council's development.

551 - Andre Carter

Having two more canoe polo courts would further increase the capacity for more teams to play and participate in the sport. It would also provide additional opportunities for practice and training, which can help improve the overall skill level of players. Additionally, having more courts can attract more interest and attention to the sport, which could potentially lead to more funding, sponsorships, and support for the community.

556 - Martin Anderson

I fully support the case for increasing the canoe polo courts at lake roto kohatu, having played for a few years, seen my son play for 7 years and the impact it has on so many people playing however we don't easily get access to indoor pools and it remains compromised by only having two courts at the moment. It is a great growing sport that could do with more access to enable tournaments and comps to be run with more people

562 - Jensen Alcock

I think that burnside/mainland canoe clubs shoukd have their new courts built. Canoe polo is a fast growing sport in New Zealand, and the christchurch venue already attracts several teams from acccriss the country throughout the year. Having the new courts would allow for hosting if bigger national and even international tournaments that would bring large traffic to the area and grow the sport massively. It would also help the clubs in Christchurch to run school leagues that encourage

development of young players, as well as allow more training space for the senior players. These courts would be a massive boost to Christchurch canoe polo, and the community as a whole, so I highly reccond building them. Thanks,

633 - Luke Anderson (Burnside Canoe Polo Club)

Dear Christchurch City Council,

I am the President of Burnside Canoe Polo Club. I am reaching out to express our club's strong support for the expansion of canoe polo facilities at Lake Roto Kohatu. Our growing club, currently boasts over one hundred members. Along with players from local schools and smaller clubs, we are struggling to secure adequate court time for all our teams, particularly during peak seasons. This limitation is negatively affecting our ability to provide ample training and playing opportunities for our members.

Despite these obstacles, our club has successfully hosted several tournaments. Regrettably, due to the scarcity of courts, we've had to cap team entries and are unable to accommodate some of New Zealand and Oceania's most prestigious events.

Constructing additional courts at Lake Roto Kohatu would not only alleviate these issues for our club, but also benefit the broader community by allowing us to host larger tournaments. These events would attract teams nationwide and from the region, bolstering Christchurch's economy.

Increased court availability would also encourage greater participation in the sport we are passionate about, fostering a healthier and more active community. We are confident that enhanced accessibility would attract even more individuals to join our club.

Furthermore, we believe that investing in the expansion of canoe polo facilities at Lake Roto Kohatu would serve the city as a whole. The new courts would diversify outdoor recreational opportunities for both residents and visitors, contributing to the well-being of the entire community.

In summary, we wholeheartedly urge the Christchurch City Council to consider funding the construction of additional canoe polo courts at Lake Roto Kohatu. This investment would not only support our club, but also promote a healthier, more active, and vibrant community.

Thank you for your time and thoughtful consideration.

Warm regards,

The Burnside Canoe Polo Club

644 - Tamsin Page

I have comments regarding future facilities at Lake Roto Kohatu.

I fully support the planned expansion to canoe polo facilities at Roto Kohatu for reasons including:

• The expansion will enable the sport to grow significantly in Christchurch and the wider Canterbury region, as it will provide a much needed additional two pitches to reduce current constraints of only two pitches on game numbers and times - particularly when catering for school sport.

• Canoe polo is a healthy outdoor community sport, and having greater capacity will enable more promotion of this, especially within the youth community.

• Right now is a great time to leverage off the NZ women's under 21 win at the 2022 world champs in France, and the Open Womens team's bronze at the same event, to grow the grass roots school level of the sport.

• Increasing the capacity at Roto Kohatu will reduce pressure in indoor council pools.

• An expanded facility will also enable Christchurch to host more tournaments both nationally and for the South Island, which will contribute to the growth of the sport across the South Island and nationally, as well as bringing additional economic benefits to the city.

An expanded facility will also help Christchurch catch up with facilities already present in some smaller North Island cities, such as Napier/Hastings, where the facilities have led to a massive growth in the sport at the grass roots across schools.

I would like to see a budget for the expansion of canoe polo facilities at Lake Roto Kohatu assigned, and a timeline set for the planned work, as soon as possible.

747 - Allan Taunt

A council is not a business, sure we need sensible financial decisions, but the focus of governance and operations is about the people, communities, and environment. Tying in with this is a consideration how decisions today affect the future – what are we leaving to our children, their children and beyond.

To better support people, communities, and environment, I feel we should increase spending in the following areas:

- Community hubs, libraries, and grassroot sports. Everyone should have easy access to council facilities. >>> During winter, many sports fields get closed due to being cut up in the rain, there is an insufficient number of fields to allow them to recover. Participating in sport is great for children, we should ensure they are both encouraged and have facilities so they can play.

782 - Richard Hellings (Otakaro FC)

> Planned Development of QE2 Park - see details attached titled 4.3 Overall Master Plan Development
> This clearly shows the development of the sports fields and car parking facilities amongst other developments of
the golf facilities and other parts of the facility
> This submission is that the plan makes no allowance for changing facilities incorporating toilets. This is a serious
omission as clearly the facilities are being provided for use by both male and female participants of many sports as
well as the referees required for those sports. Note: changing facilities are required as a minimum facility by many
competitive sports.
> The minimum requirement for the facilities to be truly fit for purpose is for changing rooms for a minimum of 6
teams plus referees. They could be sited between the two planned football pitches and made available for
participants using both fields at the same time.
> Collaboration between different sports would ensure that other sports using the other Ascot fields would also
benefit from use of the changing facilities.
DETAILS OF ORGANISATION MAKING THE SUBMISSION:
> Otakaro FC is the talent development arm of the six Member Football Clubs located on the Eastern side of
Christchurch - Burwood Association Football Club Incorporated, Western Association Football Club Incorporated,
Coastal Spirit Football Club Incorporated, Ferrymead Bays Football Club Incorporated, Parklands United Sports Club
Incorporated and Saint Albans Shirley Football Club Incorporated. Together these clubs have approximately 2500
playing members.

[Full attachment available]

88 - Kieran Abraham

u should give us 4 canoe polo courts at lake roto kahatu. U should do this because it's unfair to us because every other sport is getting heaps of money and stuff and we don't get anything so to make up for that and the over crowding we have at the lake u should make 2 more courts for us. Chur g

Other/General Comments

587 - David Hawke (Halswell Residents Association (Inc.))

4. An early “heads-up” on four items we hope to see in next year’s Long-term Plan

b. BMX track at Ōtūmatua Reserve, close to Halswell Quarry Park

i. Let’s cut straight to the point here. City Council has consented a large number ofhouses in an arc from Country Palms through to Hendersons Road, and provided nocommunity facilities – for young people or anyone else.

ii. As noted above, City Council has collected (and continues to collect) a large amountof money from subdivision developers for community facilities, then is spending themoney elsewhere.

iii. Under-investment in on-the-ground facilities costs our people, both as individualslosing their way and as anti-social behaviour. Presently, City Council is content to letthe volunteer and charitable sector deal with this issue. It needs to do more to ownthe problems it creates.

[FULL ATTACHMENT AVAILABLE]

755 - Mary O'Connor

Somerfield Park

In contrast, the toilets at Somerfield Park are rated 4 – poor, but along with the ones in the pavilion at Centential Park also rated 4, there is nothing in the next 3 year’s plans to upgrade or replace them. With an internal passageway and confined space, there is a risk to a user of these. While I am grateful to CCC for the improvements that they have made to public toilets in parks to make them safe for users by designing them with single cubicles with outward opening doors there is a need to modify some of the older toilets to make them safe for users, likely at low cost.

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRA supports and seeks the retention of the funding below and requests that future budgets be brought forward where alignment with other projects is required providing cost effective measures:

QEII Park Sports Pavilion: Project ID: 58911. LTP $924,234. AP $902,000 in 2025/26. This hasnow been reduced to $866,000. What is the reason for this? Please advise.

PLEASE NOTE: With regards to the QEII projects listed above, we understand the balance of the sale ofQEII land to the Ministry of Education (approx. $4million) was tagged to be spent at QEII. The

Councilhas received this money and therefore the QEII projects listed above should not be delayed and bebrought forward to 2023-2024

Parks Paths and Walkways

General Comments

Eight submitters provided feedback on parks paths and walkways.

One opposed our proposed spending and six provided alternative proposals.

There was one general comment.

Officers Response

Submissions received were supportive of the annual plan and capital investment programme. One submission opposed the proposal to develop the Estuary Edge pathway adjacent to the coastline within the Ihutai Estuary, waste water treatment area.

Support for work completed on Bottle Lake Forrest is noted as well.

Topics submitted were:

- Bottle Lake Forest
- Urumau Reserve/Diagonal Track
- Barnett Park/Moncks Bay Redcliffs Tracks
- Little River Rail Trail
- Estuary Green Edge Pathway
- Carbon footprint - Pedestrian friendly tracks
- Redwood Springs/Styx Mill Conservation Reserve

Work on reopening the Moncks Bay Redcliffs track, including rock remediation is underway, with funding coming from the Regional Parks development budget which covers numerous track works. Final costs for the track reopening are not yet known.

Staff continue to engage directly with the Rod Donald trust to progress partnership arrangements for the Little River Rail Trail. Funding remains within the plan and can be accessed, should progress/delivery be accelerated. It is to be noted that the remaining sections include agreements and permissions from Private landowners in some cases.

The Estuary Green Edge Pathway is subject to a dedicated report to council. A decision on the route will be made in the upcoming months. Funding is included in the current plan.

Parks track development take into consideration the soils, topography etc and use of track to determine best sustainable surface. Increasingly we are looking at low carbon solutions wherever possible that don’t create an operational cost burden. Staff will continue to investigate alternative solutions for Pedestrian friendly tracks.

The request to link the walkway between Redwood Springs Park with the Styx Mill Conservation Reserve is consistent with our Styx Vision 2000 – 2040 which has a vision for a source to sea experience. Funding exists within the current LTP and this can be progressed. This is a priority project for the Styx programme being funded from the existing plan.

Oppose

113 - Pat McIntosh (Redcliffs Residents Association)

The Estuary Green Edge Pathway. (532000) The RRA considers this to be a poor use of resources and requests that the project be abandoned. Council's apparently preferred route is highly contentious and threatens the wildlife reserve and estuarine birds.

Alternative Proposals

156 - Jonathon Chambers

I would like to suggest or request that you investigate linking up the walkway along the styx river in Redwood Springs park with the Styx Mill conservation reserve. There is a small gap between these two parks/reserves, however, if a path was made to run between them then the Styx Mill conservation reserve would have a direct connection with the new Northern motorway pedestrian/cycle path. This is a much used recreational path and joining the 2 areas makes a lot of sense for the recreational benefits.

19 - Michele Laing

The Estuary Green Edge Pathway threatens the wildlife reserve, wading birds and natural values of the last remaining section of the estuary without a path along it. This needs to be re-considered.

516 - Cynthia Roberts

Barnett Park - Moncks Bay Redcliffs - request for funding

Tracks have remained closed since the earthquake. At last a track up to the main cave is scheduled to reopen in June while the return track on the western side still awaits rock remediation and funding the funding to do this.

773 - Andrew Turner (Lyttelton Reserves Committee)

We request that the capital funding which is currently on budget for the Diagonal Track at Urumau Reserve be carried forward to next year's budget, if for practical reasons this project has been unable to be delivered as planned in this financial year.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

The Little River Rail Trail is an important component of providing recreational access to the Peninsula and adjacent lakesides. The Trust looks forward to working closely with the Council and other agencies in management and promotion of this valuable asset. We support ongoing funding by the Council for maintenance and enhancement of the Rail Trail and the Christchurch and Little River ends.

One particular project which is significant to the Trust, and a key priority for us, is the Head to Head Walkway. This project has been on Council's books for over 13 years, and we note the funding which has been made available and the progress which has been made to date. There is $1.9M in the Long Term Plan for the Walkway, which we appreciate. The project has, however, been subject to delays and deferral over the years as a result of resourcing issues, a focus on upgrades rather than new opportunities, changes to budgets and available funding, and other events outside of Council's control such as the earthquakes. We are aware of the proposal in the Annual Plan to defer some funding for this project in the 2023-24 financial year, but we are equally mindful of the Council resolution unanimously passed at the Council's Annual Plan meeting on 23February 2023: "Notes that 1.9M remains in the Head to Head Pathway Budget across the Long Term Plan, and staff will work with the Rod Donald Trust and the local Councillor to accelerate the delivery of the programme". We naturally oppose any deferral of funding or resourcing for this project. However, we are of the understanding that the above resolution anticipates allowing funding to be brought forward to accelerate delivery if required, and seek both assurance that this is the case, and explicit Council support for this position. The Rod Donald Trust has offered to partner in this project, subject to appropriate partnership arrangements and resourcing being confirmed. We reiterate this offer. We stand ready to engage and partner, and request that Council works with us to achieve partnership arrangements which will accelerate delivery of the Walkway as soon as possible.

790 - Penelope Wright

① Parks + Recreation have done an excellent job of the new hill / tracks / plantin
on the EQ Dump in Bottle Lake Forest - well done

Other/General Comments

755 - Mary O'Connor

[Transport>Footpaths and Streetscapes]

Pedestrian provision

In this draft plan there is much expenditure for hard surface renewals in parks, footpath renewals, river corridor pathways, coastal pathways, streetscape enhancements, intersection improvements yet CCC continues with

infrastructure inappropriate for all pedestrians. There are also cycle projects which may also contain sections of “shared paths”. These projects have an “estimated useful life” of 20-80 years.

Asphalt, concrete and loose metal are all roading designed for wheels that roll over a surface as opposed to foot-strike. For pedestrians there is a need to have softer surfaces, which can be obtained by using recycled rubber from old tyres. These pedestrian surfaces can also be made porous, thereby eliminating the need for a camber to drain water. In parks, the natural surface is more pedestrian-friendly than asphalt or concrete. With pedestrians travelling at lower speeds than possible by wheels permitted on “shared paths” like e-bikes and cyclists who can travel at speeds up to 30km/hr, it is inappropriate to have paths ‘shared’ by these means of travel.

Unlike roads, that have one purpose, a means of getting from one place to another, footpaths have two purposes – a means of getting from one place to another, and, exercise for health and well-being. The latter appears to have no consideration by CCC, as paths are not built pedestrian-friendly. Neither are intersections where pedestrians are often forced to take longer routes than the shortest, and may be required to wait in the middle of the road for the change of lights.

The draft plan states that by 2051, 24% of the population will be over 65, with 10% over 80. It will be essential for their health and well-being to have pedestrian-friendly footpaths, as the value for all of exercise is promoted as healthy. Pedestrian activities are possible for nearly all the population. But present footpaths often have trip hazards and being a hard surface, any falls could break bones, which likely would reduce mobility.

Infrastructure and health and well-being are linked, especially the pedestrian provision.

>>>

Somerfield Park I wish to draw your attention to CCC works and lack of them in Somerfield Park last year. I observed the replacement of the paths in the park and the widening and addition of others. The replaced paths had a few ups and downs and puddles when it rained, but were in a much better state than some

street footpaths in the area. Hence, I put in a freedom of information request. I was dismayed to find that a project by an external contractor for $84,873 did not have any plan. Further, that the FOI reply insisted that no paths were widened and no new paths added when I have photos that show a new path and a widened path. The FOI stated that the works were in the budget 2021 – 43686 Community Parks Hard Surface Renewals. Additionally, the new paths encourage greater speeds by users on wheels which is concerning when one path bisects the playground. It concerns me also that this cost could be justified when there are other improvements more needed.

>>>

Montgomery Spur Reserve

Also, that the Kowhai Pedestrian Track cost about $11,000 but contains 6 gates to be opened and closed with catches that would present difficulties for some to open. It has trip-hazard wooden steps when some strategically placed stones would have been safer. And children will have to be closely supervised due to the alternative routes for the mountain bike tracks (easy, hard, short, long) together with the already non-official options. Mountain-biker / pedestrian conflict are concerns especially now that both use the same access track to/from Rapaki Track.

Foreshore

General Comments

Five submitters provided feedback on Foreshore issues.

One supported our proposed spending, two provided alternative proposals and two made general comments.

Officers Response

There was a small number of submissions received.
Topics submitted on were:

- Naval Point
- Lyttelton Harbour Redevelopment
- Head-to-Head Walkway and connecting Bays

- Childrens Bay (Akaroa)
- Erosion of Beachville Reserve

There was nothing in particular that required a deliberate response relating to the submissions with each of the few submissions being about a singular topic. One submission on Lyttleton harbour developments was not a Parks activity. Erosion topics related to recent storm events and are being currently managed through an operational response. All other submissions relate to currently funded activity so no changes are proposed.

Support

744 - Jenny Healey (Cass Bay Residents Association)

It is also very important that funding has been continued for the Head to Head walkway. This will eventually become a great assest for Christchurch, not only providing its residents with a wonderful recreational opportunity but also attracting visitors to the area who will increase economic growth. Unfortunately, last August's heavy rainfall caused several slips on this walkway on the popular track between Cass Bay and Pony Point. This will now need to be re-routed and funding through the Head to Head walkway or other park's funding will need to be allocated for this to happen. The current alternative track is not properly formed, is extremely steep and slippery and someone has already broken an ankle on it.

Alternative Proposals

19 - Michele Laing

erosion control in Beachville Reserve needs to be addressed

663 - Harry Stronach (Tug Lyttelton Preservation Society Inc)

We will speak to the Council concerning the urgent need to put in place a plan and timeline for the development of parts of the Lyttelton Inner Harbour as publicly available spaces. Published plans have a general intent that Lyttelton Port Company will vacate a large part of the inner harbour, and that it will be developed for recreation and non-commercial maritime activities, but there is no serious timeline and no planning underway.

The operation of the steam tug Lyttelton, while based inside the ommercial port, has proved to be increasingly impractical over this last season. Unless there is a definite prospect of finding a permanent home within a re-developed inner harbour, with easy public access, then the future of the tug is in doubt.

The tug Lyttelton arrived in the port in 1907, and at 115 years it is now the oldest steam-powered sea-going vessel anywhere in the world. It is the main feature of Lyttelton's maritime heritage, and we seek the assistance of the Council in creating a permanent future.

Other/General Comments

254 - James Ensor (boatsafetyatnavalpoint.org.nz)

we have failed to be able to achieve the safety improvements required for large no of rate payers and boat users at navalpoint requires.

>>>

1993 the new ocel plains looked great but very poor plainning zero development means zero progress

sail GP may now change that with good carefull plaining AT NAVALPOINT

[Full attachment available]

397 - Victoria Andrews

The public walkway around Children's Bay is inaccessible due to debris from the recent storm and I doubt that the council will clear it in coming months even though it is heavily used by visitors from Christchurch and points beyond.

Biodiversity

General Comments

17 submissions were received on biodiversity.

Two submissions supported the proposed funding for biodiversity.

14 submissions provided other comments highlighting the importance of biodiversity.

One submission made a general comment.

Officers Response

There were a moderate number of submissions on this topic for the annual plan.

All of the submissions received were supportive of the annual plan and capital investment programme and in favour that project work be kept on track and that funding is supported and increased, if possible, to achieve this. Most of the submissions provided dialogue on the benefits of investing in biodiversity as preventive measures to minimise the impact of climate change related issues and

associated costs. There were also submissions focused on increased biodiversity outcomes in local parks and neighbourhoods.

Topics submitted on were:

- Environmental Protection
- Restoration and Enhancement
- Habitat Protection
- Pest Management
- Planting of Natives
- Wildlife Signage

Existing programmes within the current FY 24 are deemed appropriate at this time, noting that Council has initiated an increase in activity via the Crowns better off funding though.

- A significant 600K grant to the bank Peninsula Conservation Trust
- Allocation of funding to kick start an Urban Forest implementation team
- Increased funding for regional parks initiatives

Staff will be presenting various investment options for Council's future consideration for long term continuation of these programmes within the 2024-34 LTP.

Support

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

35. We acknowledge and strongly support the allocation for land acquisition anddevelopment for recreation and biodiversity improvement, especially that provided forPest Free Banks Peninsula (61729)

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

3.3 One of the most effective ways of achieving positive biodiversity outcomes isto protect and enhance high-value indigenous biodiversity through establishment andongoing ecological management support for conservation covenants. Earlier in theyear the Trust was proud to sign off the 100th BPCT conservation covenant onBanks Peninsula. As well as acknowledging the landowners involved, we wish tothank CCC for your continued support of the Trust's habitat protection work.

Alternative Proposals

109 - Sarah Edwards

I would like to see the council doing more in public spaces to use climate-appropriate plants rather than lawns (and to incentivise residents and businesses to do the same). There are a number of native plant lawn-alternatives available that would significantly reduce water use.

19 - Michele Laing

the city is being overrun and dominated by dog owners - they do not need access to every part and reserve. Dogs damage ground bird habitats and the birds.

the whole city needs a pest management focus.

297 - Paul Broady

[Strategic Framework>Other; Climate Change]

Increase funding for biodiversity protection and enhancement whilst also sequestering carbon

Here I am looking for solid funding for conservation of indigenous fauna and flora which achieves increases in the area of all habitat types within the Christchurch district. These areas would provide individual species with safe sanctuary and would help to increase their current depleted ranges whilst also providing a large contribution to carbon sequestration. This would also require increased funding for eradication of weeds and pest animals.

I looked at your Biodiversity Strategy 2008-2035 and noted the strong commitments outlined there. Your web site states that this strategy was reviewed in 2014 but the up-dated version does not seem to be available there. Perhaps nine years on from that review it is time for another which looks more closely at the value of native forest restoration for carbon sequestration?

I note that under Parks, Heritage and Coastal Environment there is a range of funded projects that presumably contribute to the conservation goals outlined above. By far the largest funding appears to be devoted to the Ōtākaro-Avon River Corridor (e.g. projects 63952, 68173). I wonder how effective, in the medium to long-term, restoration in this zone can be in the context of sea level rise. Under “Significant Forecasting Assumptions” on page 128, the assumptions due to climate change include a sea level rise of 0.5 metres by 2075 and of 1 m by 2120. To what extent might salinisation along the River Corridor affect plantings of native vegetation?

It would likely be preferable to focus on higher ground, especially on Banks Peninsula, where regeneration of native vegetation under a nursery of gorse and broom would be rapid (around 30 years). This would have huge advantages both for biodiversity and carbon sequestration. Funding should be provided for purchase of land, e.g. uneconomic farms, where this type of regeneration could occur. Nature-based solutions, such as this, to address the climate emergency are cheaper and more effective than our attempts to actively replant forest.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Strategic Framework>Climate Change], [Three Waters>Waterways Quality & Compliance]

(v) protecting our wetlands and bio-diversity

[FULL ATTACHMENT AVAILABLE]

516 - Cynthia Roberts

[Strategic Framework>Climate Change], [Other/Special Interest Topics>Tree Canopy]

1. I support increased funding for Parks and growing our biodiversity, canopy cover and actions that will improve our climate resilience

>>>

Barnett Park - Moncks Bay Redcliffs - request for funding

Silt entering the estuary continues to be a problem from Barnett Park stream - impacting wild life and in-stream health. Battering back the banks in the park to stop bank collapse and then planting is crucial to fixing this problem. Request for funding to do this

This is presented as examples of ensuring that the Parks budget adequately covers restoration of streams, reducing weed and animal pests to allow natural regeneration to occur and enhance the Port Hills and Banks Peninsula ecosystems and the contribution they make to a healthy city and climate change remediation

Not just pipes and roads but also our native biodiversity that leads to a healthier ecosystem for everyone.

614 - Rosemary Grant

[Transport>Cycleways],[Rates>Residential Rates]

I think this rate increase is acceptable as long as it is invested in projects that keep our city liveable and improve its environmental sustainability e.g. cycleways, parks/greenspaces with high quality, diverse planting. I would support a further increase in rates if it meant cycleways were upgraded with urgency.

634 - Michael Davidson

- Increase funding to biodiversity projects and include funding for actions in the Urban Forest Plan
  >>>

  [Three Waters>Waterways Quality and Compliance]

  Develop a holistic Port Hills Management Plan to cover erosion, biodiversity, recreation, waterways etc

Other/General Comments

640 - David Miller (Pest Free Banks Peninsula)

I make this submission on behalf of the Project Management Group (PMG) of Pest Free Banks Peninsula (PFBP) – the multi-partner community-led and agency-supported project targeting invasive animal pest species on Banks Peninsula and the Port Hills. Thank you very much for the opportunity to provide an update on the status of PFBP.

As a project and as a consortium of local communities and agencies, we are extremely thankful to Christchurch City Council for your leadership in helping to implement this visionary programme, for the sage and reliable counsel of your superb staff on the ground assisting first-hand with advice, design and implementation, and for the funding you have provided directly and indirectly in support of our aims.

As we have entered a whole new phase of implementation in the last few months, after years of hard work in preparation, we are heartened that PFBP has stimulated the engagement of communities passionate about conservation and protection of biodiversity, and developing pest control – superb local examples include the extraordinary community trapping programme of the Summit Road Society, and the inspiring engagement of the Taumutu community in feral cat control. By encouraging such community activism, the actual value of your financial support has a massive multiplier effect.

Protection of biodiversity is essential for the public good, not least as climate change is being felt more acutely. And biodiversity needs appropriate habitat in which to flourish. The intersection between biodiversity enhancement and climate change mitigation in working landscapes is key to healthy communities into the future – both in our rural and urban landscapes.

As you know, the first two targeted areas in our elimination programme are Kaitōrete, and the Extended Wildside (EWS) on the south-eastern area of Banks Peninsula. Our work has also been successfully evident on other parts of the Peninsula. Kaitōrete has demonstrated proof of the concept of a 'rolling front' for monitoring and eliminating pest populations. We also have some particularly cute feral cat and hedgehog detection dogs on our side!
https://www.1news.co.nz/2023/03/29/hedgehogs-successfully-cleared-from-section-of-kaitoretespit/

The active engagement of the Taumutu community in preventing re-invasion from the West has been pivotal, as has the active support from Project Tāwhaki, other landowners and the Birdlings Flat

community. The PFBP work has also enabled far greater alignment and coordination of agency efforts including those of CCC, ECan, DOC, and Selwyn District. This coordinated effort is having a transformational impact on Kaitōrete which until now has been a hidden gem.

At time of writing, the following is being implemented on Kaitōrete:

- a large-scale feral cat trapping pulse is being undertaken with CCC and DOC;
- the trap and camera network is being moved forward (towards Highway 75);
- maintaining and servicing traps within the Taumutu trapping buffer and the active fence;
- continued dog sweeps amidst the trapping network.

Within the Extended Wildside, as of end-February this year PFBP has installed 955 bait stations, of which 325 have been subsequently removed because of lack of bait take (and re-used elsewhere). These 955 bait stations cover 802ha. The Bay Barrier to reduce possum reinvasion continues to be enlarged, with a total of 78 AT220 traps now installed along key roadways. Planned work in the coming months includes:

- Continued rolling out of bait stations with the aim of moving into Nikau Palm Gully block;
- Developing our active work in Hinewai;
- Installing stage 3 of the Bay Barrier;
- Submitting the request to Te Whatu Ora/Health New Zealand for permission to employ toxins in Stage Two of the EWS project.

PFBP has also been active in the following:

- Development of a world-class GIS/Information Management programme that enables tracking of our impact, trap-by-trap, in real time – a potential game-changer for all elimination programmes in New Zealand (made possible by amazing colleagues and Vicinity Solutions);
- The Extended Wildside Mustelid and Feral Cat (MUSCAT) Programme – managing stoat traps and doing community workshops (e.g., Okains Bay);
- Supporting Akaroa Area School by hosting a year-13 student for two days;
- Education and training on the appropriate use of predator control tools – e.g., with Te Ara Kakariki/Greenway Canterbury Trust, and with ReWild Wainui;
- On-going feral goat control with active partnership from CCC and ECan – thanks in large part to your financial support through the CCC Biodiversity Fund, we are on track to have eliminated all significant populations of feral goats from the Peninsula south of Gebbies Pass by the end of the coming financial year;
- Ongoing suppression of feral pigs (as an 'add-on' to the feral goat programme).

We are immensely proud of our elimination programme, of the administration and field staff working so hard in often awful conditions, and of what we're starting to achieve now that the preparation phases (and associated challenges, such as COVID-19) have been completed. We look forward to continuing our progress and bringing more good news in the years to come.

Of course, this work has major challenges and corners to turn as it evolves. While we are not proposing any significant changes to the Annual Plan's provisions for continued support to Pest Free

Banks Peninsula, we'd like to plant a seed regarding the future. Our current major funding continues until 2025, after which we will have made major gains in protecting biodiversity, but we'll also have major expectations for continued investment as the benefits of our work become clearer. Inflation has also hit our planning significantly. Our seed for you is to please consider supporting our work through future grants – enabling leverage and multiplication through other financial and community support – and that they be index-linked for inflation.

To conclude, allow me to offer warmest congratulations to CCC for your foresight and practical endorsement of this massive project – one of the largest of its type in New Zealand and the world. We are privileged to work alongside your remarkable staff, and our most grateful thanks for your continued support.

Pest Free Banks Peninsula and Predator Free Port Hills

We support the investment in Pest Free Banks Peninsula and would like to see additional resource this year and in future years. This programme is achieving transformational change to eradicate pests and predators from the Port Hills and the Peninsula by 2050. The programme is on track to eliminate feral goats from the Peninsula by the end of the coming financial year – a momentous achievement. The programme has also eliminated hedgehogs from a section of Kaitōrete, which is a New Zealand first on the mainland.

The Summit Road Society is leading community trapping efforts on the Port Hills with our Predator Free Port Hills initiative. We are now active in 15 community areas across the Port Hills and Lyttelton Harbour. Over 1500 households are trapping in their backyards and more households are signing up every week. We are also seeing the emergence of Predator Free Christchurch groups. It is an exciting time for the Predator Free movement. This work supports local action in response to the crises of climate change and biodiversity loss, and also supports physical and mental health, community cohesion and connection and the enhancement of our natural environment.

653 - Marie Gray

[Grants and Funding>Community Grants]

I therefore support the investment in Pest Free Banks Peninsula, community funding such as the Biodiversity Fund and Sustainability Fund, investment in the parks ranger service, nature-based storm water management and landscape-scale restoration initiatives such as restoring the gullies of the Port Hills. Indeed, I think the investment in this area needs to double. There is no time to wait. There is widespread support for environmental initiatives among the public – could this be a targeted rate in the future?

683 - Donna Thomsen

[Strategic Framework>Climate Change],[Planning & Strategic Transport, Urban Design & Urban Regeneration>City Planning]

We should be using capital subsidies to enhance projects that enhance the enrichment of our reserves, and parks. The council should be purchasing more land to enrich our facilities and parks, not selling the land in these environments which in turn encourages more residents out to gain fitness, wellness and the great outdoors. We should be discouraging more development of land for housing on fertile or rich environments that are finally seeing the return of fauna and flora, like the Kereru, Tui, Rifleman, and Kea, with more pest control, less domestic animals and native regeneration. We are seeing the effects of climate change with more extreme weather patterns, flooding and erosion and added stress on council and community utilities, like storm water drains and sewerage, water in the communities like the port hills and the Heathcote River. The council should be restricting or notifying public of any Housing developments in certain areas that should be protected, enhanced or reserved for public use.

74 - Alexandra McDonough-Killick

More native plantings.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Kia Uta ki Tai –from the hills to the sea - Priority in Draft Community Board Plan

Urban Christchurch sits on a 'green foundation' created by the geography of the Port Hills (Te Poho o Tamatea), the Ōpāwaho Heathcote River and the Ihutai Estuary, the great majority of which lie in the Board area. The appreciation, protection and enhancement of this taonga is paramount.

It is important to the Board that there is a holistic, whole catchment approach to our environment. This will mitigate unforeseen consequences from interventions (upstream or downstream) into the wider environment, which is a single ecosystem.

Related projects:

Signage at the Ihutai Estuary and lower Ōpāwaho Heathcote River

The Ihutai is an international taonga, and the only node of the East Asia / Australasia migratory bird flyway located within a city, which gives the people of Christchurch a special and international responsibility for care.

Local environmental groups have expressed concern about a range of issues that affect wildlife in this precious ecosystem; and in particular would like to see dogs banned from the area. The Board understand that the Dog Control Policy is scheduled to be updated at the end of 2023, and is supportive of this. However, the Board requests that budget be found for signage that informs and educates the public, and encourages protection of wildlife.

Requests from the 2023/24 Annual Plan

The Board requests that budget be found to for signage on the Ihutai estuary, and lower reaches of the Ōpāwaho Heathcote river that encourages protection of wildlife

76 - Benn Dickie

Please keep raising the contributions to Parks, heritage and coastal environment. Specifically financially supporting the planting of trees in Banks Peninsula/Port Hills.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

Te Pātaka o Rākaihautū Banks Peninsula presents many opportunities for native planting and ecological restoration. We encourage the Council to identify these opportunities, including opportunities to partner with others, and to support ecological restoration initiatives. These initiatives should focus on planting native trees rather than carbon sequestration with exotics such as pines. We request that Council adequately funds the timely delivery of all actions under its Biodiversity Strategy.

Ecological Restoration

General Comments

Nine submissions were received on ecological restoration.

One submission supported ecological restoration.

Nine submissions provided other / general comments highlighting the importance of ecological restoration.

Officers Response

All of the submissions received were supportive of the annual plan and capital investment programme and in favour that funding is supported and increased to continue to protect, enhance and restore our communities. Primarily submitters provided commentary articulating the importance of continuing programmes and activities without specific requests to modify the plan.

Topics submitted on were:

- Environmental Partnerships
- Environmental Protection and Restoration
- Pest Management Programmes
- Planting and Tree Cover
- Restoration of Native Vegetation
- Community Board –
    - Opawaho River – progression of native plantings
    - Progression of a Port Hills Management Plan

Primarily submitters provided commentary articulating the importance of continuing programmes and activities without specific requests to modify the plan.

Staff propose that there are no changes to the annual plan as comprehensive programmes focused on Biodiversity and climate change initiatives are being developed for the upcoming 2024 -2034 Long term plan.

The full implementation of the Opawaho Heathcote masterplan will be reviewed in line with 3 Waters reform and the LTP as responsibility for this may transfer.

The Port hills Management Plan is scheduled and budgeted for in FY 24.

Support

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

3.2 The effective control of pests and weeds is an important part of the Council'sbiodiversity strategy. The negative impact that browsing animals, including possums,pigs and goats, have on achieving positive biodiversity outcomes cannot beunderestimated. The Council's ongoing support of the Pest Free Banks Peninsulaprogramme is appreciated and BPCT wholeheartedly supports the points made inthe submissions to the Council on the PFBP programme.

Alternative Proposals

651 - Marie Gray (Summit Road Society)

Climate Change and Ecological Restoration

The devastating weather impacts in the North Island are highlighting the importance and urgency of both reducing emissions and building climate resilience. The Society's long term vision includes restoring native vegetation to the gullies of the Port Hills including wetlands, shrublands and broadleaf-podocarp forest. Reforestation of the gullies will create ecological corridors, provide habitat for native fauna, reduce erosion and sedimentation, improve freshwater values, enhance community wellbeing, improve resilience to extreme weather events, sequester carbon and restore mahinga kai values. Landscape-scale projects require a collaborative approach, with councils, hapū, community organisations and private landowners working together.

We support a holistic, catchment-based approach that focus on regeneration ki uta ki tai. We need to set up the appropriate conditions for nature to take over. In areas of regenerating and remnant bush such as on Banks Peninsula, this includes fencing, weed, pest and predator control, and enrichment planting. The biggest threats to the health of the forest are invasive weeds and feral browsers, such as pigs, deer, hares, rabbits and possums. In valleys or other areas that are devoid of vegetation, the focus is on landscape-scale planting. There is insufficient seed source for these areas to naturally regenerate in the coming decades.

To this end:

- We support increased funding to the parks ranger service who go above and beyond to protect and restore our native eco-systems and provide for public access.

We would draw the Council's attention to Te Kākahu Kahukura, a landscape scale project to restore and connect 1000ha of native bush on the Southern Port Hills. It is an exciting and aspirational initiative that has the ability to deliver landscape-scale restoration on the doorstep to Christchurch city.

Other/General Comments

653 - Marie Gray

I strongly support investment in ecological restoration of our rivers, wetlands, forests, shrublands, dunelands, oceans and other native ecosystems. This means investment in weed, pest and predator control, fencing, planting and maintenance. Ecological restoration has many benefits, enhancing biodiversity, providing habitat for native fauna, supporting active recreation, restoration of mahinga kai and enhancing community wellbeing. It is also a climate response. Native ecosystems sequester carbon and build resilience to extreme weather events such as drought, heavy rain and flooding. Native forest on the hills reduce slips and sedimentation into our waterways. Leafy suburbs are much cooler in extreme heat. Wetlands filter sediment and other contaminants and hold water in times of flood. But ecological restoration is a long term process. It takes years for forests to grow. That's why what we do now is so important. The best time to plant a tree was20 years ago, the next best time is now.

665 - Sue Bye (Lower Cashmere Residents' Association)

[Other/Special Interest Topic>Tree Canopy]

We are a community group. We live in our community and work to promote neighbourhood well being and to foster community spirit. Therefore we want to see the Opawaho continued to be planted as a corridor for native birds. We would like our urban rangers with realistic funding to plant our community parks and areas which enhance our community and well-being. It is an easy snip to cut these budgets. We need more tree cover and planting if Christchurch wishes to become an Urban Forest.

674 - Claire Coveney

Support planting native plants in consultation with iwi around the hills to prevent erosion and silting of our awas.

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

3.4 Earlier in the year BPCT was pleased to present a submission on the Ōtautahi Urban Forests plan and we note that there will be further consultation on a Banks Peninsula rural forests plan 23/24. For the purposes of the Urban Forests plan, while BPCT covers the whole of Banks Peninsula, we focussed our comments on the urban and peri-urban parts of the Banks Peninsula Ecological District including Taylors Mistake, Sumner, Redcliffs, Port Hills and the Whakaraupō catchment area. While we are strongly supportive of the Urban Forests plan, we urge the Council to ensure that the aspirations contained in the plan are funded and supported. In relation to delivering the plan it will be important to leverage and appreciate the many urban groups /volunteers who work so tirelessly on conservation projects in the city. In this regard we appreciate the CCC's financial support of the Te Kākahu Kahukura project which currently involves 20 organisations including CCC working together to achieve positive biodiversity outcomes on both sides of the southern Port Hills.

723 - Dave Evans

[Strategic Framework>Climate Change]

Restoration of wetlands can provide enormous help in the minimisation of surface flooding at times of heavy rainfall.

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

[Strategic Framework>Climate Change]

Banks Peninsula is approximately 70% of the geographical area administered by Christchurch City Council. Native forest regenerates easily and rapidly on Banks Peninsula when the land is appropriately managed for this objective. The Peninsula therefore provides enormous scope to act as a lung for Christchurch, assisting the City to offset residual emissions and achieve its net zero emissions target. To do so, much more of its land mass will need to be covered in native forest – an achievable goal, particularly if restoration of native forest becomes a more attractive land use by generating income commensurate with pastoral farming or commercial forestry on steep, marginal land that is erosion prone and difficult to farm

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

B. Re-Grassing Hunter Terrace (ID 1410)

The Mid-Heathcote Masterplan provides for the re-grassing part of the former Hunter Terrace. Again the Board is keen to see this project is well connected with the landscape plan for the building.

Requests from the 2023/24 Annual Plan

- Support existing budget in LTP

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Kia Uta ki Tai –from the hills to the sea - Priority in Draft Community Board Plan

Urban Christchurch sits on a 'green foundation' created by the geography of the Port Hills (Te Poho o Tamatea), the Ōpāwaho Heathcote River and the Ihutai Estuary, the great majority of which lie in the Board area. The appreciation, protection and enhancement of this taonga is paramount.

It is important to the Board that there is a holistic, whole catchment approach to our environment. This will mitigate unforeseen consequences from interventions (upstream or downstream) into the wider environment, which is a single ecosystem.

Related projects:

Port Hills Management Plan

One aspect of a whole catchment approach is the long awaited development of a Port Hills Management Plan, which includes matters pertaining to protection and enhancement, recreational amenity and speed management and parking. This is currently not budgeted for in the LTP.

The Board supports the Summit Road Authority's submission on this matter.

Requests from the 2023/24 Annual Plan

The Board requests that budget be found to scope a Port Hills Management Plan Support in the Annual Plan FY24

The Board gives a heads up that it will be seeking funding from the 2024 – 2034 LTP to progress this project

808 - Kari Hunter

Protect and restore the health of the living environment, and take all possible measures to ensure it can support our children and their children into the future.

Public Convenience

General Comments

Three submissions were received on public convenience.

Three provided other comments relating to funding for specific areas.

One submission provided a general comment about public toilets in Francis Reserve.

Officers Response

All submissions received were supportive of the annual and LTP and capital investment programme.

Topics submitted on were:

- Cleanliness of Toilets
- Sumner Changing Rooms & Facilities demand
- Toilet renewals at Somerfield and Addington Parks
- Request for new Toilet facilities at Francis Reserve

There were no submissions received that would require consideration for a change to the annual plan.

A regular cleaning and maintenance schedule is in place for all public toilets. Staff will follow up with Citycare who are responsible for this contract to ensure all KPIs are being met.

Sumner Changing Room provision. Support is also noted for funding to be retained in the LTP for FY26. Consideration of additional facilities would be an LTP matter and can be considered when facilities are up for renewal.

Staff are reviewing the renewal programme for parks Public conveniences for inclusion in the 2024-2034 Long term plan with a view on modernising facilities in a deliverable affordable manner.

Requests for Toilet renewals and new facilities is noted. Support is noted for funding to be sought for work in the 2023-2034 LTP.

Alternative Proposals

546 - Michaela Allen

Parks need clean toilets in good order.

710 - charlot hudson (Sumner Community Residents' Association)

The parks in Sumner continue to have high visitor numbers. There is a real need for more changing rooms, public toilets and rubbish bins (particularly bins that allow to seperate recyclable items from landfill) Toilets need to have the ability to access 24hrs and the bins need to be smart bins to mitigate against both weather and bird life scattering the contents.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Sumner Changing Rooms

The budget of $100,000 for the Sumner Changing Rooms is proposed to be delayed to FY26, and the Board supports this funding being retained in the LTP.

Other/General Comments

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Toilet Renewal – Somerfield and Addington Parks

While the Somerfield Park toilet and pavilion is in poor condition, there is no funding in the current three year programme for renewal. Staff will develop a comprehensive financial plan for its facilities for the next Long Term Plan, and priority will be given to buildings across the city in poor condition. There is also no funding in the current three year programme for renewal of the Addington Park toilet.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP for this work

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Toilet at Francis Reserve

The Westmorland Residents' Association have requested a toilet at Francis Reserve. Staff have advised that there is no toilet currently planned at this location, but there is a deficit of toilets in the general area, so this reserve will be considered as a potential candidate to put forward for the next Long Term Plan, and the Board would support this.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP for this work

Wharves and Jetties

General Comments

One submission was received on wharves and jetties, requesting a jetty in Spencerville.

Officers Response

One submission was received proposing the installation of a new jetty into the Styx River in Spencerville.

The current plan is for a small jetty being proposed at the end of Heyders Road on the Styx River in the medium to long term. This will require funding in the LTP.

Planned walkways and boardwalks, including those already approved as part of landscape plans are a higher priority.

A simple bank regrading to improve access could be considered in the short term.

Alternative Proposals

91 - Mel Brown

Yes - Spencerville community is proposing to have a jetty installed so Kayakers can launch their boats along with beautification along the water way. I hope we get some support for this. I mean I know it's not Fendalton but we do pay our rates also.

Heritage (Capital)

General Comments

15 submissions were received on the capital spend on heritage.

One submission supported the proposed spend.

One submission opposed the proposed spend.

12 submissions provided other comments, with most requesting further funding for certain heritage projects. One general comment was made.

Officers Response

Submissions received were supportive of the annual plan and capital investment programme and reflected a community desire for the Council to look after the Council's Heritage buildings. There was support for a number of programmed Heritage repair and renewal projects including the desire for more funding to be allocated toward ongoing management of heritage items.

Some opposition was expressed to the Heritage expenditure on Kew Cottage.

Topics submitted on were:

- Bangor and Tuam Street Pump houses
- Coronation Hall
- Heritage Management (including reinstatement of the PCB Advisory Group)
- Historic Britomart Memorial
- Kew Cottage
- Mona Vale Bathhouse
- North Beach Stone Wall
- Old Municipal Chambers
- Cunningham House
- Barbadoes Street Cemetery Sextons House
- Provincial Council Stone Chamber
- Robert McDougall Gallery

- Steadfast Reserve/Asbestos Removal
- Takapūneke Reserve

Submissions were related to very specific projects rather than an overall theme. The one theme that was apparent was dialogue relating to the importance of managing and protecting taonga.

The vast majority of the projects listed above are funded to some degree within the current Long Term plan and therefore no change is recommended for this plan.

Two exceptions to this include:

Takapūneke Reserve

This is an extremely important historic reserve rich in significant cultural history to both Ngā Tahu and Pakeha. Takapūneke is registered by the New Zealand Historic Places Trust Pouhere Taonga as a wāhi tapu area.

A masterplan was co-developed with currently progressing a desire to achieve national Reserve status. The reserve has a masterplan co developed by Ōnuku Rūnanga and Council.

The programme for development is overseen by a group consisting of three elected representatives from Ōnuku Rūnanga and three representatives from Christchurch City Council.

Funding for implementation of the masterplan was not included in the current 2021-31 LTP as the work was not complete enough at the time to be included. As such funding allocated to the initial works has been exhausted.

A request for additional funding $380. 000 of Capex is requested to enable continuation of the current work programme in 2024. Staff support this initiative.

Staff supported Bid:- $380 K plus 30% contingency - Total $494 rounded to $ 500k

This funding will keep development of the reserve mobilised, namely the pathway linking European and Māori history of this site and improve connectivity between Akaroa Township and Takapūneke. This funding will also enable the commencement of upgrade to the Britomart Memorial which is adjacent to Takapūneke Reserve. This upgrade has been subject to several annual plan requests.

Note Opex funds have been allocated in recognition of the recent developments completed via the Crowns better off funding.

Future Opex and Capex funding requirements will be detailed out in the 2024- 34 LTP.

Historic Pump houses that sit within the OARC.

These are essentially 3 waters assets. Determining the future ownership and funding for any long term restoration of these assets needs to considered in the Long Term plan as technically at the moment they are due to be handed over to the new 3 waters entity in 2026. It is unlikely that as non-functional assets that the entity will want ownership. The cost of restoration will be highlighted in the 2024-34 Long Term Plan. No funding is required in FY 24.

Support

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Coronation Hall

The Board supports Suburbs Rugby Club with the renovation and management of CoronationHall. The project has a budget of $600,000 in FY24. The funding agreement was signed withthe Club, and the project starts on 30 March 2023.

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

Oppose

704 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

The proposed "heritage" expenditure on Kew Cottage is a ridiculous waste of ratepayers' money

Alternative Proposals

13 - Vivienne Allan

Although, it would be a good idea to bring forward the renovation of Robert McDougall Gallery. Can the council not make sure the Museum puts some energy into this? it's a disgrace that the building has been left since the earthquakes.

298 - Rik Tainui (Onuku Runanga Inc)

Takapūneke has a rich history which is outlined in the summary in Appendix One to thissubmission, and also set out in detail in the Takapūneke Conservation Report 2012.Takapūneke is of immense cultural importance to both Ngāi Tahu, and Pākehā.Takapūneke is also registered by the New Zealand

Historic Places Trust PouhereTaonga as a wāhi tapu area. It was set aside as a Historic Reserve in 2010.

Funding Submission5. Ōnuku Rūnanga, supported by Te Rūnanga o Ngāi Tahu seeks $380,000 in funding tobe allocated to this project via the Annual Plan 2023-2024. The reasons for this are asfollows:

- Takapūneke is a wāhi tapu and the location of historical events that are ofrelevance and importance to the nation.

- The experience of Takapūneke is currently limited to the first takarangi.

- There is only one way to access the first Takarangi, and that is from Ōnuku Roadvia the landfill site.

- Ōnuku Rūnanga believes it would add significant value to the experience ofTakapūneke if the path (as shown in the Landscape Master Plan) between the firsttakarangi and the Britomart Memorial was completed. This path would connect boththe European and Māori history of this site and improve connectivity betweenAkaroa Township and Takapūneke.

- Ōnuku Rūnanga is seeking funding of $380,000 for the design and construction ofthe path and associated landscaping (see the attached landscape master plan withthe proposed path outlined with a dashed line).

Takapūneke Reserve – Background and Project Status

6. On the adoption of the Takapūneke Reserve Management Plan on the 7th June 2018, the Takapūneke Co-Governance Group was formed. This group consists of three elected representatives from Ōnuku Rūnanga and three representatives from Christchurch City Council. The Mission Statement of this group as stated in the Terms of Reference is as follows:
"Ōnuku Rūnanga and Christchurch City Council will stand side by side as true partners to honour Te Tiriti o Waitangi and the deep spiritual connection between mana whenua and Takapūneke, so that the stories of this place will live on to guide future generations and build understanding of and connection to this wāhi tapu".

7. The purpose of the Co-Governance Group includes providing guidance on the management and development of Takapūneke Reserve. Decisions made by the CoGovernance Group shall be in accordance with the Takapūneke Reserve Management Plan 2018 and the Christchurch City Council's Register of Delegations, 13 September 2018.

8. The Co-Governance group has developed a landscape master plan for the reserve which is the driver for this submission on the draft Annual Plan 2023/24. The Landscape

Master Plan is consistent with the Reserves Plan and encapsulates a cultural design framework that reflects and respects the history of the area, while creating a place which is for the community to reflect, learn and experience.

9. Ōnuku Rūnanga in partnership with CCC have been working together over the past 5 years to design and deliver stage one of the Landscape Master Plan, which was officially opened to the public on Matariki 2022. The final details of stage one will be completed middle of this year.
10. Stage one consists of the first takarangi, Pou tū te Raki o Te Maiharanui, toi Māori elements (whāriki entrance, sandblasted inserts into the pathway and entrance pou), connecting pathway between the Takarangi and temporary carpark, interpretation panels, seating, audio tour and planting.

11. In 2021 Christchurch City Council expressed their commitment to Takapūneke and acknowledge the significance of this site when they purchased the Red House to ensure Takapūneke was made whole for the benefit of future generations.

12. The blessing of Pou tū te Raki o Te Maiharanui and the opening of stage one of Takapūneke Reserve occurred on Matariki 2022. This was a significant event that received much media coverage and was attended by Minister Carmel Sepuloni, former Mayor Lianne Dalziel, Banks Peninsula Community Board members, Christchurch City Council Councillors and other dignitaries.

13. Ōnuku Rūnanga and Te Rūnanga o Ngāi Tahu through the Ngāi Tahu fund have contributed $50,000 towards the design and fabrication of Pou tū te Raki o Te Maiharanui and entrance palisade. Ōnuku Rūnanga has also contributed significant time and resources to ensure this project meets the aspirations and values of mana whenua. Ōnuku Rūnanga has also contributed $9,000 towards purchasing native plants and will contribute a further $15,000 for planting in 2024.

14. The Takapūneke co-governance group is underway in the process of applying for National Reserve Status. The application will be lodged this year.

15. Stage one of the Takapūneke Reserve Landscape Master Plan is increasingly a popular destination for visitors to Akaroa. As a place that tells the story of how the events that occurred here led to Te Tiriti o Waitangi, the landscape, design and mahi toi provide a physical and visual learning experience and connection to this spiritual place. Visits to Takapūneke form part of wananga and educational programs that are held at Ōnuku Marae and will be part of the way in which the history of Akaroa and Aotearoa is taught within local schools.

We wish the Council to make the following decision
16. To provide additional funding as sought above to support the completion of works on Takapūneke Reserve.

[FULL ATTACHMENT AVAILABLE, including Appendix One and masterplan map]

306 - Jane Cowan-Harris (Friends of the Christchurch Botanic Gardens)

Our submission relates to the **Mona Vale Bathhouse** (Parks, Heritage & Coastal Environment Proposed Capital Programme, Asset Renewal 3368, CCC Long Term Plan (2021-2031, p96). We note that the restoration of the Bathhouse has been pushed back to 2029.

In 2022 we submitted to the Annual Plan however we were informed that the repairs were unable to be brought forward at that stage. (see attached 2022 submission)

Submission

1. The FCBG requests that the Mona Vale Bathhouse earthquake repairs are brought back onto the Annual Plan budget 2023 (Year 3 of the LTP) to be restored to house a display of semi-tropical plants managed by the Mona Vale staff and open for the public and small community groups such as artists, musicians etc. to enjoy.

Rationale

- The Friends have begun an active fundraising campaign with a Garden Party and art sale set at Mona Vale. This Garden Party has raised public awareness and begun a fund to assist the restoration. The Friends' committee has agreed to increase the amount raised to $50,000.
- Ongoing public donations are contributing to this fund.
- This initiative has triggered philanthropic interest from prominent citizens as well as a commitment to the funding of a bathhouse water feature subject to the restoration moving forward.
- We have been encouraged by the continuously positive public support for early restoration of the Bathhouse. We base this on feedback from an informal survey of walkers and groups at Mona Vale including from our fortnightly guided walks.
- The Garden staff have a clear vision for the use of the bathhouse; to display a collection of semi-tropical plants, additional to what is grown in Cunningham House, to include a water feature and appropriate seating for public enjoyment and community group use.
- It is the intention that the future use for the Bathhouse will be available for community groups and visiting public immediately after restoration. In addition there is an option to hire out the facility for events and weddings.

Submission Outcomes

- The Friends of the Christchurch Botanic Gardens have begun a fundraising campaign to assist the CCC with the cost of repairs and have agreed to contribute $50,000. This contribution includes ongoing donations from the public.
- The FCBG strongly advocate that the restoration of the Mona Vale Bathhouse be reconsidered in the current Draft Annual Plan 2023/24 (Year 3 of the LTP 2021 – 2031).
- The Bathhouse is the only Heritage building left to be repaired at Mona Vale and should be considered under the Parks and Heritage Management Activity Plan which states that services are delivered by, ' *Recognising and protecting heritage places and items (scheduled and unscheduled)* and '*facilitating the use of heritage buildings'* (Draft LTP 2021-2031, Parks Heritage Management proposed for adoption, *P4).*

- We believe that the costing and repair plan had been finalised in the Operations budget 2017 and the longer it is left the more costly it will become as the bathhouse deteriorates.
- Public interest has been raised during the above campaign including discussions with the Mayor, local councilors and Community Boards.

To Summarise

- The Friends of Christchurch Botanic Gardens Inc. (FCBG) are recommending that Christchurch City Council bring forward to the 2023-2024 financial period (Year 3 of the 2021/31 LTP), the restoration of the earthquake damaged, heritage Mona Vale Bathhouse.
- The FCBG have raised the sum of $50,000.00 towards the cost of repair through a fundraising campaign which includes public donations.
- Funding for restoration was approved in 2017. However other priorities shifted the Bathhouse to 2029 in the 2021-2031 Long Term Plan.
- The FCBG are concerned the Bathhouse will further deteriorate in this time and that the cost of repair will increase rapidly.
- The FCBG advocate that the Christchurch public and visitors to Mona Vale be able to enjoy this beautiful heritage building within the next year.

[FULL ATTACHMENT AVAILABLE]

604 - Irinka Britnell (Englefield Residents Association)

Preservation of Heritage Buildings and spaces. There should be more budget for this very important aspect of our lives. Heritage is a valuable Taonga which is beneficial for our mental health to know our history, origins and roots. It is important for everyone to feel like they belong. We all need 'our place to stand'. All cultures and Heritage need more money for preservation and expansion.

669 - Mark Gerrard (Historic Places Canterbury)

[Rates>Other]

Arts Centre Old Student Union Building (the old Dux de Lux) HPC encourages the discussions between the CCC and Arts Centre Board to arrange for the repair of the building. HPC considers the Board repairing its own building is the best option as it means it could then be simply commercially leased out. HPC asks if the CCC has considered extending of the Arts Centre Targeted rate? (This would enable the Arts Centre Board to borrow against it to repair the building.)

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Canterbury Provincial Council Buildings (PCB)

HPC supports the funding of work on the Canterbury Provincial Council Buildings.HPC requests that a full briefing of the proposed work of Stage 1 be made to Stakeholdersand interested parties.HPC

requests and supports Dame Anna Crighton's public call for the PCB advisory group tobe activated and be involved in the decision making. (The Press 19th March 2023)HPC was highly critical of a tender process being used for the Old Municipal Chambers restoration.The process adopted meant any decisions of use, etc were excluded from public scrutiny andChristchurch Residents were denied a say in the restoration and type of use for their heritagebuilding. The result was effectively a fait accompli. HPC does not want a repeat of the process.The PCB is a nationally and internationally significant Heritage building and HPC considersthe CCC to be custodians on behalf of Aotearoa New Zealand.HPC requests any decision making in oversight, policy, funding etc should be extensivelypublicly consulted at the initiation/ beginning of the decision making and not developed,without public scrutiny, within the CCC and then presented as effectively as a fait accompli atthe end of the process.

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General Comments

Aside from the above requests, HPC endorses the Draft Plan in relation to what is proposedfor Heritage.HPC is pleased with the repair of the Cunningham House. The Botanical Gardens are one ofChristchurch jewels and Cunningham House is an integral part of the Parks experience.

Barbadoes Street Cemetery Sextons House Renewal

HPC is pleased work is planned for this building, as it is long overdue. However if the renewalis to be delayed as proposed, HPC requests an assurance the building will made very secure.HPC has knowledge of other CCC buildings where this has not happened and damage ensued.

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"Our Heritage Our Taonga" CCC Heritage Strategy
HPC finishes this submission with a quote from the CCC Heritage Strategy.
We do so, to remind the Councillors and CCC Staff, the CCC has a Heritage Strategy.
HPC in the recent past has found and criticised reports where no reference to the Heritage Strategy were found.
"Kia kōmiroa, kia whiria ngā weu kia ū, Kia roa, kia pītonga ai te taura
we lengthen and strengthen the essence within
As we weave together new strands into our rope,
We work together to recognise, protect and celebrate our heritage, which weaves our stories and places together, and is vital to the identity and wellbeing of our communities and the district."

[Full attachment available]

710 - charlot hudson (Sumner Community Residents' Association)

We would like the Sumner Tram Shelter to be included as a programme of works into the Long Term Plan. The shelter is currently fenced off (at some expense to Council) and needs minimal work to make safe and useable. It was built in the 1920's and is a visible feature at the entrance to the village. The roof needs removing (a later addition) and the cracked pillars and supporting beams removing also

which are dangerous. The village has capacity to source the local craftspeople to do the work but would need either funding to have a scope of works created or funding to complete the project. We are prepared to do some local fundraising also. We strongly believe that we need to preserve any heritage features that remain in our village after so much was lost in the earthquakes. The tram line to sumner was a key part of how Christchurch accessed the village and helped it grow and this is last remaining part of that story.

731 - Kelly Perazzolo (Spreydon Tennis Club)

In conclusion, with the upcoming repair work to the Coronation Hall scheduled to start this year, it would be ideal if this could be considered in the future under the Draft Annual Plan 2023/24. I understand the Council may have restraints in place at present, stemming from the Earthquakes and made worse by Covid – what I am asking is if it could be formally added to the agenda for future works and plans.

[Full Attachment Available]

759 - Phillip Ridge (North Beach Residents Association)

NBRA is grateful for Christchurch City Council's stated interest in regenerating the eastern side ofChristchurch and appreciates the progress that has been made to date in New Brighton. We would liketo see the momentum of these efforts continued. This submission highlights the key local projects andfunding in the AP that NBRA supports and would like retained, but also proposes that some projects bebrought forward, have more funding allocated to them, or be reinstated from previous Long Term Plans(LTP). In particular, we seek the inclusion of:

North Beach Stone Wall This approximately 100-year wall should be recognized as a heritagefeature and included in Council's heritage budget to ensure it is maintained and protected. Werequest that it is registered as a heritage feature and that budget allocated to maintain as such.

761 - Victoria Andrews (Akaroa Civic Trust)

1. We advocate that appropriate conservation of the Britomart Memorial is urgently required (referto the Condition and Remedial Action Report, Ian Bowman 2002, commissioned by Liz Carter, BanksPeninsula District Council), and that interpretation panels and much improved public access arevital components of a revised and updated landscape master plan.

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1. The Historic Britomart Memorial, Beach Road, Akaroa

The 1898 Britomart Memorial, Beach Road, Akaroa.

A stone obelisk marks where the Union Jack was raised in August 1840 to demonstrate to French settlersthat the South Island was already British.

The History of Two Interconnected Sites – Green's Point and Takapūneke

The Britomart monument commemorates the raising of the British flag on Green's Point and the conveningof a British court of law nearby on 11 August 1840. This display was intended to forestall any intention thatFrance may have had of establishing a French colony on Banks Peninsula. Captain Owen Stanley had beenordered by New Zealand's first Governor, William Hobson, to sail the Britomart to Akaroa and carry out thisdemonstration of British sovereignty, after a French naval vessel, the L'Aube, sent out to facilitate thefounding of a settlement at Akaroa by the Nanto-Bordelaise Company, had called in at the Bay of Islands.Both L'Aube and the French immigrant ship, Comte de Paris, reached Akaroa less than a week after theBritish flag had been raised on Green's Point.

The monument, designed by Christchurch architect, S.C. Farr, who had been an early settler of Akaroa, wasunveiled during June 1898, before a crowd of around 2,000 people. The decision to erect a monument hadbeen made when Akaroa considered how it could mark Queen Victoria's 60th Jubilee in 1897. A smallreserve around the monument was subsequently gazetted in 1926. The original inscription on themonument stated that sovereignty over the South Island had been proclaimed on the site in 1840.Sometime after 1927-28, the inscription was altered to state, correctly, that what took place on 11 August1840 was a demonstration of British sovereignty over the South Island, which had been proclaimedelsewhere some months earlier.

Takapūneke (also known as Red House Bay) was the scene of a dramatic and horrifying event in 1830 thatwas of great significance in New Zealand's history. In 1830, the bay was the site of the kainga (settlement)of Te Maiharanui, an upoko ariki (paramount chief) of the main South Island iwi (tribe)

Ngāi Tahu. In thatyear the Ngāti Toa chief, Te Rauparaha, bent on revenge for the slaughter of several Ngāi Toa chiefs at theNgāi Tahu pa (fortified village) at Kaiāpoi, persuaded Captain Stewart of the brig Elizabeth to take him andhis warriors south, in return for a cargo of dressed flax.

Stewart brought the Elizabeth to anchor off Takapūneke, and with the Ngāti Toa war-party concealedbelow decks, invited Te Maiharanui on board. Te Maiharanui was taken prisoner by Te Rauparaha and hisvillage attacked and destroyed, with heavy loss of life. To this day, Takapūneke is tapu ground to the Māoriof nearby Ōnuku. Stewart's complicity in Te Rauparaha's attack on Takapūneke appalled the Britishauthorities in Sydney and in London, but Stewart escaped being brought to justice. The event, however,contributed directly to the appointment of a British Resident in New Zealand, which eventually led to thesigning of the Treaty of Waitangi and the assumption of sovereignty over New Zealand by Britain in 1840.Takapūneke is thus a place of great importance in the history of New Zealand. The historical importanceand significance of the site to local Ngāi Tahu were so little appreciated in later years that Akaroa's sewagetreatment works and rubbish dump were established at Takapūneke in the 1960s and 1970s, actions whichwere later described as shameful. More recently, efforts have been made by the Ōnuku Runanga,supported by the Akaroa Civic Trust, to have all of the land at Takapūneke protected as an historic reserve.The land included a block between the probable site of Te Maiharanui's kāinga and Green's Point for whicha residential subdivision had been planned. These efforts were finally successful when the Christchurch CityCouncil agreed to take the necessary legal steps for the land to become a reserve (2009 48 NZGZ change ofclassification).

Ōnuku Rūnanga held commemorations on Waitangi Day, February 6, 2010, and events included theopening of Nga Roimata o Takapūneke: Tears of Takapūneke exhibition at the Akaroa Museum. Theexhibition was co-curated and produced by the Akaroa Museum, Civic Trust, Ōnuku Rūnanga and HeritageNew Zealand. The land at Takapūneke was formally blessed the next day.

The Civic Trust was actively involved in developing the Christchurch City Council's Takapūneke ConservationReport, December 2012, and made submissions on the Takapūneke Reserve Management Plan 2018 andthe Takapūneke Reserve Landscape Master Plan 2021.

The different components of this historic site were finally fully reunited when Christchurch City Councilagreed to purchase a privately owned home and its surrounding garden, known as the Red House, inDecember 2020. The section of land is located along the shoreline just below the Takapūneke reserve.Ōnuku Rūnanga and the Civic Trust, with the support of the Banks Peninsula Community Board, quicklyjoined forces to formally address the Christchurch City Council to explain the urgent need to secure the historically important land in public ownership for this and future generations. The Red House, Takapūnekewas classified as an Historic Reserve in May 2021.

When the first stage of the development of the Takapūneke Reserve complex, Pou tū te Raki O TeMaiharanui, was formally opened during Matariki on Friday 24 June of last year, members of the AkaroaCivic Trust were invited to celebrate the event as well.

Uneven steps and footpath from Beach Road leading up to the Britomart Memorial.

762 - Ross Gray (Christchurch Civic Trust)

4 Canterbury Provincial Council Buildings: In view of the recent announcement thatthe restoration of the buildings is to proceed more rapidly that what had earlier beensignalled, the Trust applauds the $2.0m to be spent on restoration in 23/24 and the $5.0min 24/25. It would be extremely useful to have a detailed briefing on the proposedrestoration process. This heritage complex is unique and at the very heart of the2development of the democratic identity of Canterbury. The Trust fully supports the call forthe PCB advisory Group to be re-activated, with urgency.

>>>

8 Heritage classification terminology: in view of the widespread confusion about NewZealand's two systems of heritage classification (that used by CCC as a territorial authorityand that used by Heritage New Zealand, HNZPT), it is important, when CCC is referring toheritage classifications in the CDP, that it uses the term 'schedule' or 'scheduled', ratherthan 'list' / 'listed'. Note the entry on p 210 under Reserves and Trust Funds, entry 5Historic Buildings Fund / Heritage Management / To provide for the purchase by Council oflisted (emphasis added) heritage buildings threatened with demolition, with the intention ofreselling the building with a heritage covenant attached. Many do not realise that, strictly,'listed' refers to HNZPT's The List which does not protect per se such heritage buildings,whereas CCC's Schedule potentially does, meaning at very least, that any proposeddemolition must be publicly notified.

In view of the ongoing presence of ‘scheduled’ heritage buildings which could be included inthe Historic Building Fund, the Trust considers that an appropriate increase in funding for 23/24 would be appropriate, at a rate to exceed the rate of inflation.

788 - Garry Holden (Avon Loop Planning Association)

Budget request: ALPA are requesting that:-
1. responsibility for pumphouse no.3 at Bangor Street, pumphouse no. 1 at 544 Tuam Street and pumphouse no.4 on River Road (by Templar Street) be transferred from “Water” to “Parks” (or maybe “Heritage”?).
2. money be earmarked and allocated for any needed repairs to maintain these pumphouses.
Background: The condition of the Bangor Street pumphouse is a concern because the roof needs repairing. We were made aware that at least two local residents have contacted the CCC regarding this issue on a number of occasions in the past years, with photos to draw attention to this concern.
Minimal repairs in October 2020 were obviously inadequate as the roof problem reoccurred. All that seems to have happened in the past is that the bit of the butanol roofing has just been flattened but not secured, with the problem reoccurring some time later.
The April 2023 photo shows a different part of the roof has lifted. Historically any "repairs" haven’t been a long term fix and doesn’t inspire confidence that this problem won’t reoccur within a short time again. Presence of vegetation growing in the guttering also indicates a lack of preventative maintenance.
One of the interpretation panels on the river pathway focuses on the pumphouse, highlighting an aspect of Christchurch’s heritage.
It is unfortunate that no money for upkeep has been provided for in departmental budgets. Actioning the two aspects of our request would solve this.
Heritage notes: The Bangor Street pumphouse was designed by architectural firm Collins and Harman and built in 1907 as part of an extension to the city’s sewage system, which meant an end to the city’s night soil collections. Listed as a Group 3 Heritage Building in the City Plan the pumphouse was damaged in the 2010 and 2011 Canterbury earthquakes and is not operational.
Attached photos are:-
Photo 1 - 20 October 2020
Photo 2 - 28 July 2022
Photos 3 and 4: taken on 7 April 2023

[Full attachment available]

811 - Yvonne Palmer

Why have Council not rented the Heritage Homes in Belfast when housing is needed.

Other/General Comments

744 - Jenny Healey (Cass Bay Residents Association)

It is encouraging to see that funding has been allocaed to remove asbestos from Steadfast buildings. Now that the park has been opened up to the public it is proving very popular for recreation so it is important that this danger is removed.

Ōtākaro Avon River Corridor Regeneration

General Comments

Two submissions were received on the Ōtākaro Avon River Corridor Regeneration.

One submission opposed the proposed spend, saying that it is excessive.

One general comment said that deferred projects tend to be in the East.

Officers Response

Submissions covered the following level of expenditure in the OARC and concern that delayed projects all seem to be in the East of the city.

The OARC Regeneration Plan was the result of 5 years consultation with stakeholders, mana whenua and the public. In 2019 it was signed off by Central Government, and some $55m has been allocated to it by the Crown and external funders. We have commitments to complete those aspects of the work, and the remainder is funded through the LTP.

There are two aspects to the CAPEX spend in the OARC. The larger cost is in the 3W area relating to stop banks and Stormwater Management. Stop bank improvements are required for hazard protection and cannot be avoided. Likewise, stormwater management as planned forms part of the City's global discharge consent and cannot be removed from the planning. The smaller cost, already 1/3 funded externally relates to parks/ecological components. This has tourism, ecological, mahinga kai, social, recreational, health and wellbeing benefits - as well as reducing OPEX over time as native plant communities establish.

Furthermore, there is no delay for City to Sea Pathways at this time. City to Sea is progressing to consent lodgement in June 23, anticipating construction to start Summer 24 as currently budgeted.

Oppose

124 - Steve Mcneill

The capital expenditure on the Otakaro River corridor is excessive. Every capital dollar spent now will lead to depreciation costs, and operational and renewal costs going forward. There are no projects planned that are likely to generate funds to offset future costs. The corridor is a huge financial liability as currently planned.

Other/General Comments

579 - Tanya Didham

[Other/Special Interest Topics>Capital Programme (General)]

Deferred projects seem to lie almost exclusively in the east and south-east

>>>

e.g. city-to-sea from Wainoni

Red Zone

General Comments

10 submissions were received on the Red Zone.

Two submissions supported funding towards the Red Zone.

Five submissions provided other comments about the Red Zone, relating to freedom camping, pathways and regeneration.

Three submissions provided general comments about prioritising this area.

Officers Response

All of the submissions received were supportive of the annual plan and capital investment programme and in favour that project work be kept on track and that capital funding stays in budget. There was one concern raised regarding delays to the estuary edge programme. And one re the Urban Development Act fast track process

Topics submitted on were:

- Estuary Edge Erosion Repair including the South New Brighton reserve Area (majority)
- Coastal Forest
- Freedom Camping

There were no submissions received that would require consideration for a change to the annual plan.

The Red Zone falls under Parks bylaws, and freedom camping in parks and reserves is not allowed.

Capital funding already in place for South New Brighton Reserves development which includes planting for the coastal forest.

The Red Zone Regeneration/Southshore & South New Brighton Estuary Edge Erosion Management Project is a joined project with Three Waters for flood protection. The question was raised regarding

the reduction in allocated funds. The Annual Plan excludes the current financial year, which is why the total budget appears smaller however this is unchanged. There have been consenting challenges which created delays and the resulting re-forecasting. This project was unlikely to have qualified for consideration under the Urban Development Act fast-tracking was deemed unlikely to result in any efficiencies.

Support

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board supports the following capital programme projects:

- Southshore Estuary Edge project to be advanced as consenting allows (61615).

659 - Martha Baxendell

The South New Brighton Estuary edge need immediate attention.

Alternative Proposals

146 - brian donovan

[Strategic Framework>Other]

The need for a freedom camp area in our old redzone with facilities. Support freedom camping and they bring money but more importantly spread the word about our area. We need more visitors.

171 - Scott Butcher

43671 South New Brighton Reserves Development – The budget for this is $838,000 2023/24 $838,000 and then $859,000 in 2024/2025for development of the reserve. While it's unclear what these amounts are targeted towards, I would like to advocate that $20,000 is allocated in each year towards native planting within the reserve. In the South Brighton Reserves Management Plan and Concept Plan (2021) there is specific mention of large areas being planted to create 'coastal forest'. Except for several plantings that are maintained by the Estuary Trust and Sustain South Brighton, there remain large areas that require planting with native species to create this coastal forest.

A large area was planted between the Pleasant Point Yacht club and the Jellicoe Street fields with over 2000 native plants between 2017-2020 and which is now rapidly reverting to weeds. This area requires substantive investment in wilding pine and other weed control otherwise existing and future plantings

will be overwhelmed with weeds. These areas will also require additional infill planting to support those original native plants that remain so the plantings are much larger and resilient.

185 - Andrea Mead

After high tides, the pathways ways near the estuary are slowly being eroded, in a very visible manner, where I have noticed a degraded change in just one year. Again a health and safety risk where paths are now unsafe to walk on.

759 - Phillip Ridge (North Beach Residents Association)

NBRA support retention of all projects in the Coastal Ward including:

Redzone Regeneration — Southshore & South New Brighton Estuary Edge Erosion Management (Earthquake Repairs) Project ID: 62549. The AP for 2023-24 has reduced this to $600,000, $1,062,000 in 2024-25, and $2,333,000 in 2024-25. Total: $3,995,000. This project should have been proceed through the Urban Development Act for fast tracking. Was this considered and if not why was that process not chosen please?

790 - Penelope Wright

[Transport>Roads],[Strategic Framework>Climate Change]

Comments: Eastern Suburbs still being put aside - undue delays & the closer to the coast it gets the worse it is. Particularly roading repairs eg Ascot drive & New Brighton Rd & lack of Earthquake repairs & climate change mitigation on the east side of Estuary

Other/General Comments

121 - k Hay (SSRA)

Ensure that the estuary repair work bund and path is on track and that the funding is available when needed and is sufficient. The rubble, state of the edge and the erosion due to man-made damage is unacceptable for such an ecologically significant area. SSRA have spent 12 years of advocating and waiting for this work to commence. It is a city wide amenity.

134 - maria Smolar

The Estuary edge and work to fix this in Southshore and South Brighton is continued and the money assigned is ringfenced.

516 - Cynthia Roberts

[Our Proposed Spending], [Transport>Cycleways], [Recreation, Sports & Events>Pools], [Libraries>Libraries (Operations); Libraries (Capital Buildings)], [Other/Special Interest Topics>Wheels to Wings]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

Other

General Comments

24 submissions were received other topics relating to parks.

Five submissions supported the likes of Enviroschools, greenspaces, and park signage.

One submission opposed the delay of QEII projects. 16 submissions provided other comments, including requests for dog parks.

Six submissions provided general comments with issues relating to specific areas.

Officers Response

Submissions received were supportive of the annual plan and capital investment programme.

Various comments and suggestions were received and some requests for further initiatives for improvements and intensification to be considered. A wider provision of localised dedicated dog exercise parks is a theme that has been prevalent year on year and is the predominant submission in this section.

Specific Topics Submitted on were:

- Bus Parking – Akaroa Recreation Area
- Akaroa Cemeteries
- Cass Bay Community Facility Request

- Dog Park Development
- Rod Donald trust – greater levels of funding for implementing all actions within the Public Open Spaces strategy.
- Port Hills /Summit Road Plan
- Signage

Support also received from Spreydon Cashmere Heathcote Community Board on various projects budgeted for in current annual plan and to be completed FY24.

Many of the submissions are commentary regarding current activity already in progress or within the current LTP.

A few submitters commented on a desire for better signage relaying core information or educational material regarding significant areas in parks. Current levels of funding within the LTP will be reviewed in line with these comments for consideration in the upcoming 2024-2034 LTP.

Greater provision of evenly distributed dog parks is a strong theme occurring year on year. The parks unit planning team will be looking at a comprehensive spatial analysis to identify opportunities to increase access to appropriate facilities. At the moment these facilities are spread around the perimeter of the city, predominately in the east of the city and require vehicle journeys.

The analysis will look at a more even distribution and localisation wherever possible. Timing of this approach will need to align with the applicable Bylaw review which is due.

Opex and Capex funding requirements will be presented to the 2024 – 2034 Long Term Plan.

Support

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Signage within parks fulfils a distinct purpose and while minimising signage is important, so isadequate provision to assist and educate residents and visitors.

32. We acknowledge and support the allocation to Community Parks Development NewSignage Assets (61784) to provide information for park users on the safe and wisebehaviour within parks and to increase user enjoyment and knowledge of the natural,cultural and historic heritage.

393 - jeff scandrett

[Other/Special Interest Topics>Asset Sales]

evaluate all parks and reserves with a view to selling off portions that are wasted, underutilised, and not fit for purpose.

651 - Marie Gray (Summit Road Society)

Enviroschools

We support the investment in Enviroschools and school environmental programmes. The Society has organised Arbor Day activities with local school children for decades and have a school programme for Predator Free Port Hills. We have seen the value of involving kids in protecting and restoring our natural environment.

management of issues around sediment, reforestation, biodiversity, recreation, erosion, fire risk and anti-social behaviour.

653 - Marie Gray

I strongly support the investment in Enviroschools and Learning for Action programmes.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project
- Priority in Draft Community Board Plan

Greenspace in Spreydon Area

One aspect of mitigating the impacts of intensification is the provision of fit-for-purposegreenspace in the Spreydon area.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP for thiswork

Oppose

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRAsupports and seeks the retention of the funding below and requests that future budgets be broughtforward where alignment with other projects is required providing cost effective measures:

QEII Park car park : Project ID: 56898, total spend: $593,000 2027-2028.

QEII Park Masterplan, Project ID: 61787. AP 2022-23: Total 10 year spend: $6,549,037, fundingbulk starts not until 2024-25 and ends 2029 . This has now been pushed out past 2024-2025.

PLEASE NOTE: With regards to the QEII projects listed above, we understand the balance of the sale of QEII land to the Ministry of Education (approx. $4million) was tagged to be spent at QEII. The

Council has received this money and therefore the QEII projects listed above should not be delayed and be brought forward to 2023-2024

Alternative Proposals

113 - Pat McIntosh (Redcliffs Residents Association)

Dog park development - we would like to see more money allocated to this, alongside much better public eduction and signage to educate dog owners and actually enforce the Dog Control Policy (one prosecution in the past year despite thousands of complaints).

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

[Recreation, Sports & Events> Recreation Centres]

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Considering community, sport and recreation facilities, as well as greenspace and amenities, in areas of high intensification, or areas earmarked for future intensification.

203 - Keir Leslie (Summit Road Protection Authority)

The Authority notes that the City Council on 22 March 2018 resolved to not approve the installationof proposed Prohibited Times on Road Restrictions for the Summit Road following a significantresponse to the public consultation indicating the high significance of the Summit Road to thegreater Christchurch region.

The City Council also resolved at that meeting in March 2018 to request: “that the Port HillsManagement Plan be advanced as soon as possible [emphasis added] recognising that theoutcomes and objectives of that Plan may assist in achieving positive outcomes for the Summit Roadand other affected roads in the area covered by that Plan.”

The Authority requests that the City Council in considering its draft Annual Plan makes provision tofulfil this resolution, and is mindful of the city-wide significance of the Summit Road.

The Authority has long seen the need for a management plan for the Port Hills to protect andenhance the area's amenities and facilities for the public enjoyment of its recreational, cultural,aesthetic, ecological and geological attributes. Its attached vision for the Summit Road and PortHills, recommending the development of a management plan, was authored, through the significantwork of Dr Christine Dann, prior to the commencement of the Canterbury Earthquake Sequence,which clearly caused some interruption to its advancement, though the City Council has sinceresolved to advance a management plan as soon as possible.

The Authority and its Advisory Committee wish to make the following joint the submission:Request that the City Council gives appropriate prioritisation to the advancement of a PortHills Management Plan in line with its resolution of 22 March 2018 to request that the Plan beadvanced as soon as possible recognising that the outcomes and objectives of that Plan mayassist in achieving positive outcomes for the Summit Road and other affected roads in thearea covered by that Plan.

The Authority and its Advisory Committee:

 wish to thank the City Council for receiving this submission;

 acknowledge the service of elected members on the Authority and Advisory Committee,particularly those whose terms concluded last year: Tim Scandrett, Tori Peden and JeffBland; .

 acknowledge the service of the late Jeremy Agar; and

 thank the City Council for the support provided by its staff and systems as essential tofulfilling the statutory role of the Authority, noting the need for further support to cover thefull range of its statutory responsibilities as a joint committee of the councils.

The advancement of a Port Hills Management Plan, legislative reform, and the evolution of theownership and management of the protected land since the enactment of the Summit Road(Canterbury) Act (originally in 1963) may support a vision for the Summit Road and Port Hills thatsupersedes the transformative role the Act had in fairly bedding in protection of the land's amenities.In the interim, the Authority requests that the City Council make more provision for functions of theAuthority to be carried by council staff, including integrating compliance and consent andcompensation processing as needed into council systems and teams.

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A New Vision For The Summit Road And Port Hills"A Heritage Road Through A Park"

Executive Summary

A new vision for the maintenance and heritage development of the Summit Road is urgentlyneeded. It is now over a century since the Road was first conceived and the first section of itwas built. During that time there have been huge changes in the ways in which NewZealanders live and play. These have had a major impact on how the Road is used, and theyalso indicate how it could better be used.

The most important differences between then and now which affect the use of the Road are:

 Changes in private motor vehicle ownership and use patterns;

 Changes in outdoor recreation activities;

 Changes in attitudes and activities related to natural and human heritageconservation and interpretation, and;

 Changes in land use on the Port Hills and the increasing areas of land adjoining theroad that are now in public and trust ownership.

All these changes mean that it is time to re-visit the original vision for the Road, and see howit can be reinterpreted to take into account a century of changes. While circumstances mayhave changed, the intentions of Harry Ell and others who brought the Road into being remainas valid as ever.

This paper;

 Examines what changed circumstances mean for the Summit Road today, in thelight of the original vision of its founder, Harry Ell; and

 Outlines a vision for the Road which is appropriate to twenty-first centurycircumstances while still remaining true to the original vision of its creators.

This paper is intended as an orientation guide and resource for Community Boards, and forCouncil staff who have responsibility for parks, reserves and open spaces, outdoor recreation,roading and traffic management, tourism, natural and built heritage conservation andprotection.

The Summit Road encompasses all these areas of interest and value. The Summit RoadProtection Authority believes it is now time for Council to take an integrated approach toplanning for the use of the Summit Road and surrounding areas which takes into account itsmultiple and overlapping values and uses.

Our vision of *A Heritage Road Through A Park* is intended to make it easier to understand howall these uses and values connect to each other, and to facilitate planning and developmentwhich will enhance all these aspects of the Road for those who come to enjoy the 'summitexperience' which it offers.

[Full attachment available]

229 - Sophie Morton

Please install a fenced dog park in Halswell

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

2.14 In its submission on the 2022-23 Annual Plan the Board advocated for provision for the **creation of a fenced dog park in the Halswell area**, noting that the project was a Board priority in the Community Board plan. The Board is disappointed that there has been no provision for a dog park and points out that it has recently consulted on its Community Board Plan for the coming term that includes a proposed priority to "*Advocate for a fenced dog park for the Halswell Ward*". 49 submissions in support of a Board priority to advocate for a fenced dog park in the Halswell area were received.

31 - Janine Holland

fenced dog park for Halswell please

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

33. We seek signage on every bridge across the Ōpāwaho Heathcote River to name the river and by doing so help to increase community awareness that this is a functioning, living taonga, not an open drain.

397 - Victoria Andrews

As for parks, please provide for the maintenance and conservation of the historic Britomart Memorial adjacent Takapūneke in Akaroa. There is no disable access, interpretation nor has a decent master landscape plan been developed for one of Aotearoa/NZ's most important historic sites.

Shameful!

>>>

Fund a comprehensive landscape masterplan for the Britomart Memorial adjacent Takapūneke in Akaroa.

397 - Victoria Andrews

Restrict long term bus parking to the Akaroa Recreation Ground parking area.

542 - Linda Sunderland (Comte de Paris Descendants Group/ Akaroa Cemeteries Group)

We wish to see funding allocated to complete the Akaroa cemetery extension this year.

>>>

The cemetery provision in Akaroa is inadequate to meet future needs. Please read the submission below.

>>>

Submission to the CCC 2023 /2024 Annual Plan

Re: Akaroa Cemeteries

Since the 2010 earthquakes (which severely damaged the built heritage in the Akaroa Cemeteries) the Comte de Paris Descendants Group Inc. and the Akaroa Cemeteries Group have endeavoured to work constructively and positively with the Christchurch City Council to improve these historic cemeteries.

The current focus is on extending the Catholic cemetery land to ensure adequate burial and ashes space for the future of the community, and all who wish to be interred here.

It is intended that this extension will be available to all regardless of faith or creed.

As a result of the 2016 Akaroa Cemeteries capacity report 39 further burial plots were released in the belief that this would ensure adequate space for another eight years. We are now at that eight year mark.

The population is aging and we are suffering the consequences of a global pandemic.

The extension is now cleared and investigation works are completed.We note that the grass has been regularly trimmed by CCC staff and weeds sprayed.

Volunteers have assisted with both the clearing and removal of invasive Broom.

There remains a further problem with Corky Elm and Sycamore to be dealt with, followed by removal of tree stumps. This work would then simplify the grass mowing process.

Funds must be available for this important task otherwise the area could revert to being an overgrown problem plot once again.

In reply to the groups submissions to the 2021 -2031 long term plan it was stated that:

- - Design and documentation was the next step – (we understand this is now in progress)

- - Funding is available in the existing cemeteries programme.

The previous submission noted these words

"One key focus– ensure more burial space for the Akaroa community so that:

- members of the community could be buried in their community –

- *their "Turangawaewae"*

- members of the community could be buried alongside their ancestors –

several generations dating back to 1840

- *their "Whakapapa".*

- meet the needs of the

a) increasing population and aged community

b) those who believe Akaroa is their spiritual home

c) a possible pandemic (Covid did arrive)."

-

It is noted in the draft 2023/2024 annual plan zero funding is available for the Banks Peninsula cemeteries.

The question is:

- Why is the previously stated funding not listed in this year's draft annual plan to develop the cemetery now?

The groups have worked in good faith with the Council - together we have achieved much.

We now wish to have the cemetery extension completed as soon as possible - the eight years are up.

This is an essential piece of basic infrastructure for the local community. A 'need' not a 'desire'.

A core function of the Council to provide for it's residents.

We request the CCC include the previously stated funding in the 2023/2024 budget to complete the cemetery extension ready for use this year as planned.

559 - Ruth Grey

[Transport>Roads; Footpaths]

What are the council's priorities? Please concentrate on the core services (the basics) - roads, foothpaths, parks, not fancy vanity projects, although a nice thought, people are struggling to make

ends meet, and whole areas need funding to recover from Cyclone Gabrielle. It seems frivolous to do anything but core council services.

637 - Marie Byrne

[Grants and Fuding>Community Grants]

I commend the supporting community building projects within Phillipstown such as the community beautification initiatives in the reserves in Phillipstown; Olliviers, Cross, Essex and Little Stanmore. These ongoing projects have not just got the community involved in working bees, but have also led to safer and cleaner parks. In Olliviers Reserve in particular there is noticeably less rubbish and vandalism. I congratulate and thank Council for this and ask that it continues.

I would ask that a plan to remove the colourful planter tyres that the community members have planted and decorated does not go ahead. I worry that this would undo all of the positive community feelings that have resulted, just to mitigate an extremely small risk leeching into the soil.

651 - Marie Gray (Summit Road Society)

Climate Change and Ecological Restoration

The devastating weather impacts in the North Island are highlighting the importance and urgency of both reducing emissions and building climate resilience. The Society's long term vision includes restoring native vegetation to the gullies of the Port Hills including wetlands, shrublands and broadleaf-podocarp forest. Reforestation of the gullies will create ecological corridors, provide habitat for native fauna, reduce erosion and sedimentation, improve freshwater values, enhance community wellbeing, improve resilience to extreme weather events, sequester carbon and restore mahinga kai values. Landscape-scale projects require a collaborative approach, with councils, hapū, community organisations and private landowners working together.

We support a holistic, catchment-based approach that focus on regeneration ki uta ki tai. We need to set up the appropriate conditions for nature to take over. In areas of regenerating and remnant bush such as on Banks Peninsula, this includes fencing, weed, pest and predator control, and enrichment planting. The biggest threats to the health of the forest are invasive weeds and feral browsers, such as pigs, deer, hares, rabbits and possums. In valleys or other areas that are devoid of vegetation, the focus is on landscape-scale planting. There is insufficent seed source for these areas to naturally regenerate in the coming decades.

To this end:

- We support increased funding to the parks ranger service who go above and beyond to protect and restore our native eco-systems and provide for public access.

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Port Hills Management Plan

We urge the Council to prioritise the development of an integrated Port Hills Management Plan. This has been discussed many times over the years and it is now time to fund it. It would enable the recreational, ecological and cultural values of the hills to be recognised and provide for integrated

Other/General Comments

115 - Angela Nichols

KEEP CHRISTCHURCH GREEN.
KEEP OUR TREES, PLANTS, LAWNS, RESERVES etc.

174 - Samuel Thompson

I Think cemetery fees should always be kept to an absolute minimum.

587 - David Hawke (Halswell Residents Association (Inc.))

4. An early “heads-up” on four items we hope to see in next year’s Long-term Plan

a. Fenced dog park for Halswell

i. Many people in Halswell own and walk dogs. In our Community Facilities survey,over 90% go walking and 34% of those who go walking often take a dog.

ii. Uncontrolled (or poorly controlled) dogs are seen as an issue in our community

iii. In the absence of a formal dog park, the stormwater areas have become de factodog parks so that wildlife is now almost entirely gone.

[FULL ATTACHMENT AVAILABLE]

722 - Don Gould

Last week I had a phone call from a very helpful gentleman from the council or more precisely from treetech who had come to trims and trees that I had put snap send solve ticket in for however it was in a place that meant the ticket should have gone to city care rather than treetech 2B trimmed so he

lodged another ticket in the computer system and left . It was a tree he had all of the gear there and order to deal with tree he should have just simply deal with the tree and moved on .

755 - Mary O'Connor

Montgomery Spur Reserve It is concerning that CCC has spent about $100,000 on another mountain-bike track on Montgomery Spur Reserve which has reduced this reserve to large areas solely for mountain-biking.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Coronation Reserve

There is $881,000 from FY24 to FY30 to implement the landscape plan for the reserve and carry outfire risk mitigation. The Board supports the existing budget in the Annual Plan and LTP.

Bay Area Skate and Scooter Park

There is $581,278 on budget in FY24 for this project and the Board is in support of the project being completed.

744 - Jenny Healey (Cass Bay Residents Association)

The Cass Bay Residents Association wish to build a community facility in the park for local functions, groups and the volunteers and organisations who have been working to plant and release thousands of native plants within this park and other reserves in Cass Bay.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

We request that Council recognises the benefits of outdoor recreation and the significant opportunities foroutdoor recreation presented by Banks Peninsula, and adequately funds the timely delivery of all actionsunder its Public Open Space Strategy, actively considering where there are opportunities for partnershipwhich could expedite or enhance delivery.

809 - Anne Scott (Spokes Canterbury)

[Transport>Roads; Footpaths and Streetscapes]

Improving Roads and Footpaths, and Greenspaces

Each time a road, footpath or greenspace is improved thought should be given to how multiple users can best share the space.

Libraries

Libraries (Operations)

General Comments

Five submissions were received on the operation of libraries.

Three submissions provided other comments, highlighting the importance of these facilities.

Three submissions provided general comments endorsing further support for libraries.

Officers Response

Two submitters mentioned "removing fees for the hire of rooms in Library facilities".
One submitter supported "providing a secure venue for a temporary library to enable the good work of libraries to continue during South Library's rebuild closure ".
One submitter supported "improving the wages for librarians".
One submitter suggested minimising borrowing by reducing spending, plus keeping our libraries a wonderful learning resource for all.

Room Hire

In FY2023 fees for hiring community rooms within libraries were changed to address inconsistencies of application and to bring them in line with community venues across Council. These fees are based on a three tier pricing structure recognising the difference between community groups which do not charge attendance fees, community groups which do charge attendance fees, and commercial entities.

Hire fees offset electricity and maintenance costs associated with the upkeep of these buildings in the community.

Temporary South library

Options for a temporary library are being investigated. We aim to find a suitable location within the immediate vicinity, if possible, inclusive of good amenities and appropriate space to house an adequate collection for the period of closure.

Improving wages

The Christchurch City Council has been an accredited living wage employer since November 2021. This means the living wage would be the minimum library staff would receive on commencing their employment. In addition, Christchurch City Council is currently collaborating with five other councils across NZ and the PSA on a multi-council Pay Equity Claim. Pay equity acknowledges the value of the skills, responsibilities and demands of workers in female-dominated occupations that have suffered from gender-based discrimination.

The majority of library staff are covered by a collective which has terms and conditions of overtime, penal rates, and service-related additional leave and payments, as well as staggered automatic

increases for the first two years of employment. Library roles are evaluated and graded according to a rigorous job evaluation system which provides consistency within the organisation.

Alternative Proposals

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

The Committee is very concerned that the planned closure of the South Christchurch Library and Service Centre in 2023 for an estimated eighteen months, will have a significant negative impact on the older adults in our community. We urge the Christchurch City Council to help identify and secure venues to enable the good work of the library to continue during its temporary closure.

115 - Angela Nichols

You need more public facing staff at Rec Centres & Libraries.

802 - Ruth Falconer

[Borrowing and Debt Management]

Minimise borrowing, therefore reduce spending
Keep our libraries - a wonderful learning resource for all income levels & nationalities.

Other/General Comments

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The Committee appreciates the Christchurch City Council's ongoing support for issues enabling older adults to participate in activities our community to reduce isolation and loneliness, and to promote healthy living.

✓ Ongoing commitment to quality public transport infrastructure such as shelters, bus stops, seats, and priority bus lanes.

✓ Older adult health, e.g., the Libraries Walk and Talk program and Gentle Exercise classes at ccc fitness facilities

✓ Support of 'life-long learning' by providing meeting rooms in the libraries to community groups such as the University of the Third Age.

397 - Victoria Andrews

The Akaroa Library is an excellent example of the council's service to its ratepayers as are all of the libraries within the system. Libraries are places of safety and a haven of hope for many within the community. Everyone is made to feel welcome and librarians go beyond the call of duty in working with children and visitors. Thank you. It is an excellent service overall.

516 - Cynthia Roberts

[Our Proposed Spending], [Transport>Cycleways], [Recreation, Sports & Events>Pools], [Parks>Red Zone], [Libraries>Libraries (Capital Buildings)], [Other/Special Interest Topics>Wheels to Wings]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

>>>

2. I support improving the wages for librarians - these are essential workers, the resource, the glue in our community and are currently under-valued. These are not volunteers - these are skilled workers - just as nurses, childcare workers, teachers and other occupations mainly held by women are

Libraries (Capital)

General Comments

Five submissions were received on the capital spend on libraries.

One submission supported the proposed spend.

Four submissions provided other comments, highlighting that libraries are important facilities to fund.

Officers Response

Three submissions were received in support of maintaining library services.

Two submissions were received asking for an improvement in ventilation in public buildings.

CCC aims for demand (occupant) controlled ventilation in all larger buildings (actively controlled, measured and verifiable with CO_2 sensors) for ventilation systems in the main spaces. All buildings comply with minimum standard NZBC:G4.

There has been a lot of consideration how ventilation could be improved as CCC has a very wide range of buildings and ventilation systems. The CCC target for building ventilation has been to exceed CO_2 requirements thus improving odours and condensation issues. However almost all of these traditional systems can't reduce the hygiene risk unilaterally with the variability of occupant behaviour. Where possible, outdoor air flow rates have been increased as much as possible and air filtration upgraded to a level that removes droplet particles believed to carry viruses.

Support

274 - Alison Scott

The city libraries are great and hope their support is maintained

Alternative Proposals

561 - Erica May

[Transport>Roads (Capital)],[Libraries>Libraries (Capital)]

listen to us, we want good roads, libraries, rubbish bins, our garden city is a tip

>>>

libraries are important to people

618 - Anna Stevenson

[Recreation, Sports & Events>Recreation Centres (Capital)],[Community Facilities>Halls and Community Centres; Service Centres]

please consider how to improve ventilation in all public buildings reducing infection transmission from all airborne pathogens including covid. Please consider advertising venues with excellent ventilation.

624 - Malcolm McKellar

[Transport>Cycleways; Public Transport Infrastructure],[Three Waters>Water Supply],[Community Facilities>Halls and Community Centres (Capital); Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

794 - Elizabeth Beale (Creative New Zealand)

[Community Facilities>Halls and Community Centres], [Art Gallery (Capital)], [Recreation, Sports & Events>Community Arts], [Other/Special Interest Topics>Vertical Capital]

Retaining investment in arts facilities and services

8. We tautoko the continued substantial investment being made by Council to support the city's network of community facilities, including community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall, Tūranga and now Te Pae and the Court Theatre. They all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

Libraries (Capital Buildings)

General Comments

83 submissions were received on the capital spend on libraries buildings.

One submission supported the proposed spend on library buildings.

Four submissions opposed the proposed spend on library buildings, thinking this should be prioritised.

74 submissions provided other comments, largely addressing the South Library rebuild and prioritising its funding.

Five submissions provided general comments about funding for libraries.

Officers Response

Most submissions on the South Library and Service Centre ask Council to fund the $2.5 million shortfall to meet the full scope of the South Library and Service Centre rebuild project so that it is fit for purpose and retains the current level of service and amenity. Many submissions also mention ensuring that the facility is future proofed.
A large number also oppose the re-phasing of the budget that would delay the rebuild.

There were a number of submissions that mentioned the cost to the environment of demolishing and rebuilding the facility.

The project team are currently working on a concept plan for a rebuild of South Library and Service Centre which will ensure all scope items and design brief requirements are met. At the end of this phase, this concept plan will be repriced by a Quantity Surveyor.

The LTP 2021-2031 included $12,597,000 for the South Library and Service Centre. This has been adjusted to $13.6M in the current capital programme. A further inflation adjustment may be made in next year's programme. In December 2022, the Council resolved to allocate an additional $9,000,000 from the Better of Funding.

If additional funding is required, Elected Members will have the opportunity to address this via the Long Term Plan.

Rather than demolition, Council will undertake deconstruction of the existing facility ensuring that where possible, materials are salvaged for reuse [eg: bluestone] and avoidance of materials to landfill where possible. An integral part of the rebuild concept is to reuse the existing concrete slab and build a new raft upon that, which will ensure that the project continues to strive for a net carbon zero outcome.

Support

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Parks>Parks Maintenance], [Strategic Framework>Climate Change], [Recreation, Sports & Events>Recreation Centres (Capital)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks,

commitment to building new facilities and adapting to climate change.

Oppose

666 - Chrissie Williams

E Kete Wānanga o Wai Mōkihi - South Library and Service Centre Earthquake Repairs

I oppose re-phasing the planned rebuild of the South Library and Service Centre building, pushing $5.5 million to a future year.
It is now 12 years since the 2011 earthquake. The Beckenham/South Christchurch community is overdue for earthquake repair on their library.
There has already been significant planning and consultation on this project, and community expectations have been raised about the replacement of the library, despite the grief an fears of losing a much loved community space.
Delaying this project will impact on the community buy-in to the project, and will make them wonder why they bothered to engage with the council thus far. Some of us have put significant time, energy and thought into the engagement, with the expectation the building will continue on the time frame presented to us.
Further funding MUST be found for this project to continue, and adequate funding is provided to complete BOTH the building and the landscaping required to restore the outside area and the Ōpāwaho Heathcote River environment.

667 - Jonathan Nicolle

[Rates>Residential Rates],[Grants and Funding>Funding and Other CCOs; ChristchurchNZ Funding],[Other/Special Interest Topic>Te Kaha]

No one likes paying more rates, but the headwinds facing the Council from climate change and higher costs of borrowing makes this a no brainer. Many Christchurch residents have benefited from much higher property valuations over the past two years and reflecting that financial gain in rate rises is fair. We need to ensure our city attracts young people and retains our youth. Spending money on the new stadium, attracting external events and rebuilding Christchurch South library and ensuring the Adventure Park stays open are excellent ways to do so.

674 - Claire Coveney

I do not support rephasing if ChCh South Library. It us a well used community service that is more important tgsn your think big projects. Children , elderly people on lower incomes use libraries. Other libraries like Shirley library urgently need upgrading. CCC is prioritizing sport over education, environment and community wellbeing

686 - Lindsay Richards (Westmorland Residents Association)

We would encourage Council to ensure that sufficient funds are allocated for the rebuild of the South Library. The library is a critical community asset for the south area of the city, and sufficient funds need to be allocated for a replacement that meets the needs of that community and is not "down-graded" to meet a budget that is clearly not realistic.

The current budget of around $13.4m, (from the LTP), has grown to $22.4m due to government funding but, with a projected total cost of $24.9m, that leaves a shortfall of $2.4m.

As reported by "Stuff" this morning, this is one of the city's most popular libraries - it's book turnover being greater than the central library. We fear that, unless the budget is adjusted to meet actual cost projections, the scope of the project may be "down-sized to the point that the facility will, as some Waihoro Spreydon-Cashmere-Heathcote Community Board members have suggested, be a "substandard facility that will fail to meet the needs of the community".

We were promised a like-for-like replacement rebuild. Please give us just that.

Alternative Proposals

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board supports the Waihoro Spreydon-Cashmere-Heathcote Community Board’s bid to prevent delay of the South Library repair, because in the past that Board had supported delaying the project so that projects in the East could be prioritised.

319 - Kim Willems

Beckenham library is a critical hub within the suburbs to the South of Christchurch central. A community led solution must be found, to ensure we have a safe, warm and accessible community space for everyone in these areas.

339 - Amy Evans

please make sure the Beckenham/ Cashmere library is fixed and reinstated. A crucial building for our community!!!

343 - Diana Gebbie

With regards to the Christchurch South Library I expect the full scope to be met for a fit for purpose local community facility. It'll cost more to add to it in future. Do it once, do it right.

>>>

Full scope for the Christchurch South Library.

353 - Simon Kingham

South Library and Service Centre building.

Please don't delay this project. And do it properly. Please allocate sufficient funds for a ‘fit for purpose’ facility that meets all our needs. No reduction in scope.

358 - simone waters

I'm quite concerned that the South library will get fixed to a decent standard as its a huge part of our family lives. My understanding is there is quite a shortfall in available money to achieve this. The town library is wonderful but completely out of our way and awkward to travel to because of parking being expensive and the other libraries in our area (Barrington and Linwood) are not anywhere near as nice and user friendly.

364 - Linda Askew

i think we should fund the complete cost of the South Library not shave it by $2.5 million it makes sense to make it completely fit for purpose not to be lacking due to budget cuts.

366 - Therese Fisher

The Christchurch South Library should be rebuilt to either match or increase the existing scope of this facility. It is a well used building and greatly supports the community around it.

369 - Pia Jackson

Please prioritise the rebuild of the south library. This is such a valuable and important facility for the community. Please provide for sufficient budget to achieve a replacement that does not compromise the facility and all its offerings.

373 - Alana Harper

Please ensure the South Library is rebuilt to the current requirements and so we dont lose all these facilities.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Communities and Citizens - Libraries

13. We acknowledge the change made to the Te Kete Wānanga o Wai Mōkihi - South Library & Service Centre Earthquake Repairs (20836) funding for planning, scoping and design in the Annual Plan.

a. This facility is a valued resource in the community. It is used by us on a regular basis and provides excellent support for the wider community.

b. This facility is the focus for a wide range of community events and interaction. As such, the planning of the facility must continue to include careful inclusion of the surrounding landscape in the design process.

c. We acknowledge and appreciate the inclusion of the OHRN in consultations that have taken place to date about the design and landscape parameters of this project. We will continue to take an active interest in this renewal project.

d. We seek that the level of funding allocated for this project be increased to ensure that

i. a fit-for-purpose facility eventuates without its design compromised by funding inadequacy

ii. the facility is built and commissioned in the shortest time possible

iii. the wider landscape elements surrounding the building are completed at the same time so that the finished facility functions appropriately within its environment for the benefit of the community

379 - Pat Annett

Please keep the South Library budget intact. This is not just a library - it is a social hub, an educational hub, a learning hub and is extremely important to the local community and much further afield. Schools from all round south Christchurch use the educational rooms. The plan as it is covers all things that are needed - do not slash it. DO IT ONCE, DO IT RIGHT.

383 - Jody Smith

Please consider increasing the fundng fir the South Library to ensure thecrebuild is fit tir purpose. It is sn ibcredubly valuable and well used facility and I woukd not support eefucing its scope.

389 - Jeff Hadfield

The proposal to rebuild South Library and Community Centre seems a great idea for a better economic climate, it would cost much more than the estimates by the time of completion, capital

project construction contracts allow for this in their standard conditions, so let us enjoy what we have. The building must be fit for purpose or we would not be using it and a temporary site may have more problems than the present facilities which was purpose made, not to mention the disruption and inconvenience all round.

We don't know what we might need in terms of new technology for information, education, communication and entertainment in ten years time so why not wait until we understand AI better and then develop fewer super learning facilities instead?

396 - Trudi Bishop

We should not be rebuilding the South Library but adapting the building to be earthquake compliant. Investments in infrastructure and buildings need to take into account the externalities of their carbon footprint. The South Library already has embedded carbon, to pull this down and rebuild from scratch increase our city's carbon footprint significantly and is an unnecessary waste of resources and our environment. If possible it would be better to do a rolling update to the building so the local community do not miss the use of a vital resource in the area.

492 - Rachel Smith

[Rates>Residential Rates]

I do not support reducing any council services or stopping any council activities in order to reduce rates. Specifically I do not support cutting the budget of the South Library project.

493 - Michelle Cross

I am writing to ask that sufficient funds to be allocated for a ‘fit for purpose’ South Library. this is a crucial community asset that is a major hub for this part of town and as such I NOT to accept any proposed scope reductions. Listen to the 'people'.

494 - Sjaan Bowie

need to fully fund replacement of south library. Can't reduce key council facilities.

497 - Vanessa Simpson

[Rates>Residential Rates]

good increase as long as you cover all costs for library rebuild colombo

500 - Kate Penlington

South library is vital for the community and needs to be rebuilt and completely funded including the 2.5 million shortfall. As a ratepayer, I would far rather my rates go towards libraries which provide so many valuable services to the community than other projects such as the stadium which is an endless moneypit.

501 - Janet Howison

Our South Library

…. that sufficient funds be allocated for a 'fit for purpose' facility that meets all our needs and NOT to accept any scope reductions

503 - Bronwen Summers

The current shortfall of $2.5 million must be found to ensure that the South Christchurch Library is built to the standard required.

525 - Ian Chesterman

The budget for the replacement South library is currently $2.5 million short. The annual plan needs to be adjusted to cover this shortfall to ensure the replacement for this vital and well loved community facility is fit for purpose, and not compromised by a reduction in score which would be regretted for decades to come.

529 - Marion Leary

I am happy with the increase in rates and am prepared to pay more if you invest more into the Christchurch South Learning centre rebuild.

I put forward the suggestion at the last library meeting that the building should be two storeys.

As always, before a pen has been put to the drawing board the proposed single storey plan on the existing foot print is far too small. Here is an opportunity to future proof the area in which the rebuilt library resides. As with the public hospital rebuild before it was it did not cater for an increasing population.

You will note the empty section next door to the current library is vacant. I am happy to bet there will be a two storey block of flats going up there and I presume they are future library users.

I told one of the architects at the meeting they had my sympathies with the constraints on both budget and size of the rebuild.

I believe the new library will not meet the demands that will be made upon it.

>>>

invest more money in the,library rebuild please.

531 - Janet Hull

I am concerned that the proposed re ulid of the Christchurch South Lobrary is not happening this coming year.
This is a popular and well used facility locally. Important for encouraging the next generations of learners and creators.

532 - Katie Henderson

I love South Library and would hate to see it replaced with something lesser. Please consider increasing the build budget so that the spirit of south library as it is today is carried over to the new facility.

535 - Ann Gillies

I want to see budget found for the ChCh outh Library, it's an excellent facility that many locals rely on.

540 - graeme woodward

[Other/Special Interest Topics>Te Kaha]

South City Library is an important community facility. Even though I live across town, I often visit that library to meet up with friends. It is always busy. Many families. Encouraging children to access physical books, in this 'always connected world' is very important.

I'm horrified that council would consider skimping on rebuilding such an important community facility (I understand there is a $2.5M shortfall to rebuild like-for-like). Meanwhile, splurging excessive money building a stadium that arguably could have been 10,000 seats smaller and will largely cater for commercial interests (rugby, and big events/concerts).

Invest in community facilities. South Library included.

544 - Jason Wright

id like to see funding levels are commensurate with delivering a fit for purpose building with no scope reductions on the Christchurch South library rebuild.

546 - Michaela Allen

The Beckenham Library is well loved and used by the community. We need it to be rebuilt to the same, if not better, standard as it currently is.

548 - Mark Darbyshire

South Library and Service Centre

South Library must be fully funded for a fit-for-purpose replacement. There must be no reduction in scope. The budget must be increased in line with any shortfall in the rebuild cost.

550 - Paikea Ormsby

Build the Christchurch South library with as much money as you can put into it and then some.

552 - Justin Rogers

[Transport>Cycleways; Transport (Operations)]

My kids dont play rugby, but they do read books and ride bikes. Please fully fund the south library rebuild, and complete the entire cycleway network including more safe speed zones around schools.

555 - Karen Whitla

i object to any reduction changes being made to the budget for South Library.

this objection includeds reducing the build of the south Library

this project is an EQ project and we have waited 12years for it to be re built.
the South library is not open for any fiddling and tampering by the Mayor.

our city has had to fund all Brownlees/Oarker “big Ticket” city white elephants like the ugly conference centre and the Stadium

STOP TAMPERING WITH OUR BLOODY SOUTH LIBRARY. LEAVE IT ALONE

558 - Fletcher Coleman

South Library redevelopment - it is a key community facility and if it must be replaced now, then I feel strongly that it should be at least a like for like replacement. Preferably the facility’s plan would be further improved to cater for the next generation living here. Recent news in the press has indicated

this may not be the case due to budget issues. I think not allocating enough for a full replacement is short sighted and will ongoingly short change the community south of town.

570 - Helen Mann

I do have a comment about the South Library in Colombo Street, which I visit frequently as I get out books for my 98 year old mother. I understand there is a $2.5m shortfall for the proposed rebuild - which I agree, is a lot of money and I appreciate the Council is working hard to do the best it can with limited funds. The bottom line is however, I think the funds simply must be found. This library is hugely patronised and is always a-buzz at all times of the day. It draws on a large and varied catchment area and is very well situated. THis is the moment to future-proof it. PLEASE to not let this moment pass. It's a huge investment for our tamariki and community. I understand it's to be demolished - great. That makes sense to me. But please do spend that extra money. I don't envy you the maths, but please ... don't scimp here. It's too important.

609 - Vicki Cross

Re: Christchurch South Library funding

I wish to make a submission about the funding shortfall for the new Christchurch South library. I do not want the budget for this project cut, and have some suggestions for savings.

I have been a regular user of the library since it opened. I took my children as babies, and throughout their childhood they enjoyed going there. Both are readers. South library is a place that is truly egalitarian; a beautiful space that is welcoming, warm, interesting, friendly and yet still peaceful. It was the public facility I missed most when city buildings were closed for repairs after the earthquake.

Thank you for allocating substantial funds to build a new library on the site. I realise the Council does not have limitless funds, but please would you consider increasing the spend by about 10 per cent so as to replace the library with another world-class building. It really does make a huge difference to users' enjoyment of the space.

A possible option to make savings would be to close the Spreydon library once the new library is open. I acknowledge that transport may be a problem for some users of the Spreydon library. However, this problem could be overcome much more cheaply than continuing to operate two libraries in close proximity. Here are some ideas:

- The Council could fund an off-peak bus service between Barrington Mall and South library, perhaps twice weekly.
- Have the mobile library service visit the Spreydon library site/Barrington Mall. It already operates elsewhere in the Spreydon area.

- Allow users of the Spreydon library (who can be identified from library records) to order books online from any city library free of charge and have those books delivered to a drop off/collection centre in Barrington Mall or the Pioneer sports complex, or by the mobile library service.

Thank you for considering this submission.

613 - murray victor

[Other/Special Interest Topics>Disposal of Council Owned Land],[Recreation, Sports & Events>Pools; Recreation Centres]

Find funding for the rebuild of the South Christchurch library-any short fall can be funded by selling surplus Council land and buildings or reduce spending on community recreation such as swimming pools, sporting facilities

615 - Lance Revolta

The rebuild of the Christchurch South Library should include the reuse of as many of the current building materials as possible eg. Window glass. This would reduce the rebuild cost and building waste.

617 - Chelsea Perkins

I use the local library a lot - am dependent on the talking books (I'm 98). I understand the library needs to be rebuilt. This is good and bad news - a loss for us while the rebuild takes place but excellent that a new and better facility will be built. I understand there's a shortfall in funds and this means some of the changes for the rebuild are now being disputed. I know there is never enough money for everything. That's true of all of life. I am concerned however that short-term thinking in terms of cost-cutting will deprive future generations of the kind of facility that this community really needs. Rebuilds are a once in a lifetime (or more) thing - an opportunity to really get things right. I ask you please to consider very carefully cutting costs for the South Library in Beckenham. It is already somewhat limited in what it can offer people and it needs to be future-proofed. It serves a large community that ranges from very needed to very wealty, as well as several local schools.

621 - Joyce Gardner

I use the local library a lot - am dependent on the talking books (I'm 98). I understand the library needs to be rebuilt. This is good and bad news - a loss for us while the rebuild takes place but excellent that a new and better facility will be built. I understand there's a shortfall in funds and this means some of the changes for the rebuild are now being disputed. I know there is never enough money for

everything. That's true of all of life. I am concerned however that short-term thinking in terms of cost-cutting will deprive future generations of the kind of facility that this community really needs. Rebuilds are a once in a lifetime (or more) thing - an opportunity to really get things right. I ask you please to consider very carefully cutting costs for the South Library in Beckenham. It is already somewhat limited in what it can offer people and it needs to be future-proofed. It serves a large community that ranges from very needed to very wealty, as well as several local schools.

627 - Sue Patterson

i do not want a budget cut on South Library. It is a wonderful library which os a big asset to the community.

628 - Peter Davies

Only in relation to the South Library. See Below.

>>>

I am concerned at the proposal to reduce facilities in the plan to rebuild the South Library to make up a shortfall of $2.5m.

I am a frequent user of the library, mainly to borrow books, and enjoy the accessability and range of books and other media. I note the statement in the Press that this Library has a higher book turnover than Turanga and am not surprised, as it is usually busy.

The library obviously meets an important need of the residents in its catchment area.

I urge the Councellors to allocate the necessary funds to retain the same size and reange of facilities as the present facility.

634 - Michael Davidson

- Add $2.5 million to the South Library rebuild

635 - Chloe Armour

South library needs to be replaced with a equivalent building in terms of functionality. This building is a wonderful community facility and our family has been using the library as a library for years but also meeting rooms, the service center, cafe. I do not support reducing the budget for this project.

638 - Ben Sutton

Please fully fund the proper rebuild of South Library, as a significant community asset.

648 - Rowan Ledgerwood-Gee

South Library needs as much funding as possible, at and above the previously agreed upon limit, as it is important public infrastructure that must be maintained.

649 - Kaitlyn White (Hoon Hay Community Association)

We STRONGLY support the the allocation of increased AND sufficient funds to the rebuild of Christchurch South Library. We understand there is a shortfall. This area has suffered from a lack of facilities in Hoon Hay and we support Christchurch South Library as a destination for our neighbours, despite being out of the neighbourhood. We need a facility that meets our needs and we do not accept any scope reductions - do it once and do it right!

650 - Finn Jackson

I'd like to see the budget increased for the South Library rebuild. It's a well used and well loved facility, and stealth cuts to its rebuild would have a significant negative effect on the suitability of the facility for South Christchurch.

651 - Marie Gray (Summit Road Society)

South Library

We strongly support the rebuild of Te Kete Wānanga o Wai Mōkihi South Library. It has been a valued asset for the community, including the Summit Road Society. We regularly hold meetings and community workshops in this venue. We ask that the Council budget for the shortfall of $2.5million to complete the fit for purpose rebuild of the library.

653 - Marie Gray

I support the rebuild of the South Library and ask that the Council budget $2.5 million for the shortfall tocomplete the fit for purpose rebuild. This has been such a hub for the community. I regularly visit thelibrary with my kids and it is always a hive of activity.

657 - Janet Cone

[Other/Special Interest Topics>Te Kaha], [Transport>Cycleways]

I am very concerned at the delays and and the shortfall in the budget for the South City Library. This is a significant cultural facility for the people in the South of the city. I am far more likely to use than I

am ever to set foot in the new stadium that is being built. I don't understand why the City Council is pouring so much money into a facility run by a third party that I am never ever going to afford to buy a ticket for any event that is on there. and yet short change facilities that are used everyday by the community and are so vital to its social well being.

I am worried about the impact the Stadium is going to have on the surrounding area. I don't have a car and I am on a limited budget, I use a e-bike to visit families, friends and places in the community that are important to me. Without my bike I would be socially isolated. I have found the best route to travel north either to the central city (including Turanga) or further north to where my family lives, is to travel up Madras Street and come back via Barbadoes Street. Having the Stadium there makes that route a lot more dangerous. Which makes it really important to me that the South Library is there for me.

665 - Sue Bye (Lower Cashmere Residents' Association)

We are also adamant that the Beckenham Service Centre and Library be rebuilt as the draft plans suggest. We want greater connection with the river - it is our taonga! The current financial shortfall is small compared to the effects on our community.

Yes, there ae competing demands for the money but we live in our communities which must support and sustain us. Please consider these points in your decision making.

696 - Nicky Sarson

i am concerned about the future of the South Library. It is well used and a) needs a good replacement while it is being rebuilt and b) needs to be built to a good but not over the top standard. If there is a shortfall then forget the cafe and the community/council rooms and concentrate on the main purpose - a library. There are other cafes in the vicinity and meetings can be held elsewhere.

697 - Mel Graham

South Library should have more funds put towards its redevelopment/reconstruction. Libraries should be long-lasting safe spaces, that are enjoyable to spend time in. Without sufficient funding, this library will not end up being a place residents will want to visit. We should be prioritizing encouragement to engage with CCC services, including libraries.

701 - Joe McCarthy

Topic 1 - South Library. I have been there a number of times in recent years (library, cafe, meeting rooms, toilets) and I always wonder what is really wrong with the place. It feels fine to be in. Everything seems to work! If I owned a house with a comparable level of damage I would not be fixing it if I was short of money - which the Council clearly is.

So I would advocate the do nothing option. if necessary do something to get the %NBS rating up a bit - but I bet someone knows of an option that would achieve that to a useful level quite cheaply.

711 - Patricia Hira-Creagh

South Library Budget

I believe that the South Library budget should include the much discussed shortfall of $2.5m. The fact that there is a shortfall does not seem to be in line with the commitment made at the Council meeting in June 2022, where a majority of Councillors accepted to **rebuild** this facility, which had a forecast budget of $24.9m. This is a valuable asset which is used on a daily basis by a large cross section of the Christchurch community. The attitude to this budget is in sharp contrast to that taken in connection with the huge budget blow out asset Te Kaha, which had **$10m added back** into the project scope, as it was initially excluded to minimise cost.

715 - Margaret McEwing

I would like to comment on the rebuild of the South (Beckenham) Library:

I urge the council to put more money towards the rebuild of this very popular, well used and beloved community facility. The South Library is a remarkable example of a community facility that actually facilitates community and welcomes/promotes and supports inclusivity. Please make sure that this rebuild is an improvement on the current facility not a substandard replacement.

The South Library and service centre is truly a community hub and should be rebuilt to not just meet the needs of the community but look to it's future needs and the potential opportunities to support it in decades to come. This cannot happen if the council cuts back on the agreed budget and tries to save costs by cutting corners on quality in space, size and services provided.

By looking to the future and building smarter now the ongoing operational costs can be reduced and become cheaper in the long term.

I urge the council to look to the future and rebuild a fit for purpose, quality and forward thinking design that will meet the needs of the community for years to come.

716 - David Scott

I am particularly concerned that the budget for the South Library rebuild may be reduced. That facility is a major community asset and it would be very disappointing if it is replaced with an inferior substitute. I've been surprised that it has not been possible to find an innovative way of strengthening the temporay stabilization in a way that would retain the existing building within a resilient framework that would bear testament to the building's resilience. That would be an interesting engineering & architectural design challenge.

717 - Vanessa Metcalfe

* I support the rebuild of the South Library and want to see the $2.5 million shortfall budgeted in the annual plan.

718 - Kim Bedford

I would like to see the South Library funding increased to ensure that the facility can be rebuilt to a standard that is better or at least as good as the current facility. It is an important facilty for the community and is very well used.

725 - Emile Reiser

South Library should get all of the agreed money because it is an essential service for its community. It shouldn't have its funding reduced so the community doesn't receive subpar facilities.

732 - Mike Vincent

Future proof rebuild of South Libraray to accommodate existing services, staff and books.

733 - Angel Faith Booth Beynon

South Library should receive its full funding.

734 - Sonya Hodder (Spreydon Neighbourhood Network)

It is vital for residents in Spreydon and other suburbs in the South of Christchurch that the $2.5m shortfall is made available to complete the fit for purpose rebuild of **Te Kete Waanga o Wai Mokihi South Library.**

735 - Lyn Bailey

This is a submission to the CCC regarding the earthquake repair of the new build Southern Service Centre and Library.

Councillors and the whole City Council…….you have been elected to represent and make decisions for the wellbeing and efficient running of our modern City of Christchurch, but sadly this has seemingly, on hearing you are considering cut backs on the build and balking at filling the financial shortfall, been called into question!!!

We 100% need a completely new future proofed facility that will not only just be fit for the current users and usage now, but one that will not be useless for our needs in just a few years….

As you will know, to yet again have to make alterations then, will cost so much more than to do the right and proper job now !!!!!

You well know that this Service Centre, Library, Community Hub is used way more than even our central library, its so so busy, even in its shockingly neglected state…just ask the staff!!!!!

The whole of south Christchurch depends so much on this central hub for so much in addition to the library and CCC Service Centre, so many community board and residents association meetings are held here… but its getting pretty difficult size wise and facility wise to cater for the southern city needs these days.

So please Council show your intelligent foresight, supply the short falll, build bold and futureproof the needs of southern Christchurch.

Yes we pay rates too!

738 - Natalie O'Connell

Also, the South Library funding must not be cut back. Do it once and do it right.

747 - Allan Taunt

A council is not a business, sure we need sensible financial decisions, but the focus of governance and operations is about the people, communities, and environment. Tying in with this is a consideration how decisions today affect the future – what are we leaving to our children, their children and beyond.

To better support people, communities, and environment, I feel we should increase spending in the following areas:

- Community hubs, libraries, and grassroot sports. Everyone should have easy access to council facilities. The South Library is a well-used community facility, it needs to be constructed to the original project specification with the small shortfall funded.

749 - Robbie Hankin

South Library should get as much money as possible, and no less than the already established amount. It shouldn't be delayed.

751 - Penny Carnaby

Support the $2.5 Million increase to South Library rebuild project

754 - David Ivory

I support full funding for the South Library, and to the rapid approval and start of construction for the Wheels to Wings cycleway.

The lack of commitment to pay for the replacement of the South Library is frankly astonishing. The future of our children, the education and re-education of our residents, requires that the South Library has the facilities needed to support the community in the Southern Suburbs. This is our local library and my son and I visit at least once a week. The services South Library provides us are vital to help my son become integrated into Christchurch society, and to adjust to the different education standards of New Zealand. Although we are New Zealanders he was educated overseas in another language. He attends extra-curricula activities at the library, takes reading books out, and reference material. It is frustrating that South Library has had to wait so long for repairs or replacement - to not now fully fund the project is a slap in the face to all children in our suburbs.

More astonishing is that money for the stadium was easy to find - and yet the basic requirements of a library have to come second? What sort of city do councillors wish to live in?

762 - Ross Gray (Christchurch Civic Trust)

[Strategic Framework>Climate Change]

7 Climate change and the 2019 declaration by CCC of a climate change emergency: the proposed spending on the replacement of the South Library is in the news again, 9/4/23,and the Trust has a fundamental question, hitherto not answered by CCC. Last year a Letter3to Editor at The Press questioned the propriety of demolition of this key city asset in the midst of our climate change emergency. The Trust maintains that this qualm is still justified.

‘Despite Christchurch City Council’s 2019 declaration of a climate emergency, in contemplating demolition of South Library it is ignoring the cost to the environment of demolition and rebuilding. Christchurch Civic Trust and others have repeatedly pointed out that the embodied energy in an existing building should not be squandered: to repair and restore brings environmental savings with minimisation of CO2 production, fuel consumption, dumping of landfill material. “The greenest building is the one standing”, said Mayor Lianne Dalziel during the 2021 Christchurch City Council Deputations on the Resource Management (Enabling Housing Supply) Bill. Such abuilding has already made its contribution to climate change. It is about time the bean counters and environmentalists at CCC talked to each other. Furthermore, it would be helpful if the engineers would explain exactly how, why and in which parts South Library is so seismically substandard. It is difficult to believe that this 2004 NZIA Supreme Award- winning Warren and Mahoney building is below seismic code throughout.’ (Ross Gray 24 May 2022)

What investigation of the negative environmental impact and costs of demolition and newbuild have been undertaken by CCC? The Trust firmly believes that such audits need to become standard practice in this global heating emergency.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA= Disabled Persons Assembly

[Recreation, Sports & Events>Recreation Centres (Capital)]

However, we would like to acknowledge the constructive role that Council are playing in working alongside DPA and other disabled people's organisations and service providers in the co-design process around the South Library and Service Centre Building. Our local Kaituitui has been involved in this process and we see it as a model for how co-design can be successfully used to incorporate good accessibility during the design phase. We recommend that co-design processes be adopted for all new Council buildings going forward.

807 - Kate Hodgins

The south library rebuild needs to be prioritised. This is a key community facility, and is very well used not just as a library but as an educational and community board hub and a social centre. This facility sits in the heart of our community and needs to be open and accessible. It's beloved and used by toddlers, teenagers, pensioners and everyone in between. Please fix our library!

Other/General Comments

516 - Cynthia Roberts

[Our Proposed Spending], [Transport>Cycleways], [Recreation, Sports & Events>Pools], [Parks>Red Zone], [Libraries>Libraries (Operations)], [Other/Special Interest Topics>Wheels to Wings]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

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[Community Facilities>Halls and Community Centres], [Transport>Public Transport Infrastructure], [Other/Special Interest Topics>Wheels to Wings]

7. I support completing community centres rebuild of libraries, bus lanes and wings to wheels cycle way

541 - Peter Haywood

Put more money in the budget to build back South Library properly. You don't skimp on libraries.

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Build South Library back properly.

579 - Tanya Didham

[Other/Special Interest Topics>Capital Programme (General)]

Deferred projects seem to lie almost exclusively in the east and south-east

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e.g. South Library

713 - Karen Cox

It is important for South Library in Beckenham to be built to the current same size of the community and library to use and work in.

Would reducing opening and closing times at Christchurch libraries,. Have a freeze on Council recruitment. Have all libraries closed on public holidays. Help the council find the extra money for South Library.

Can Christchurch City Council apply for lottery funds

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Fit for Purpose Rebuild of South Library and Service Centre - ***Priority in Draft Community Board Plan***

The South Library and Service Centre is a significant local hub in South Christchurch, which was badly damaged in the earthquakes and needs to be replaced. The facility functions as a library, a learning and service centre, a community bumping space, a seat of local democracy and the home of the iconic

South Christchurch Farmers' Market. With the rebuild, there is an opportunity to respond to the changing demographics and community needs of the area.

A priority in the Draft Board Plan is to advocate for the rebuild of the former South Library to be carried out with sufficient budget to meet its estimated build cost, and completed on time by Quarter 3, 2026.

The current budget for this project in the LTP is $13,397,288. The Council has also earmarked $9million for this project as part of Better Off Funding from the Government, which brings the total budget to $22,397,288.

Based on the report that went to the Sustainability and Community Resilience Committee on 1Jun 2022, the cost estimate for a fit for purpose rebuild is $24.9 million. This leaves a shortfall of$2.5 million. It was noted in resolution SACRC/2022/00021 in this meeting that "the advancement of the project to construction will require additional funding in Annual Plan 2023/2024 and or a Long Term Plan adjustment."

Some funding is proposed to be pushed out from FY24 to FY25, but this does not change the estimated completion time of Quarter 3, 2026.

The Board has supported other key community facilities, such as Te Pou Toetoe and the Hornby Centre, while deferring the rebuild of South Library for more than ten years. South Library is a key community hub for people in the immediate area and beyond, and it is now time for the fit for purpose rebuild of this facility to be prioritised.

The design phase of this project is critical for determining the scope of the building, so it is critical that the budget project staff are working to a sum that enables a fit for purpose facility, as was advised to Council in June 2022.

Requests from the 2023/24 Annual Plan

That the critical stage of scoping the Rebuild project is carried out based on the advised budget of 24.5 million

Alongside the rebuild of the actual building is the broader community facility of the surrounding area, and it is critical to the Board and the community that this is seen as a coherent whole. The Board seeks to ensure that projects in this space are connected and integrated into the landscape plan for the building, and with activity such as environmental planting, land drainage and the much loved South Christchurch Farmers Market. This includes a number of related projects already budgeted for:

[Parks>Playgrounds and Play Equipment]

A. Pump Track and Basketball Court – Hunter Terrace

The pump track and basketball court on Hunter Terrace is a project that is partly funded by the Community Board. The basketball court is awaiting completion of the lease for the ground by

contractors before it can be progressed. The community have expressed interest in being involved with fund raising for this project should it be required. The pump track project is also currently partly funded with $71,000 in FY23 (to be carried forward) and $52,530 in FY24, and with a $120,000 shortfall.

Requests from the 2023/24 Annual Plan

- It is important to the Board that the project is completed on time.
- The Board also requests the budget shortfall of $120,000 be found in the Annual Plan for FY24.

B. Re-Grassing Hunter Terrace (ID 1410)

The Mid-Heathcote Masterplan provides for the re-grassing part of the former Hunter Terrace. Again the Board is keen to see this project is well connected with the landscape plan for the building.

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

Community Facilities

Community Facilities (Operations)

General Comments

Four submitters on community facilities operations.

One supported the operations of community facilities.

Two provided other comments, one highlighting the importance of community facilities and the other regarding community noticeboards.

One submitter provided a general comment about an issue relating to community facilities.

Officers Response

Two submitters commented on the value community facilities of all types (community centres, pools, libraries) add to living in Christchurch and Banks Peninsula.

One submiter asked Council to renew its "notice board policy" with particular reference to allowing notices that are political in nature. The submitter is advocating for the use of Council notice boards to update the community on geopolitical issues, some of which may seem "extreme" by the community at large.

There are no proposals in the draft Annual Plan to change levels of service in respect of the wider portfolio of community facilities and as such no cost or level of service implications.

Council notice boards are moderated to respect everyone's right to express their thoughts and opinions and encourage an open dialogue between the Council and members of the public. Council asks that people are polite and respectful with their comments and views. Council wants to hear from the community and welcomes feedback. Council does not welcome anything that could be considered prejudicial, harmful, disrespectful, rude, racist, off-topic, inflammatory, offensive, harassment, discriminatory, hateful or otherwise inappropriate. This includes personal attacks. Naturally electioneering, promoting, or commenting on political campaigns, groups or candidates is not appropriate.

Guidelines are reviewed regularly and there are no cost of level of service implications from doing this.

Support

319 - Kim Willems

Very strongly want to see services continue to the community, particularly libraries, public swimming pools, and parks for family enjoyment.

Alternative Proposals

653 - Marie Gray

[Spending > Our Proposed Spending]

I want to live in a fun, vibrant city where everyone feels they belong. I am in favour of spending on libraries, community facilities, funding for community groups, the art gallery and children's playgrounds. I am excited the museum rebuild is getting underway and I look forward to the opening of Matatiki and the performing arts precinct in due course.

97 - Rick Mansell

Your community notice board policy should be changed. The regulation that says the notices being posted cannot be political is be interpreted by your staff in a manner that protects their job. Local councils (especially libraries and community/recreation centers) should take leadership roles of responsibility. We live in a global community and yet these public notice boards cannot be used to keep the public aware of what is happening in the world. For example, it is very difficult if not impossible to find a guarder of these notice boards willing to post a poster explaining some of the world travesties that are taking place (i.e. the killing and stealing of land and apartheid policies by the Israeli Zionists do to the Palestinians - it is up to each of us as citizens of the world to understand and be proactive in protected the humanitarian rights of others sharing this world with us. Thus, local leaders should be seeing that this happens in our local communities rather than setting policies that prevent this happening. Christchurch has finally taken a small step to try to be more open about the Climate Crisis - now, let's do the same for some of the humanitarian crises. Image if in the 1930's and 1940's more people were made aware of the Nazi atrocities, the world might have been able to stop the death camps but instead we all claimed ignorance - exactly what is happening today in a number of countries with most of New Zealanders claiming or exposing their ignorance. This is partly the fault of our leaders. Our youth see that our leaders including parents do nothing about these terrible events and this leads to an increase in flaunting the law and an increase in misguided activism.

Other/General Comments

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Waste Water; Water Supply; Waterways Quality and Compliance], [Parks>Maintenance], [Rec and Sport (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem tobe adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

Halls and Community Centres (Capital)

General Comments

11 submitters addressed the proposed capital spend on halls and community centres.

Three supported the capital spend on halls and community centres.

Eight provided alternative proposals mainly concerning specific centres.

One submitter made a general comment about supporting community centres.

Officers Response

Submitters acknowledged the value to the community from Councils broader provision of community facilities including community centres, libraries, swimming pools, arts and sports facilities.

Submitters supported a number of proposed community facility developments currently provided for within the 2021/31 Long Term Plan including Phillipstown, Shirley, Hoon-Hay and Redwood-Preston's-Marshlands. In particular the Marshland Hall Trust have requested that Council set aside $1,300,000 CAPEX to purchase land for the proposed Prestons Community Facility.

Two submitters highlighted the importance of good ventilation in community facilities primarily for health benefits.

The Le Bons Reserve Management Committee requested that the interior of the Le Bons Bay Community Centre be repainted.

The draft Annual Plan does not propose any changes to levels of service in the 2021/31 long term plan vis-à-vis the provision of new community facilities. The feasability study for a community facility on 10 Shirley Road is underway with the Waipapa board engaged and updated.

Prior to considering committing an additional CAPEX sum of $1,300,000 to purchase land for a community facility in Prestons it is prudent to establish whether this can be found within additional resources or if an alternative way can be found to access a nearby Council owned site. If this is not productive then the Council can consider the proposl in the 2024/34 LTP.

All new facility developments or substantial refits will meet or exceed the requirements of the building code regarding ventilation, no additional expenditure is necessary.

There are no current plans to repaint the interior of the Le Bons Bay Community Centre as it is not a priority within the confines of the facilities maintenance budget. This will be re assessed in 2025/26.

The Hoon Hay Community Centre renovations are on track to be delivered by mid-2023.

Support

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to express its particular support for the following projects retaining priority:

Project 69275 (To design and build a new Community Centre for the Phillipstown community;

Project 20053 ('Shirley Community Centre') – noting that though this is what this line item is labelled as, it is requested that this be re-labelled as a 'community facility' to more broadly to reflect the consultation to be undertaken with this community on what is preferred for this site)

637 - Marie Byrne

I support keeping the provision of a community facility in Phillipstown in the future community facilities capital programme. The current Phillipstown Hub is essential to the building of community well being in an area of the city which is severely lacking and community spaces comparative to other parts of the city. With ongoing uncertainty over the long term tenure of the current site, it is important that Council recognises the need to continue to support initiatives that contribute to building a strong community in one of the city's most socially deprived areas.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Community Facilities - ***This is a priority in our Community Board Plan.***

Local facilities are important for the wellbeing of our neighbourhoods and communities. They grow social cohesion by providing opportunities for people to meet deliberately and also simply bump into each other. There are a number of community facilities in the local Spreydon Cashmere Heathcote network, that currently have budget to be developed or improved, and the Board supports this work. These include:

Hoon Hay Community Centre

The Board is keen to see that the Hoon Hay Community Centre's planned renovations are completed on time. Renovations will include a kitchen and upgrading the toilet and building to meet accessibility standards, among other issues. The Centre plays a key part in fostering community connectedness and well-functioning local organisations. Building work on site is expected to take place in Q2, 2023 with completion by end-June 2023. A capital budget of approximately $350,000 is allocated for this project.

Requests from the 2023/24 Annual Plan

Support existing budget in the FY23 Annual Plan, and requests any funding be carried forward to FY24 support this

Alternative Proposals

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board requests that LTP 2021-31 Resolution M9A *(C-LTP/2021/00085 – 'That the Council retains the existing $500,000 budgeted in FY 2031/32 as the Council's contribution to a community-partnership development of a community facility between Redwood and Prestons')* is reflected at this time or at least in the next LTP as a line item updated to the current position with endeavour that the budgeted Council contribution keep pace or move to meet in time with when a community-partnership could develop a community facility in proximity to Redwood, Prestons and the new Oakbridge subdivision between the two.

220 - Sian Ruth (Marshland Hall Trust)

We would like Council to provide funding in the 2023/24 Annual Plan for the purchase of land for the Marshland Community Facility (Burwood Ward). The amount we are requesting is $1,300,000. Please refer to the attached submission.

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Background

The Marshland Hall Trust is a registered Charity (CC507102) with its purpose defined by its Trust Deed as being the provision of a community hall for the instruction, entertainment, enjoyment or benefit of all residents in the Marshland District.

To qualify as a resident of the Marshland District a person must be of the age of twenty-one years, permanently residing in the District and a bona fide resident of the District for a period of at least 6 months.

The Marshland District is defined as the area within a two-mile radius (3.22 Km) of the original Hall. Catchment areas include Tumara Park, Waitikiri, Burwood (north of Expressway), Prestons Park and Prestons, Marshland and west of Marshland Road up to the Motorway. The physical boundaries are: State Highway 74 (West side) Ouruhia (Northside), Queenspark (East side) and the Palms (South side).

The original hall was built in 1906 and was significantly damaged in the Christchurch earthquakes. It was deemed uneconomic to repair and the Trustees received an insurance payment to settle their claim. The Trustees determined that the original site was no longer fit for purpose, as it is on a busy road with limited access and car parking. The building itself was in a state of disrepair, to the extent that only a few groups would use it. The Trustees have now sold the original hall.

The Marshland District has grown significantly over recent years and has been identified by the Christchurch City Council as an area lacking in suitable community facilities.

Vision

A highly accessible, community led, multi-use facility able to be accessed by all members of the Marshland and surrounding districts. It is envisaged that the facility will be used by a wide variety of groups including Marshland School, sporting groups (eg Basketball, Football, Wheelchair Rugby, Badminton, Volleyball), local aged care facilities, community fitness and recreation groups (eg Zumba, Pilates, Exercise Boot Camp).

A facility that recognises the history of the District and includes memorabilia and timber from the original Hall and the Memorial Gates. We will work with local Rununga to get their input into the project.

Is there a need for a Community Facility?

The CCC Community Facility Network Plan updated in June 2020 identified that, in the then Coastal Burwood Ward, there were 3 Council owned facilities (Aranui Wainoni, North New Brighton and South Brighton), 5 Council owned community leased facilities (Parklands Community Centre being the closest to Marshland), 4 Church owned and managed facilities and 8 Community owned and managed facilities (the closest being the Pukeko Centre which is approx. 5.5km from Marshland Road).

In the Papanui Innes Ward the closest Council owned facility is Ouruhia Hall which is 4.3km from the old Marshland Hall site. The Ouruhia Hall was built in 1963 and comprises a hall with a stage and kitchen and toilet facilities. Capacity is 150 people.

The Plan noted a lack of community facilities in Burwood. It did note that the Burwood area was also seen to lack indoor recreation spaces, although some did exist at Marshlands Domain (noted as very much the recreational and community hub for the area, with a seniors-only tennis club, Marshland Scout hall and the North Christchurch Pigeon Flying Club rooms), along with Marshland School. At that time, the school hall had space to hire outside of school hours (but is now extensively used and has almost no capacity for new bookings).

The Prestons subdivision commenced in 2013 and has approximately 730 homes. Sale of land in the Prestons Park subdivision commenced in 2016 and is expected to contain 1,150 sections when finally completed. In 2013, Prestons had 237 residents, and this number had grown to 3,048 in 2018. The estimated population of both subdivisions at June 2022 was 4,290. In addition to the Prestons subdivisions, further developments have recently occurred, Oakbridge at the western side of Marshland Road on Prestons Road which is expected to comprise a further 500 homes. Secondly, the latest development is at Waitikiri Gardens where a further 27 homes are to be built.

A significant number of the residents of both Prestons subdivisions are people displaced from eastern suburbs following the Christchurch earthquakes. The Community Profile developed for Coastal-Burwood through 2019 and published early 2020 found that as a new suburb, Prestons was a community where many people are still establishing themselves and finding their place, some struggling to connect to their neighbours. The profile noted that there is room to build greater social cohesion. Prestons lacks an anchor community facility which fosters a sense of belonging and of place. When Marshland Hall was built in the early 1900s, through community fundraising and on donated private land, it fulfilled this function for what was then a rural community. Marshlands Hall Trust want to take this legacy and develop it into a new facility that is better located and equipped to service the suburban population that now resides in the area.

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Progress to date

- March 2017: New Trust Deed approved by the High Court and new Trustees appointed, one trustee appointed by the (then) Coastal Burwood Community Board, one trustee appointed by the NZ Law Society and one trustee appointed by Parafed Canterbury Inc. Further trustees are able to be appointed as required.

- 2018/2019: Discussions commenced with various parties around options for the construction of a new community facility. Discussions with Council Staff regarding the possibility of constructing the facility on Council owned land at the Marshland Domain. Subsequently advised that Council would not approve the construction of any additional buildings on the site.

- August 2020 Online Survey undertaken to obtain feedback from residents regarding whether there is a need for a community facility, possible locations, what facilities would be important and what activities could be held there. Two hundred and twenty eight responses received.

- Throughout 2020 Discussions with various potential users of a community facility to identify their needs and wishes.

- November 2020 Sale of old Marshland Hall finalised.

- 2020: Discussions commenced with Prestons Park developer, CDL Land to purchase the strip of land adjacent to the Marshland Domain, sale of the land to the Trust agreed in principle, details to be finalised.

- April 2021: Research into facility design continued including visits to Aranui Community facility, Mt Pleasant and the new St Albans facility. Following this a concept plan was prepared by Walker Architects, with the support of the Prestons Park developer, CDL Land.

- May 2022: Concept plans fine-tuned following further consultation. Walker Architects to proceed to get their QS to cost the project based on the concept plans.

- November 2022: Community Day held at Marshland Domain to bring the community together providing the Trustees an opportunity to talk to people about our plans and to obtain further feedback.

- November 2022: Marshland Hall Trust Website launched.

- November 2022: Interim costings for the project received from Walker Architects.

- November 2022: Trustees meet with members of the Waitai Coastal Burwood Community Board to discuss the project and request their support for a new community facility to be built in the Burwood Ward.
- March 2023: Two additional Trustees appointed, one being the Waitai Coastal Burwood Community Board appointed representative and one Trustee with building, construction and project costing knowledge and expertise.
- March 2023: Meet with Rata Foundation personnel to discuss the project.
- April 2023: Submission to Christchurch City Council Annual Plan requesting assistance with funding the purchase of the land for the facility.

[Full Attachment Available]

580 - Joanna Gould

[Other/Special Interest Topics>Capital Programme (General)]

Att: Mayor Phil Mauger, Deputy Mayor Pauline Cotter, Councillors & Council Staff

Re: Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve

The attached .pdf has been compiled from my research & ideas over the last five years.

I ask the Council to consider this information & the growing needs in the local communities surrounding Shirley Road:
Shirley, Dallington, Richmond, Edgeware, St Albans & Mairehau.

We have been waiting since 2012 for the rebuild of our community centre at 10 Shirley Road, Richmond.
Our communities keep growing, due to infill housing & more social housing.

We can't keep waiting for a new building to be built, because what could happen inside this building, is needed now:
a 'fit for purpose' local 'suburban' sized library with learning spaces & a wider range of books, citizen hub for community connections, community directory, sharing resources, promoting local activities/events/organisations, community education, connecting residents to the right support services at the right time...

As a former Shirley now Richmond resident & research/designer, I would be happy to be part of any discussions regarding this rebuild/redevelopment.

Through my families lived experience with mental health, disability issues & neurodiversity, I can

share my insights into 'why' I've suggested these research based ideas for a new Shirley Centre.

Please proceed with planning the 'Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve', so that a proposal can be presented to our communities for consultation.

Thank you for your time,
Joanna Gould
https://www.facebook.com/ShirleyCentre10ShirleyRoad

>>>

Please proceed with planning the 'Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve', so that a proposal can be presented to our communities for consultation.

[FULL ATTACHMENT AVAILABLE]

610 - Karen Colyer

I manage The Diamond Harbour Community Centre on behalf of the CCC. It is an outstanding facility and the Diamond Harbour Community Association are grateful that Council has supported two upgrades since 2017.

618 - Anna Stevenson

[Community Facilities>Service Centres (Capital)],[Libraries>Libraries (Capital)]>[Recreation, Sports & Events>Recreation Centres (Capital)]

please consider how to improve ventilation in all public buildings reducing infection transmission from all airborne pathogens including covid. Please consider advertising venues with excellent ventilation.

624 - Malcolm McKellar

[Transport>Cycleways; Public Transport Infrastructure],[Three Waters>Water Supply],[Libraries>Libraries (Capital)],[Community Facilities>Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

629 - Jo rolley (Le Bons bay reserve management committee)

We have sought assurance that the funding for the Le Bons Bay Hall interior wall painting is still in the 2023/24 budget.

Tyrone Fields has been pursuing this matter for us.We are resubmitting on this matter to ensure funding has been provided for this work. We have waited since the 2011 earthquake to have this work undertaken and have previously been advised by staff that it is programmed for this year.

The Domain grounds and the exterior are in excellent condition and it is a shame not to have the interior not up to the same standard. Thank you for your consideration of this matter.

794 - Elizabeth Beale (Creative New Zealand)

[Libraries>Libraries (Capital)], [Art Gallery (Capital)], [Recreation, Sports & Events>Community Arts], [Other/Special Interest Topics>Vertical Capital]

Retaining investment in arts facilities and services

8. We tautoko the continued substantial investment being made by Council to support the city's network of community facilities, including community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall, Tūranga and now Te Pae and the Court Theatre. They all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

Other/General Comments

516 - Cynthia Roberts

[Libraries>Libraries (Capital Buildings)], [Transport>Public Transport Infrastructure], [Other/Special Interest Topics>Wheels to Wings]

7. I support completing community centres rebuild of libraries, bus lanes and wings to wheels cycle way

Service Centres (Operations)

General Comments

One submission was received on the operation of service centres asking for the Akaroa Service Centre to be retained.

Officers Response

The submission is in relation to the councils proposal to dispose of a small number of properties that are no longer being used for the purpose they were originally acquired for.

The residents submission provides feedback on council owned Akaroa properties. Requesting the retention of the Akaroa Service Centre and its staff in the historic post office building in Akaroa.

There is no proposed change to the location of the Akaroa Service Centre. Confirmation of the location as follows;

Akaroa Service Centre

78 Rue Lavaud

Akaroa 7520

Alternative Proposals

397 - Victoria Andrews

Retain the Akaroa Service Centre and its staff in the historic post office building in Akaroa.

Recreation, Sports & Events

Rec and Sport (Operations)

General Comments

Six submitters commented on recreation and sport operations.

One supported the operations of recreation and sport centres.

Three provided other comments concerning the funding of lifeguards, staffing matters and He Puna Taimoana.

Two general comments were made supporting recreation and sport centres and addressing an issue with recreation and sport centres.

Officers Response

Submissions were supportive of changes to the Levels of Service due to the delayed opening of Parakiore Recreation and Sport Centre, and for the support CCC currently provide to enables older adults to participate in activities in the community.

Other submissions raised the need for more public facing staff at Recreation Centres, queried the policy for private parties at He Puna Taimoana specifically during peak times and if they are prioritised over public bookings. Surf Life Saving requested increased funding for the paid summer holidays lifeguard programme to continue to pay the living wage, increase coverage of the paid summer holidays lifeguard programme by seven days at the end of the summer school holiday period due to the city's schools having different start dates, that permanent signage be installed along the coast line especially in high risk areas not covered by formal supervision, formalisation of a Rescue Water Craft programme for beaches within Christchurch City, and access for seasonal staff to CCC aquatic facilities.

At He Puna Taimoana no private parties are held during public session times which are 10am – 7.30pm daily. Private parties are held from 8pm-10pm or before the public session that start at 10am. The peak times for private parties are 8pm-10pm Thur-Sun. Private parties are only held if staff are available and they do not clash with another event.

The additional cost for surf life saving to continue paying the living wage in the paid summer holidays programme is $28,000 (9.9% increase on wage costs), the additional cost for the increased coverage of the paid summer holidays programme by seven days at the end of the summer due to the city's schools having different start dates is $51,000, the parks unit are currently working with surf life saving to install permanent signage, RSE will continue working with Surf Life Saving to understand the costs and benefits of the Rescue Water Craft programme for consideration in the 2024-34 Long Term Plan, RSE staff will work with Surf Life Saving re access to CCC aquatic facilities for 31 seasonal staff members from September to January as per the proposed fees and charges.

Support

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

Changes to Council service levels

DPA understands the reasoning as to why there will only be 39x recreation and sport facilities in use in the 2023-24 year as against the original 40x projected given the delay in opening both the Parakiore and Matatiki: Hornby Centres whose openings have been delayed (we will comment on these planned late openings in the capital spending section).

Alternative Proposals

115 - Angela Nichols

You need more public facing staff at Rec Centres & Libraries.

737 - Stuart Bryce (Surf Life Saving New Zealand)

Please see the attached document for the programme that Surf Life Saving currently delivers in conjunction with the council over the primary school holidays at the city beaches.

We would like to see this programme extended to include the week up to and including Waitangi Day. This window of time is currently only patrolled at the 8 Christchurch City Beaches on the weekends and with city schools all varying in there return dates we see this as a significant risk and a need to cover the main five city beaches with a service that can be accessed by all members of the community.

In 2022-2023 we were supported by the council with $310,000 to deliver this programme with the upcoming Living wage rise this amount will not cover current wage cost alone. We would like to increase of the grant to support the increase in the delivery days from 35 days to 42 days in the 2023-2024 season. This will cover from Mid December up to and including Waitangi Day (36 weeks at 8 beaches and 42 days at 5 beaches).

The cost for this including all Management and programme costs would require support of $445,000, an increase in the current grant of $135,000. To continue with the current service would require an increase of $85000 to cover all wage, management and programme costs.

Please be in touch if you have any questions

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FATAL DROWING SNAP SHOT - CANTERBURY

We, Surf Life Saving New Zealand, are saying "enough is enough". No more unnecessary deaths from drowning on our beaches and along our coastline. The statistics represented in the Figures below have been drawn from the National Beach & Coastal Safety Report, 10-Year Overview / 2012-22 & 1-Year Overview / 2021-22. This report is our way of drawing a line in the sand.

Figure 7.40

2012-22: Canterbury Region Beach and Coastal Fatal Drownings and Fatal Drowning Rate per 100,000 Population (n=12).

During 2021-22, there were no beach and coastal drowning fatalities within the Canterbury Region, which is less than the ten-year average of one per year. The 2021-22 fatal drowning rate (0.00 per 100,000 pop.) was less than the ten-year average (0.20 per 100,000 pop.).

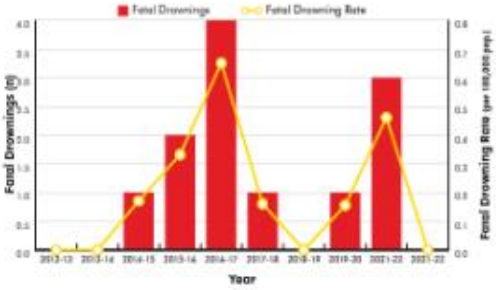

Figure 7.41

2012-22: Canterbury Region Beach and Coastal Drownings by Activity (n=12).

Within the Canterbury Region during 2012-22, the majority of beach and coastal drowning fatalities occurred while snorkelling (n=3) and others (n=3), followed by swimming (n=2), boating (n=1), land based fishing (n=1), attempting a rescue (n=1) and scuba diving (n=1).

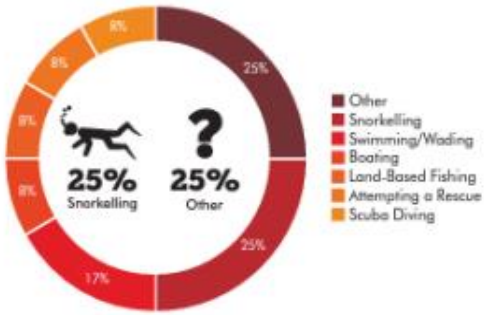

Figure 7.42

Comparison of Beach and Coastal Fatal Drowning Rates (per 100,000 pop.) by Activity in the Canterbury Region: 2012-22 (ten-year average) and 2021-22.

Within the Canterbury Region the 2021-22 fatal drowning rates (per 100,000 pop.) for snorkelling, swimming/wading, boating, land-based fishing and attempting to rescue others were less than their respective ten-year averages.

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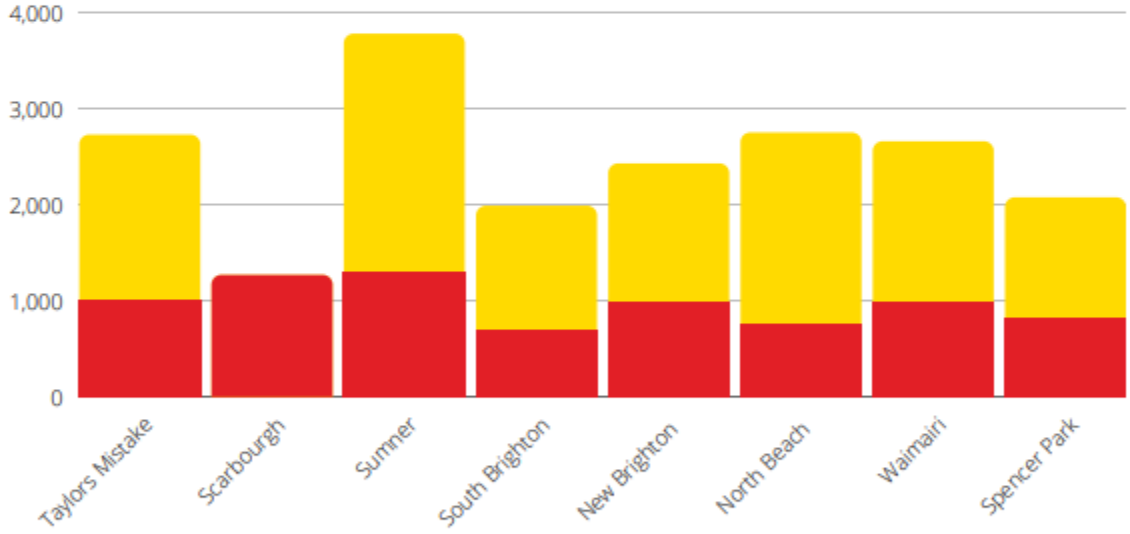
LIFEGUARD OPERATIONS SNAPSHOT

During the 2022-2023 season eight (8) active locations (flagged areas) were operating within the Christchurch City Council area. These were; Taylors Mistake, Scarbourgh, Sumner, South Brighton, New Brighton, North Beach, Waimairi, and Spencer Park.

Yellow = Volunteer Lifeguards
Red = Paid Lifeguards



Our Volunteer workforce in the Southern Region is made up of 851 Lifeguards who update and refresh their qualifications at the start of each season through their local Surf Clubs.

Surf Life Saving New Zealand employs 150 Lifeguards to work across the Southern Region and had 86 lifeguards working at any one time (inclusive of the Otago and Waimakariri areas).

>>>

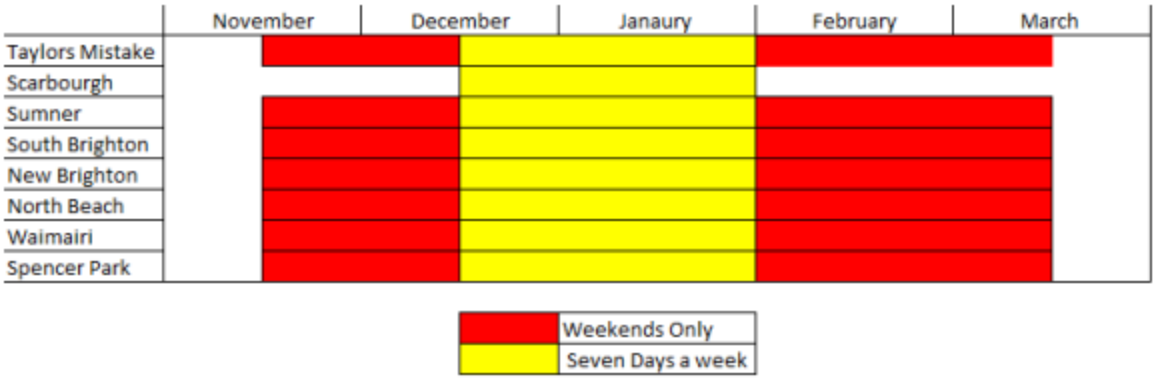
SERVICE ALLOCATIONS

The Christchurch City Council funding allowed for Lifeguard patrols seven days a week at Scarbourgh Beach, and week day patrols for the other locations.

The service delivery model for each location was tailored to suit based on the evidence detailed in the Coastal Risk Assessments.

The number of lifeguards allocated to each location scales up towards the busier part of the day and season to reflect the local visitor and community needs.

The infographic below indicates the lifeguard patrol coverage in the Christchurch City Council Area over the 2022/2023 summer period, indicating weekends only and seven (7) days a week service.



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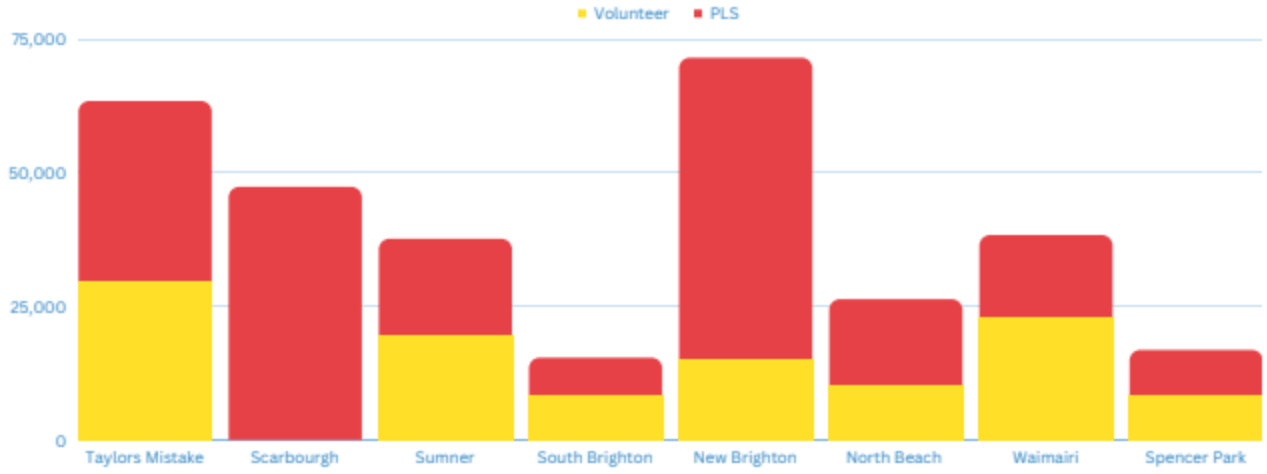
PAID LIFEGUARD SERVICE DELIVERY

Southern Region, like the rest of New Zealand is surrounded by sandy beaches and sparking harbours. With many kilometres of pristine coastlines, you simply can't avoid spending some time on, in or near the water, it's our nation's favourite playground! below are total head counts for the service.

With over 321417 hourly recorded individual head counts over the season. this is based on a total inwater head count of 82905 and a beach head count of 238512



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RECOMENDATIONS

Increase Season Length

We would like to look to increase the season length at the 5 key beached and patrol up to and including Waitangi day (patrol this at all beaches). these weeks are the cross over week with some school back and some school not returning until after Waitangi day. Currently we patrol to the Ministry of education guidelines and finish in the last full week of school holidays. We would like to extend this out by a week at the 5 main beaches to ensure that there is a service in the cross over window.

Rescue Water Craft (jet ski)

Formalise a Rescue Water Craft programme for the Christchurch Beaches to ensure patrol locations and remote locations benefit from roaming patrols throughout the day without compromising the service on the beach and those who swim between the flags. The Rescue Water Craft can advise swimmers and provide informal supervision and a very efficient response. With Council support we can develop this programme and provide the community with a broader range of services. Operations fully funded by the Christchurch City Council

Beach and Coastal Safety signage

Erect permanent Beach and Coastal Safety signage along the extended length of coast line especially in high risk areas not covered by formal supervision.

Access to Facilities

That all seasonal staff have access to the Christchurch City Council aquatic facilities to ensure that they have access to aquatic training facilities . We believe this access should be at the same cost to a council lifeguard.

>>>

Christchurch City Council

Living wage $ 26.00 Orginal

Regional Lifeguard Programme

Expenditure (excluding GST)

Wages

	Total Days	Hours	Wage		
Taylors					42,000.00
Head guard	42.00	8.00	30.00	10,080.00	
Senior Guard	42.00	16.00	28.00	18,816.00	
Junior Guard	42.00	12.00	26.00	13,104.00	
Sumner					35,448.00
Head guard	42.00	8.00	30.00	10,080.00	
Senior Guard	42.00	16.00	28.00	18,816.00	
Junior Guard	42.00	6.00	26.00	6,552.00	
South Brighton					24,192.00
Head guard	36.00	8.00	30.00	8,640.00	
Senior Guard	36.00	8.00	28.00	8,064.00	
Senior Guard	36.00	8.00	26.00	7,488.00	
New Brighton					42,000.00
Head guard	42.00	8.00	30.00	10,080.00	
Senior Guard	42.00	16.00	28.00	18,816.00	
Junior Guard	42.00	12.00	26.00	13,104.00	
North Beach					24,192.00
Head guard	36.00	8.00	30.00	8,640.00	
Senior Guard	36.00	8.00	28.00	8,064.00	
Junior Guard	36.00	8.00	26.00	7,488.00	
Waimairi					35,448.00
Head guard	42.00	8.00	30.00	10,080.00	
Senior Guard	42.00	16.00	28.00	18,816.00	
Junior Guard	42.00	6.00	26.00	6,552.00	
Spencer Park					24,192.00
Head guard	36.00	8.00	30.00	8,640.00	
Senior Guard	36.00	8.00	28.00	8,064.00	
Junior Guard	36.00	8.00	26.00	7,488.00	
Scarbourgh					
Head guard	56.00	8.00	30.00	13,440.00	37,632.00
Senior Guard	56.00	8.00	28.00	12,544.00	
Junior Guard	56.00	8.00	26.00	11,648.00	
Regional Guard Supervisor	50.00	8.00	29.00	11,600.00	11,600.00

Stat Holiday Wages

Christmas Day, Boxing Day, New Years Day, Day after New Years,

	Guards	Total Days	Lifeguard Hours/Day	Av. costs per hour	Wage costs per beach	
Taylors	5.00	5.00	36.00	42.00	7,560.00	
Sumner	4.00	5.00	30.00	42.00	6,300.00	
South Brighton	3.00	5.00	24.00	42.00	5,040.00	
New Brighton	5.00	5.00	36.00	42.00	7,560.00	
North Beach	3.00	5.00	24.00	42.00	5,040.00	
Waimairi	4.00	5.00	30.00	42.00	6,300.00	
Spencer Park	3.00	5.00	24.00	42.00	5,040.00	
Scarbourgh	3.00	5.00	24.00	42.00	5,040.00	
Regional Lifeguard Supervisor	1.00	5.00	8.00	43.50	1,740.00	
	31.00	45.00	236.00		**SUB TOTAL**	**49,620.00**
	Regular & Stat Holiday Wage Sub Total					**326,324.00**
					Holiday pay	**26,105.92**
					Kiwisaver	**10,572.90**
					ACC	**6,696.17**
					SUBTOTAL	**369,698.99**
Travel Expenses	**Days**	**$ per Day**				
Regional Lifeguard Supervisor	45.00	50.00		2,250.00		
					SUBTOTAL	**2,250.00**
Uniforms						
Uniform Item		**# of guards**	**Cost per guard**	**Total cost per item**		
total Uniform		31.00	180.00	5,580.00		
					SUBTOTAL	**5,580.00**
Training						
Inductionand training	16 Hours					
					SUBTOTAL	**13,888.00**
Equipment/Supplies/Facilities						
Lifeguard Equipment	**Lifeguards**	**Cost Each**		**Total cost per item**		
Equipment across season	31.00	315.00		9,765.00		
Shared use costs				24,500.00		
(Includes Quad bike/Tractor/IRB/Defib etc)					**SUBTOTAL**	**34,265.00**
					TOTAL	**425,681.99**
Administration						
(All admin costs and any additional hours required)						**21,284.10**
	TOTAL SERVICE EXPENDITURE					**446,966.09**

793 - Cathy Harlow

Previously, private parties at He Puna Taimoana were, I think, limited to off peak times. It looks like they are now being offered during peak times. Is there any policy around how many and how often these bookings will be allowed and whether they are prioritised over public bookings?

Other/General Comments

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

The Committee appreciates the Christchurch City Council's ongoing support for issues enabling older adults to participate in activities our community to reduce isolation and loneliness, and to promote healthy living.

✓ Ongoing commitment to quality public transport infrastructure such as shelters, bus stops, seats, and priority bus lanes.

✓ Older adult health, e.g., the Libraries Walk and Talk program and Gentle Exercise classes at ccc fitness facilities

✓ Support of 'life-long learning' by providing meeting rooms in the libraries to community groups such as the University of the Third Age.

600 - Bronwyn GRAHAM

[Transport>Roads; Footpaths and Streetscapes], [Three Waters>Waste Water; Water Supply; Waterways Quality and Compliance], [Parks>Maintenance], [Community Facilities>Community Facilities (Operational)]

Our area in Dimaond Harbour has constant issues with these issues and never seem to be adequately fixed.

[Coder note: issues being, roads and footpaths, water, waste water, surface water and waterways, facilities and parks]

Pools (Capital)

General Comments

Four submitters addressed capital spend on pools.

Two provided alternative regarding cutting back on the spend on pools.

Two provided general comments, one regarding cutting back on spending on pools, while the other encouraging further funding.

Officers Response

A submission supported the spending on assets and the infrastructure that will attract people to holiday and live in the City. This included community facilities and swimming pools.

Another submission supported funding the rebuild of the South Christchurch library and suggested that any short fall could be funded by selling surplus Council land and buildings or reduce spending on community recreation such as swimming pools, sporting facilities.

Other submissions requested that CCC stop building pools, sports centres, and stadiums to focus on reducing rates and/or using the funds to providing our existing services better and maintain existing assets.

The submission on the South Library and Service Centre project has been answered within the library and vertical capital submission responses as per the below:

The project team are currently working on a concept plan for a rebuild of South Library and Service Centre which will ensure all scope items and design brief requirements are met. At the end of this phase, this concept plan will be repriced by a Quantity Surveyor.

The LTP 2021-2031 included $12,597,000 for the South Library and Service Centre. This has been adjusted to $13.6M in the current capital programme. A further inflation adjustment may be made in next year's programme. In December 2022, the Council resolved to allocate an additional $9,000,000 from the Better of Funding.

If additional funding is required, Elected Members will have the opportunity to address this via the Long Term Plan.

Alternative Proposals

5 - Elle Evans

[Recreation, Sports & Events>Recreation Centres], [Other/Special Interest Topics>Te Kaha]

Stop building pools, sports centers, and stadiums and instead reduce rates and/or put the funds towards providing our existing services better and maintaining assets.

613 - murray victor

[Libraries>Libraries (Capital Building)],[Recreation, Sports & Events> Recreation Centres]

Find funding for the rebuild of the South Christchurch library-any short fall can be funded by selling surplus Council land and buildings or reduce spending on community recreation such as swimming pools, sporting facilities

Other/General Comments

23 - Phil King

They dont need 4 theatres and a large number of swimming pools etc.

[Coder note: For context *"I think the rates here are outrageous. I moved from the Gold Coast Australia where the rates on my $1.8m property were $2300 per year. The rates on my $900k Christchurch property are nearly $6k per year."*]

516 - Cynthia Roberts

[Our Proposed Spending], [Transport>Cycleways], [Parks>Red Zone], [Libraries>Libraries (Operations); Libraries (Capital Buildings)], [Other/Special Interest Topics>Wheels to Wings]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

Recreation Centres (Capital)

General Comments

11 submitters addressed capital spend on recreation centres.

Two supported recreation centres.

One opposed recreation centres.

Seven submitters provided other comments, including comments endorsing the spend on recreation centres.

Two provided general comments about recreation centres regarding the funding of the Metro Sports facility, and how 15 minute cities will impact recreation centres.

Officers Response

Two submissions were supportive of the priorities outlined in the capital programme and the delay to the capital work at Pioneer Recreation and Sport Centre until Parakiore recreation and Sport Centre is complete.

Three submissions were opposed to the building of pools, sports centres, and stadiums proposing that the funds were used to reduce rates and/or provide existing services better. Other reasons for being opposed were that resources could be better spent on the arts and concern they will become irrelevant with the 2030 agenda to do away with vehicles and 15 minute cities.

Other submissions commented on the need for good ventilation in all public buildings to reduce infection transmission, that the shortfall in funding for the South Library can be funded by reduced spending on community recreation such as swimming pools and sporting facilities, it was queried if Matatiki will be big enough to cater for current and future residential numbers, that consideration be

given to community, sport and recreation facilities as well as greenspace and amenities in areas of current and planned high residential intensification, and if private companies could be asked to invest in Parakiore Recreation and Sport Centre to offset the increase costs of equipment due to the delayed opening.

Improving ventilation and increasing the amount of fresh air in public buildings became a priority during Covid19 and will continue to be monitored and updated as required.

The Matatiki Centre was designed with a 50 year view as part of the city's network of libraries and recreation facilities.

The Recreation Sport and Events Unit will consider residential intensification in plans preparing for the 2024-34 Long Term Plan.

The Recreation Sport and Events Unit will continue to seek partnership opportunities to maximise investment in Parakiore Recreation and Sport Centre by third parties.

Funding for the South Library and Service Centre project has been answered within the library and vertical capital response as per the below:

The project team are currently working on a concept plan for a rebuild of South Library and Service Centre which will ensure all scope items and design brief requirements are met. At the end of this phase, this concept plan will be repriced by a Quantity Surveyor.

The LTP 2021-2031 included $12,597,000 for the South Library and Service Centre. This has been adjusted to $13.6M in the current capital programme. A further inflation adjustment may be made in next year's programme. In December 2022, the Council resolved to allocate an additional $9,000,000 from the Better of Funding.

If additional funding is required, Elected Members will have the opportunity to address this via the Long Term Plan.

Support

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Parks>Parks Maintenance], [Strategic Framework>Climate Change], [Libraries>Libraries (Capital Building)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks, commitment to building new facilities and adapting to climate change.

85 - Abigail Johnson

Delaying upgrades to rec centres such as Pioneer until Parkiore is complete is sensible.

Oppose

674 - Claire Coveney

Not in favour of think big project Parakiore Rec and Sports Centre. This space coul be better utilised. Too much is going in to Sports and less to the arts.

Alternative Proposals

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

[Parks>Other]

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Considering community, sport and recreation facilities, as well as greenspace and amenities, in areas of high intensification, or areas earmarked for future intensification.

5 - Elle Evans

[Recreation, Sports & Events>Pools], [Other/Special Interest Topics>Te Kaha]

Stop building pools, sports centers, and stadiums and instead reduce rates and/or put the funds towards providing our existing services better and maintaining assets.

560 - Marc Duff

Couple of thank you's to follow the Hornby Matatiki Centre is creating much excitement in the community but a word of caution is it big enough to cater for current let alone future residential numbers and to see the Halswell Junction Road extension about to commence will be life changing for a number of residents in Hornby and needed before the Matatiki Centre opens up.

613 - murray victor

[Libraries>Libraries (Capital Building)],[Recreation, Sports & Events>Pools]

Find funding for the rebuild of the South Christchurch library-any short fall can be funded by selling surplus Council land and buildings or reduce spending on community recreation such as swimming pools, sporting facilities

618 - Anna Stevenson

[Community Facilities>Service Centres (Capital)],[Libraries>Libraries (Capital)]>[Community Facilities>Halls and Community Centres]

please consider how to improve ventilation in all public buildings reducing infection transmission from all airborne pathogens including covid. Please consider advertising venues with excellent ventilation.

624 - Malcolm McKellar

[Transport>Cycleways; Public Transport Infrastructure],[Three Waters>Water Supply],[Libraries>Libraries (Capital)],[Community Facilities>Halls and Community Centres; Service Centres],[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA= Disabled Persons Assembly

[Libraries>Libraries (Capital Buildings)]

However, we would like to acknowledge the constructive role that Council are playing in working alongside DPA and other disabled people's organisations and service providers in the co-design process around the South Library and Service Centre Building. Our local Kaituitui has been involved in this process and we see it as a model for how co-design can be successfully used to incorporate good accessibility during the design phase. We recommend that co-design processes be adopted for all new Council buildings going forward.

Other/General Comments

713 - Karen Cox

The metro sports centre on Moorhouse Ave keeps on being delayed and cost of equipment will keep increasing each year and further delays. Can the council ask private companies to invest in the metro sports centre.

730 - Jane McKenzie

[Strategic Priorities>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning], [Our Proposed Spending], [Other/Special Interest Topics>Te Kaha]

The Stadium, Recreation Centre etc will be fantastic for Christchurch City in the future, and very exciting, but taking into account the 2030 Agenda and the 15 minute cities, how will these 'Venues' be utilized. With the schedule by 2030 to do away with vehicles as such, and with the majority of people being locked down into their areas/zones, what is the point of spending excessive quantities unnecessarily. Personally, I would like to think this 2030 plan will not eventuate, but if it does.. what will happen to these enterprises, and will they warrant the money being spent now?

Stadiums (Capital)

General Comments

One submitter commented on stadiums, questioning when Parakiore will be completed.

Officers Response

There was one submission requesting that the Parakiore Recreation and Sport Centre debacle be sorted ASAP and questioned how many more delays will there be.

The Parakiore Recreation and Sport Centre project is being delivered by Otakaro on behalf of the crown. CCC staff will continue to be involved in preparing for operations and to ensure that the quality of the building is not compromised during construction.

Alternative Proposals

305 - Bev Hair

Sort the Metro sports facility debacle ASAP - how many more delays?

Community Arts

General Comments

Three submitters addressed community arts.

One supported community arts.

Four provided other comments, encouraging further investment in arts.

Officers Response

Support

794 - Elizabeth Beale (Creative New Zealand)

Council's ongoing commitment to arts, culture and creativity
11. We welcome Council's continued commitment to supporting community wellbeing and encourage Council to recognise arts communities as well-placed partners to help deliver wellbeing outcomes to Christchurch's diverse communities. Arts, culture and creativity have an essential role in the wellbeing of Māori, Pasifika and other communities, as well as social cohesion between the many people that call Christchurch home. Investment in arts and culture is investment in community wellbeing.

12. We encourage Council to also recognise the strong contribution investment in arts and culture makes to other Council outcomes identified in the LTP, in particular:
o Strong sense of community – artistic, cultural and creative activity increases social cohesion through connecting people and communities
o Safe and healthy communities – participating in arts, cultural and creative activities contribute to our wellbeing, and to physical and mental health
o Valuing the voices of all cultures and ages (including children) – artistic expression is a powerful way to amplify and celebrate the voices of diverse communities
o Vibrant and thriving city centre – artistic, cultural and creative activity can play a major role in placemaking and rejuvenation to create great places to live and visit
o 21st century garden city we are proud to live in – arts, culture and creativity cultivate innovation and resilience and build strong and healthy communities
o Great place for people, business and investment – artistic, cultural and creative activity equips people with the skills needed to create a more highly-skilled workforce
o Inclusive, equitable economy with broad-based prosperity – artistic, cultural and creative activity and have a strong 'multiplier effect' and attract economic activity to our cities
o Modern and robust city infrastructure and facilities – incorporating arts, cultural and creativity elements into infrastructure projects can create landmarks and contribute to a unique sense of cultural identity and increased sense of ownership.

Alternative Proposals

205 - Zara Potts

please invest more in arts - and make more available such as youve done for Toi Auaha.

>>>

arts are a valuable resource for the cuty and a huge point if difference in drawing visitors and talent to the city. Arts are a huge economic boon to cities which properly invest in them. We have a great opportunity to do that here.

548 - Mark Darbyshire

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Urban Regeneration], [Grants and Funding>Other]

Performing arts venues

For many years, Christchurch has struggled with a lack of venues to support an equitable, accessible, and diverse performing arts scene. Council should ensure existing venues are appropriately funded (Little Andromeda springs to mind) and consider whether any additional venues are required. I support the creation of a temporary outdoor space in the Performing Arts Precinct, as a variety of residents (myself included) submitted on last year.

794 - Elizabeth Beale (Creative New Zealand)

[Community Facilities>Halls and Community Centres], [Libraries>Libraries (Capital)], [Art Galleries and Museums> Art Gallery (Capital)], [Other/Special Interest Topics>Vertical Capital]

Retaining investment in arts facilities and services

8. We tautoko the continued substantial investment being made by Council to support the city's network of community facilities, including community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall, Tūranga and now Te Pae and the Court Theatre. They all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

>>>

We're proud to support the Toi Ōtautahi Arts and Creativity Strategy as one of the Strategy's Foundation Partners and encourage Council to ensure this year's Annual Plan continues to show tangible recognition of its own commitment to arts, culture and creativity, aligned with the vision and directions of Toi Ōtautahi. For example, it's fantastic to see Toi Auaha come to life and provide a much-needed home for seventeen creative tenants. Affordable studio space in the central city has proven to be essential for Christchurch's creative community, offering real opportunities for connection, sharing skills, knowledge and networks across artforms and creative disciplines.

[Full attachment available]

794 - Elizabeth Beale (Creative New Zealand)

We note there are opportunities for Council to continue working with artists and creatives within prioritised infrastructure spend. For example, projects such as Te Kaha, the Court Theatre and partnerships with Waka Ko Tahi and the Climate Emergency Response Fund offer meaningful opportunities for increasing the use of public and shared space. These projects can also improve the aesthetics and function of a place and encourage a sense of community ownership and pride. Matapopore and SCAPE Public Art are strong examples of this work. We encourage Council to partner with the creative community to deliver on its infrastructure priorities – artists and creatives are our storytellers, educators, and placemakers.

Art Galleries and Museums

Art Gallery (Operations)

General Comments

One submitter commented on the operations of the Art Gallery highlighting what an asset the Art Gallery is for the community.

Officers Response

The main focus of the submission is an objection to the proposed use of the Robert McDougall Art Gallery as part of the Canterbury Museum redevelopment. The objection is based on concerns as to the Museum's ability to comply with the McDougall Act 2023. The submission expresses concerns on the quality and artistic merit of the Museum's fine arts collection, and also to the use or ability of the museum to borrow works from Christchurch Art Gallery Te Puna o Waiwhetū collection. Also outlined are concerns on the lack of works of historical art on display at Christchurch Art Gallery Te Puna o Waiwhetū, and concerns over storage at Christchurch Art Gallery Te Puna o Waiwhetū.

Canterbury Museum has an extensive fine and decorative arts collection. The Museum and Christchurch Art Gallery Te Puna o Waiwhetū have excellent working relationships and will work closely together to ensure works from both collections will be seen at the Robert McDougall Gallery.

Christchurch Art Gallery Te Puna o Waiwhetū plan the Gallery's programme so that over a two year period the public have access to a range of works – old and new, representational and abstract, classic and more challenging, and a variety of approaches and media (printmaking, sculpture, painting, installation, video, textiles, etc.). There are several exhibitions coming up that will provide more opportunities for seeing more of the historic collection, including a major new exhibition developed in a partnership with Canterbury Museum.

Alternative Proposals

603 - Timothy Seay (Save the McDougall Campaign)

The Draft Annual Plan and the Long Term Plan allows Canterbury Museum to decide the future use of the Robert McDougall Art Gallery under the terms of the 50 year lease they have with the Council. They have recently stated they intend to use it for their own art and photograph collections rather than the city's historical art collection as every other city in the world has done with their old gallery. Such a use is in breach of the terms of Robert McDougall's 1928 gift of the gallery to the citizens of Christchurch and by the Council's own admission its Heritage Strategy 2019 resulting in the dishonouring of the gallery's heritage status. This is explained in detail in my recent press release from my Save the McDougall Campaign:

"Now that work has begun on strengthening the McDougall Art Gallery, Canterbury Museum has released plans for its future use in their latest redevelopment newsletter. And they have purposely attempted to persuade the public that their future plans will honour the terms of Robert McDougall's

1928 gift of the gallery to the citizens of Christchurch when, clearly, they will not. They attempt to do this by stating that their plans comply with the McDougall Act 2003 which states that the land on which the gallery is built can only be used for the purposes of art and decorative arts and crafts. They state they intend to honour Robert McDougall's wishes and abide by the terms of the Act so that when it is re-opened, they will display art which is perfectly suited to it. This is a dishonest attempt to persuade the public that the terms of the gift will be honoured when clearly, they wouldn't be.

So, what are their plans for its future use?

They say they would use it for their own collections which include 7,000 paintings and drawings, 8500 decorative art pieces and more than 800,000 photographs. They claim that of these around 2,200 are works of national and international significance. And they hope to supplement their own collections with works on loan from the Christchurch Art Gallery and other institutions and hopefully attract touring exhibitions from overseas. They say this will fulfil the purpose Robert McDougall had for the gallery.

The Museum staff and Board know this is completely untrue. They and the Council know that Robert McDougall's 1928 gift of the gallery was to the citizens of Christchurch (it's on the foundation stone) and not to Canterbury Museum and was to enable the city to accept works offered to it by the Jamieson family, the Canterbury Society of Arts and other private donors so that it could establish its own public art collection selected on the basis of the artistic merit of each work. But these donors were not prepared to offer their works until a suitable public gallery was built. Their paintings were gifted to the city when the gallery opened on 16 June 1932.

The Museum's art collection, on the other hand, has not been selected on its artistic merit but is instead made up of works that have been either donated or left to it by members of the public and as a result are of archival interest rather than their artistic merit - the emphasis being on subject content rather than aesthetic value.

The last art professional that I am aware of who inspected their entire art collection for its artistic merit determined that only 235 works had aesthetic qualities appropriate for exhibition in a public art gallery. Of these there were around 50 oil paintings and the rest were watercolours or other works on paper. The problem with works on paper, especially watercolours, is that they can only be displayed for 6 months at a time and then have to be rested for a year and every time have to be re-framed for display and unframed for storage in drawers. The Museum have never had the operating funds from the Council in the past to carry out this work and are unlikely to in the future.

So clearly the Museum does not have an acceptable art collection of their own of a public art gallery standard to display in the McDougall. And without some separate agreement in advance with the Christchurch Art Gallery they are unlikely to be able to borrow many works from them at any one time on an intermittent basis because in practice art galleries in New Zealand only ever lend out a very few works at a time and only for a finite period.

In 2020 the Council leased the McDougall to Canterbury Museum for 50 years but this does not stop the gallery being used for the display of the city's historical art collection as section 64.1 (b) of the lease agreement specifically states that the Museum can borrow works from the Christchurch Art

Gallery. There is no reason, therefore, under the terms of the lease, why the whole historical collection, as defined as works that entered the collection prior to 1970, cannot be transferred back to the McDougall for permanent display in the Museum. The Museum could still display their own art works that are of a public art gallery standard. The McDougall, in future attached to the Museum, could then also become a museum - our Museum of Historical Art. Being the best neo classical art gallery in New Zealand, this is its best obvious use and would enable the Council to honour the terms of the gift and it would have the advantage of releasing badly needed storage space at the Christchurch Art Gallery. It would also be the best possible additional visitor attraction to a redeveloped Canterbury Museum.

Furthermore, the Robert McDougall Art Gallery is designated as a listed Heritage 1 building. It has 13 wall specific picture galleries specifically designed for the display of 19th and 20th century 2 dimensional art works. As a result, unlike most other heritage buildings, it is a single use building and deserves to have works shown that are the equal of its architecture. To do otherwise, is to compromise and dishonour its heritage status.

This would bring us into line with every city in the world that has built a new art gallery. They have kept their old gallery for their historical art and display their contemporary collections in their new gallery which has the benefit of separating out traditional art from contemporary art for the benefit of the viewing public. Ironically, this has already come about in Christchurch because the Christchurch Art Gallery now only displays contemporary art and the historical collection of 550 oil paintings and 300 watercolours valued at approximately $ 30 M, remains in storage and is no longer displayed to the public. These works have been given to the city since 1932 by generous donors on the understanding that they would be displayed to the public so the Council is now in breach of its obligations to them. As a result, the historical collection now needs a separate home of its own.

So, what would happen if the gift of the gallery is dishonoured and the Museum was allowed to continue with their plans?

They would likely show only some of their art collection as most of it requires some level of conservation that would take years to accomplish at considerable cost. And being mainly works on paper this would involve additional funding for framing and un-framing. They would probably display more of their decorative art pieces and artefacts. They would likely show some of their 800,000 original photographs held as negatives on glass plates but these can only be displayed as modern prints and not as originals and would also require additional funding for framing. They have never received funding for conservation and framing work from the Council in the past and are unlikely to in the future. Strengthened to 100% of code they will be keen to try and attract exhibitions from overseas but these are likely to be focused on cultural artefacts and perhaps some photographs rather than paintings because the loan of paintings internationally is becoming a lot more difficult for art institutions to negotiate. So, the McDougall is unlikely to end up displaying a lot of art and the art lovers of Christchurch who have expressed their views so strongly on our petition at www.petitions.nz and who will expect to see some of our wonderful historical paintings on display will end up being very disappointed.

Art Gallery (Capital)

General Comments

One submitter commented on the capital spend for the Art Gallery, asking for the continued investment into the Art Gallery.

Officers Response

The submission supports Council's continued investment in the city's network of community facilities, including community centres, halls, libraries and Christchurch Art Gallery Te Puna o Waiwhetū as all of the various spaces and services contribute to the city's social and cultural wellbeing.

Council delivers a wide range of community focused facilities and activities including Christchurch Art Gallery Te Puna o Waiwhetū. All the facilities contribute to the city's sense of identity, social and cultural wellbeing. The Gallery attracts a widely diverse range of visitors and community supporters and assists in the delivery of Toi Ōtautahi - Arts and Creativity Strategy.

Alternative Proposals

794 - Elizabeth Beale (Creative New Zealand)

[Community Facilities>Halls and Community Centres], [Libraries>Libraries (Capital)], [Recreation, Sports & Events>Community Arts], [Other/Special Interest Topics>Vertical Capital]

Retaining investment in arts facilities and services

8. We tautoko the continued substantial investment being made by Council to support the city's network of community facilities, including community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall, Tūranga and now Te Pae and the Court Theatre. They all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

Museums (Operations)

General Comments

Four submitters addressed the operation of museums. Four supported the operation of museums, and one provide an other comment asking for the Akaroa Museum to be adequately funded.

Officers Response

The main focus of the submissions received is to record gratitude to Council for ensuring that operational funding to the Akaroa Museum continues at adequate levels.

Submissions also detail the historical importance of Akaroa, the national importance of the museum's collection and exhibitions, the role that Akaroa museum plays with in the wellbeing of the local

community, its importance as a tourist destination, and also the increasing number of school visitors it is receiving due to changes in the school curriculum.

An additional funding increase of $10,000 of operational expenditure per annum (above the reinstated operational funding) for the Akaroa Museum (which added an additional 0.002% to rates), was approved as part of the Annual Plan 2022

Support

394 - David Miller

Dear Councillors

AKAROA MUSEUM FUNDING IN THE ANNUAL PLAN 2023-2024

Thank you for the opportunity to give our full support to the Friends of Akaroa Museum and their submission in support of retained funding and service levels for Akaroa Museum.

We are extremely proud of your decision last year to reverse proposed funding cuts to the Museum's operational budget, and to actually adjust the budget upwards in view of the ongoing losses to funding in real terms over the preceding years. It was the best possible outcome and quite simply the right thing to do – thank you again!

Akaroa Museum is experiencing very considerable increases in visitor numbers from schools particularly, as Akaroa's place in the history of our country becomes more widely recognized within the new National Curriculum. The recognized relevance of our region and of the populations the museum commemorates is only growing, and demands on the Museum itself can be expected to grow similarly. We warmly welcome you all to come and see this extraordinary national resource for yourselves!

Thank you for your continued support and for recognizing the added value of Akaroa Museum.

397 - Victoria Andrews

Thank you for dropping the entrance fee at the Akaroa Museum several years ago. Visitor numbers and daily usage increased accordingly with the exception of the long Covid period when borders were closed.

539 - Linda Sunderland (The Friends of the Akaroa Museum)

Submission to the 2023-2024 CCC Annual Plan

Subject:Akaroa Museum

The Friends of the Akaroa Museum would like to state their gratitude to the Christchurch City Council for retaining the full operational funding in the last annual plan.

This budget is necessarily enhanced by the Friends of the Akaroa Museum.

The Akaroa Museum - Council owned and operated - will always be the centerpiece for storytelling and preservation of early Aotearoa/ New Zealand history.

It is:

- Situated between Takapūneke and Ōnawe Peninsula – sites where Te Rauparaha and his warriors attacked the local Ngāi Tahu - leading to events which culminated in the signing of te tiriti o waitangi.
- based on the land where the first formal European settlement was created in the South Island in 1840.
- based in the only place in Aotearoa/ New Zealand where the French Government attempted a colony.

Consequently this Museum has a most important role in preserving and relating this history, creating opportunities for education and research.

- 900 students used the educational resources in 2022.
- Families and researchers constitute a continual flow of enquiries.
- The new Aotearoa/New Zealand educational curriculum highlights the true value of this history and the associated heritage buildings being accessible to all - in the place of their being.

As the Christchurch Museum will be closed for the next five years the importance of maintaining and improving levels of service at the Akaroa Museum has become even more evident.

Once again the Friends of the Akaroa Museum thanks the Council for the recognition and support of such a wonderful professionally operated resource available to all - locals and visitors alike.

761 - Victoria Andrews (Akaroa Civic Trust)

We strongly support the continuation of adequate operational funding for Akaroa Museum.

Maintaining adequate operational funding for Akaroa Museum through the annual plan process is essential. The Museum is a key council facility and an important community heritage resource.

It is vital that Christchurch City Council continues to recognise the Museum's significant contribution to the town's economy as well as to the wellbeing of ratepayers, visiting school groups and tourists. The Museum is the key institution for understanding the history of the area, which encompasses themes of national importance, including the significance of Takapūneke and the Britomart Memorial.

Akaroa Museum has underpinned the culture, heritage and wellbeing of Akaroa and the surrounding area since it was founded in 1964. Since the mid-1980s it has been in the ownership and under the management of the local authority (Akaroa County Council, then Banks Peninsula District Council, now Christchurch City Council), and has been open to the public seven days a week since its inception. It is a professional institution serving members of the community and the wider Canterbury region, as well as attracting and
then informing national and international visitors about the history of Akaroa and the harbour. Appointments can also be made by researchers to view the collection.

The role of the Museum is to collect, curate and display objects of significance to Banks Peninsula, and to care for these objects in perpetuity. The collection, valued at more than $1.5 million, is owned by, and is the responsibility of, Christchurch City Council. Special exhibitions with high quality interpretation occur throughout the year. Gallery talks and educational lectures are provided to visiting schools, and researchers utilise the Museum as a vital resource. Located in the centre of Akaroa township, the Museum is critical to
the wellbeing of the community, which includes the Outer Bays. Akaroa Museum is viewed as a key facility by residents of Christchurch as well, and it provides face to face interactions for ratepayers, students and national visitors.

Posters outside the Museum advertising the latest exhibition, *Catching Shadows*, which documents the early photographic history of Akaroa and its environs.

The past years may have seen a decline in visitor numbers but as COVID-19 restrictions have lifted visitor numbers are on the rise again. It is important that Akaroa Museum maintains the levels of service it provided in previous years as it contributes to supporting the town's economy, which is largely based on tourism that now includes returning international visitors.

The Museum oversees three important Heritage New Zealand listed historic buildings, and plays a vital role in the Council's delivery of its Our Heritage, Our Taonga 2019-2029 strategy through its exhibition policy and educational programme. Akaroa Museum has a close association with Ōnuku Rūnanga and presented an important exhibition in 2010, Nga Roimata o Takapūneke: Tears of Takapūneke, which received the Christchurch Heritage Awards for Heritage Education and Interpretation. As Christchurch City Council seeks the status of National Historic Reserve for the Takapūneke reserve, it will be important to utilise the Museum's resources and staff expertise to the fullest extent. The Museum provides a vital link to Ōnuku Rūnanga and the wider community.

Alternative Proposals

397 - Victoria Andrews

Adequately fund the Akaroa Museum which is community resource as well as a major visitor attraction for the wider area of the harbour basin. The museum provides excellent service to school groups and all visitors through its professional staff who operate on minimal resources.

Museums (Capital)

General Comments

One submitter commented on the capital spend for museums, emphasising the Akaroa Museum as an asset.

Officers Response

The submitter wishes to acknowledge the importance of the Akaroa Museum and what an outstanding Council asset it is and that funding should not be decreased.
Submission noted.

Alternative Proposals

261 - Keith Harris (Akaroa District Promotions)

Akaroa Museum – The Board recently visited the Akaroa Museum. The Board were briefed and were shown the museum facilities. The Board acknowledge this outstanding Council asset and do not support any decrease in the museum's funding.

Performance Framework

Levels of Service

General Comments

Two submitters commented on the proposed changes to levels of service, both were in support of the proposed changes.

Officers Response

Two submissions commented on the proposed changes to the ChristchurchNZ levels of service.

We note the support for the proposed changes to Levels of Service in relation to the Economic Development Activity.

The LoS measure and target of six initiatives to support industry cluster development has not changed. The change in wording was suggested to reflect that the initiatives do not purely focus on job creation, but also knowledge transfer and innovation.

The change clarifies that the purpose of the LoS measure and target is to ensure delivery of specific services/initiatives. Overall outcome measures (including job creation) are set in a separate process through the Key Performance Indicators in ChristchurchNZ's annual Statement of Intent.

Support

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

Economic development

11. It is good to see that changes to the 'levels of service' with regards to economic development include increasing the number of employers/employment opportunities attracted to the city from 70 to 100; also that 30 city bids prepared to attract business events to Christchurch has been increased to 50

However, it is concerning that "six initiatives to support industry cluster development, including Super nodes, to support job creation and work opportunities" has been changed to "six initiatives to support industry cluster development". What are the outcomes? Where is the measurable impact? The lack of measure and therefore accountability here is concerning. Christchurch needs to be positioned as a location of choice for employers, as a quality city to live, and as having an environment which is conducive to economic growth. Attracting and retaining our young people, business owners and operators, investors, and international events are all a critical part of our city's future and as such we would like to see quantifiable, measurable outcomes in relation to the six initiatives to supplier industry cluster development.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

Changes to Council service levels

DPA supports the extension of the six initiatives to support industry cluster development, including Super modes, to underpin job creation and work opportunities. The plans to work with 100 employers (as against the originally planned 70 employers) to create employment opportunities and increase the number of city bids from 30 to 50 to attract events into Christchurch over the coming year are very welcomed by us.

Strategic Framework

Strategic Priorities

General Comments

Two submissions were received on the strategic priorities.

One submission provided an other comment regarding climate change.

One submission provided a general comment which also discussed climate change prioritisation.

Officers Response

Submitters noted the importance of prioritising responding to climate change. One submitter noted it appeared the Council has paused or slowed work to progress climate change goals.

Meeting the challenge of climate change is one of the Council's five strategic priorities. The Council confirmed this commitment with the Ōtautahi Christchurch Climate Resilience Strategy. These submissions have also been responded to under Climate Change.

Other

728 - Sue Piercey

[Strategic Framework>Climate Change]

Plans for how Christchurch is going to adapt to climate change have to be given the highest priority.

Other Comments / General Comments

579 - Tanya Didham

[Strategic Framework>Climate Change], [Three Waters>Other], [Other/Special Interest Topics>Governance]

It is no good just saying we have climate change preparation and care of our three waters at the top of our list, we actually have to have them at the top of our list. This Plan states it, but the actions look like a step back, or a pause at best.

Community Outcomes

General Comments

Two submissions were received on community outcomes both discussing inclusion.

Officers Response

Two submitters noted that Council needs to consider the impact of its decisions on all residents, particularly marginalised and lower income communities, and consider how decisions made today impact future generations.

One submission also asked the Council to go further in promoting a zero-tolerance policy for discrimination.

These submissions are aligned with our strategic framework and the draft strategic framework that was endorsed by Council on 5 April 2023 .

Work is currently underway to develop an equity impact assessment tool for Council staff to use to check that marginalised groups within the community are appropriately considered and consulted in decision-making processes.

Staff are also in the early stages of reviewing some existing strengthening communities' policies to develop a policy that addresses equity and inclusion.

Other

576 - Matthew Reid

[Other/Special Interest Topics>Disposal of Council Owned Land]

Prioritise uses that connect and include all residents, especially for those with less means and communities that are often excluded or marginalised.

747 - Allan Taunt

A council is not a business, sure we need sensible financial decisions, but the focus of governance and operations is about the people, communities, and environment. Tying in with this is a consideration how decisions today affect the future – what are we leaving to our children, their children and beyond.

To better support people, communities, and environment, I feel we should increase spending in the following areas:

- Cultural awareness, inclusion, and embracing diversity. We all know we have a long way to go to address discrimination in society. We regularly see examples of racism, misogyny, and other forms of discrimination on social media; some of this appears on social pages related to the council and elected members. I would like to see a policy promoting a zero tolerance toward discrimination. People need to feel welcomed and that they can contribute without prejudice.

Climate Change

General Comments

73 submissions were received on climate change.

Nine submissions supported the strategic framework for climate change.

Three opposed the strategic framework for climate change.

50 submissions provided other comments about climate change with many encouraging the Council to make climate change more of a priority.

17 submissions provided general comments about climate change, including questioning why climate change isn't more of a priority.

Officers Response

The bulk of the submission points in this sub-category strongly support climate initiatives in the Draft Annual Plan.

- Of these a significant proportion urge that the Council stands by its commitment to respond to climate change.
- A number of these submitters seek the Council to act with urgency, in line with both the Council's Climate Resilience Strategy and the latest advice from the Intergovernmental Panel on Climate Change, to prioritise and accelerate climate resilience actions.
- Several submitters ask the Council to do what is needed even if this results in rates increases.
- Submitters strongly support alternatives to car-based travel and investment in active and public transport. Many of these sought funding for cycleways projects to be brought forward.
- Several submitters sought that the Council do more to reduce greenhouse gas emissions.

Biodiversity loss was also a concern, with strong support for native regeneration and increases in tree cover in areas with low levels of cover. Submitters advocated for the Biodiversity Fund, as well as the Environmental/Climate Change Partnership Fund.

There were two submission points that indicated that the submitters question whether climate change is an issue for Christchurch.

Te Mana Ora/Community and Public Health noted that climate change is one of the greatest threats to human health and wellbeing, both directly (through exposure to climate hazards causing injuries and mortalities) and indirectly (through factors such as greater risk of food and water-borne diseases, food insecurity, and community displacement).

Climate change is one of the Council's strategic priorities. The Council has set science-based emission reduction targets for the district and Council that align with current advice from the Intergovernmental Panel on Climate Change.

The Council is committed to responding to climate change both internally and across the district. The framework for responding to climate change sits in Kia tūroa te ao Ōtautahi Christchurch Climate Resilience Strategy, adopted by the Council in June 2021.

The Mayor's Letter of Expectation for the 2024-2034 LTP emphasises the need to incorporate meaningful actions to respond to climate change and reduce greenhouse gas emissions throughout the long term planning process.

Internally the Council embeds climate change in our decision making and planning. We are introducing a new tool this year to better track our greenhouse gas emissions and looking at ways we can reduce them. Externally we are continuing to identify and fund sustainable transport options. We introduced the Climate Change Risk Screening - Ōtautahi Christchurch and Te Pātaka-o-Rākaihautū Banks Peninsula , which identifies a common operating picture regarding significant risks that our district faces due to climate change. In addition, the Climate Resilience Team was recently established to lead and support climate resilience.

The 2021-31 Long Term Plan includes a number of projects and programmes to support its commitment to addressing climate change, including but not limited to the following.

- $75,000 per year to support the delivery of education through Enviroschools Canterbury.
- $100,000 per year to fund school and workplace travel planning.
- $380,000 per year for the Innovation and Sustainability Fund through FY2024/25 that supports community projects that address climate change.
- Biodiversity Grant $400,000 per year.
- $350,000 per year for three years for an Environmental/Climate Change Partnership Fund
- Community Partnership Fund in FYs 2022/23 and 2o23/24.
- $150,000 to fund a communications and behaviour change programme in 2021-22 and $50,000 per year thereafter
- $200,000 over here years for EV Charging Site Installation grants

In addition to these opex initiatives there are a number of capital projects in the capex programme for 23/24 designed to underpin better environmental outcomes. These include but are not limited to the following:

- $1.5M for Northern Line route cycleway in Papanui (Sturrocks Rd-Barnes Rd-Main North Rd
- $1.9M Te Aratai College Cycle Connection in Linwood
- $2.5M Southwest Lincoln Road transport project to improve bus facilities (Lincoln Rd between Moorhouse Av and Wrights Rd)
- $2.1M Road Lighting Renewals – to install technologies to maximise efficiency and minimise lifecycle costs
- $1.03M Waitaki Road Flood Control works – to construct new stopbank, stormwater facility and tidal wetland
- $2.5M Highstead Wetland – completion of flood control/stormwater management works including wetlands, first flush basins and waterway enhancements
- We will also be using external funding, such as the Climate Emergency Response Fund, to support delivery of projects aimed at improving community safety and environmental outcomes.

Our climate change response is not only reflected in the Climate Resilience Strategy but in other strategies and plans such as Te Wai Ora o Tāne Integrated Water Strategy, Te Haumako Te Whitingia

Strengthening Communities Together Strategy 2022, Smart City Strategy 2022-2025, 2020 Waste Management and Minimisation Plan, draft Ōtautahi Christchurch Urban Forest Plan, and draft Christchurch Transport Plan.

Implications arising from submitters' feedback

Undertaking additional climate resilience activities not accounted for in the draft Annual Plan and/or accelerating projects/programmes proposed in the draft Annual Plan for later financial years could accelerate delivery of our climate strategy but would have cost implications, and a subsequent impact on rates. Staff consider that decisions on draft Annua Plan proposals should be consistent with Kia tūroa te ao Ōtautahi Christchurch Climate Resilience Strategy, as well as the strategies noted above.

Support

226 - Lisa Mcgonigle

[Our Proposed Spending], [Transport>Cycleways]

Please continue to prioritise climate action and building cycle lanes.

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways; Roads; Public Transport Infrastructure; Carparking], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

>>>

[Borrowing and Debt Management], [Our Propose Spending], [Transport>Cycleways]

Borrow more. Don't hide behind fake austerity politics. Fund more climate action, cycle lanes, and poverty reduction.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

2. The consultation document indicates that climate resilience is a key priority. “We’re adapting to our changing environment and making decisions in the face of uncertainty. This Annual Plan continues to draw on the commitments to climate resilience we set out in the Long Term Plan 2021–31.”2

a. We strongly support climate change action being prioritised, particularly any actions which enable communities to appreciate and understand the foreseeable impacts on their local environment..

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

[Three Waters>Stormwater and Land Drainage],[Parks>Parks Maintenance]

11. In particular, we strongly support increasing priority for the following items in the capital programme:

• Maintenance, renewal and improvement of stormwater infrastructure

• Maintenance of parks and riverbanks

• Adaptation to climate change.

576 - Matthew Reid

[Transport>Cycleways], [Other/Special Interest Topics>Wheels to Wings]

Cycling facilities are essential to improve our city's resilience to climate change. I'm very supportive of the Wheels to Wings cycleway going ahead as planned, and for it not to be delayed 12 months - there has already been plenty of consultation and any changes are likely to decrease the cycleway's amenity.

>>>

[Other/Special Interest Topics>Excess Water Charge Limit], [Revenue>Excess Water Charge]

Please maintain stronger water-saving measures. We need to progress actions to address and adapt to climate change, including improving improving the resilience of our water supplies. Please do not reverse or slow the good water saving measures as introduced.

>>>

I am interested in the Council using rates to accelerate climate change actions and improve our resilience.

>>>

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport],[Transport>Cycleways]

I want actions to improve resilience and climate change actions to be accelerated. We need more, safer, and better ways to get around the city, such as cycle ways.

595 - Patrick Davey

[Transport> Cycleways]

Climate change is happening. Can we please promote more biking friendly options (and just be generally less car focused).

651 - Marie Gray (Summit Road Society)

Climate Change and Ecological Restoration

The devastating weather impacts in the North Island are highlighting the importance and urgency of both reducing emissions and building climate resilience. The Society's long term vision includes restoring native vegetation to the gullies of the Port Hills including wetlands, shrublands and broadleaf-podocarp forest. Reforestation of the gullies will create ecological corridors, provide habitat for native fauna, reduce erosion and sedimentation, improve freshwater values, enhance community wellbeing, improve resilience to extreme weather events, sequester carbon and restore mahinga kai values. Landscape-scale projects require a collaborative approach, with councils, hapū, community organisations and private landowners working together.

We support a holistic, catchment-based approach that focus on regeneration ki uta ki tai. We need to set up the appropriate conditions for nature to take over. In areas of regenerating and remnant bush such as on Banks Peninsula, this includes fencing, weed, pest and predator control, and enrichment planting. The biggest threats to the health of the forest are invasive weeds and feral browsers, such as pigs, deer, hares, rabbits and possums. In valleys or other areas that are devoid of vegetation, the focus is on landscape-scale planting. There is insufficent seed source for these areas to naturally regenerate in the coming decades.

To this end:

- We support an increase in both the biodiversity and sustainability funds to $600,000 to protect existing areas of high value biodiversity and fund community-led projects that reduce emissions and build climate resilience.
- We support investment in the Climate Change and Environmental Partnerships Fund.

>>>

The scientific evidence is clear, we are facing dual crises around climate change and biodiversity loss. Piecemeal and incremental action is no longer sufficient. There are costs of action but there are also costs of inaction. The Council has developed forward-thinking strategies over the years– the

Waterways and Wetlands Strategy 1999, the Ōtautahi Christchurch Climate Resilience Strategy and the Biodiversity Strategy. While good progress is being made, the speed and scale of the climate change and ecological crises demonstrate the need for transformational action and landscape-scale solutions. The sooner we act, the more likely we are to be successful and the cheaper it will be in the long run. We look forward to engaging with the Council further on these issues in the next Long Term Plan.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Parks>Parks Maintenance], [Libraries>Libraries (Capital Building)], [Recreation, Sports & Events>Recreation Centres (Capital)], [Other/Special Interest Topics>Capital Programme (General)]

DPA supports the priorities outlined in the capital programme including the need to improve roads and footpaths which are a priority for disabled people, maintaining the city's parks and riverbanks, commitment to building new facilities and adapting to climate change.

770 - Josephine Drysdall

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport], [Other/Special Interest Topics> Tree Canopy]

Active transport must be given full support now as a part of moving towards a more sustainable future. We are still making so many mistakes, wasting money on concrete follies like the stadium, when our top priority should be improving the longevity of our people, our city, and our planet, and making sure our sustainable transport infrastructure, along with the rest of our neglected infrastructure, is fit for purpose.

Oppose

230 - Sam Brooks

[Transport>Cycleways], [Rates>Residential Rates]

i dont think cycle ways and climate change initiatives should be delayed because of restricted spend/rate increases.

231 - Ashley Campbell

I want you to prioritise climate-friendly projects in your programme.

>>>

I see a troubling trend to deprioritise the very things we need to prioritise if this city is to adapt to and mitigate climate change. Look to the future, not the past. Prioritise living in the world the way it will be, not the way it was. It's time for those stuck in the past to listen to those who have to live in the future.

720 - Fiona Bennetts

Act like we are in a climate emergency!

Other

213 - Richard Suggate

It is increasingly important to strengthen climate change resilience by increasing infrastructure spending

28 - Andrea Davis

Make the rich pay more taxes, 33% top rate is not enough to have the Society we want. Denmark has a top rate of 56% and they are achieving carbon zero in Copenhagen.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

Climate change is one of the greatest threats to human health and wellbeing . We are already seeing the impact of climate change in Christchurch, as noted within the Draft Annual Plan 2023/24, particularly with sea level rise and storm surges. Climate change can impact health and wellbeing outcomes directly through exposure to climate hazards causing injuries and mortalities; and indirectly through greater risk of food and water borne diseases, food insecurity, community displacement, lack of access or loss of critical infrastructure, loss of employment, financial insecurity; all of which can contribute to adverse mental health impacts .

[FULL ATTACHMENT AVAILABLE]

29 - Sarah van der Burch

[Our Proposed Spending], [Other/Special Interest Topic>Te Kaha], [Three Waters>Water Supply]

The most important spending we can do right now, is to plan for climate changes and climate emergencies. It will be much cheaper to spend now on items than in the future when it is much worse.

*Te Kaha is a waste of resources

* Climate resilience spending - be proactive versus the ambulance at the bottom of the cliff

*Get rid of the chlorine in the drinking water as quickly as possible

>>>

Spend my money on developing better climate resilience strategies.

297 - Paul Broady

Lack of explicit reporting in annual and long-term plans on funding to decrease greenhouse gas emissions

My major concern is the apparent lack of sufficient funded action to make the urgently required strong decreases in our greenhouse gas emissions. In my submission to last year's annual plan, Itried to make the point that it is almost impossible to estimate to what degree our spending actually contributes to reduced emissions. This is still the situation. There remains a need for a full description of how the Council considers our spending to impact on emissions. This should be a significant and detailed part of future annual and long-term plans.

Two statements from the latest IPCC Synthesis Report (2023) highlight for me what is required from the Council. "B.6. All... pathways that limit warming to 1.5oC.....involve rapid and deep and, inmost cases, immediate greenhouse gas emissions reductions in all sectors this decade." "C.1.2.Government actions at sub-national, national and international levels, with civil society and the private sector, play a crucial role in enabling and accelerating shifts in development pathways towards sustainability and climate resilient development." To paraphrase, local government actions are crucial for the achievement of rapid and deep emissions reductions.

Evidence that we are not using our spending to achieve what is required is shown by a comparison of our transport emissions in 2022/3 with those for the 2018/9 financial year. Your web site states that transport as a whole at 53.5% is the biggest source of emissions. Land transport alone accounts for about 36%. Your "Emissions tracker" (https://smartview.ccc.govt.nz/apps/emissions/?transport)shows data from which an estimate can be made for emissions in the year Feb. 2022 to Jan. 2023 for on and off-road, petrol and diesel. This totals

1,074,029 tonnes CO2-eq. The AECOM report(2020) states that emissions from this same source for the financial year 2018/9 were 1,079,819tonnes CO2-eq. The data shows that we have made no real reduction in emissions from this key sector over the last four years.

Therefore, I ask which items in the annual plan will significantly help drive the much-needed emissions reductions?

297 - Paul Broady

[Strategic Framework>Other], [Parks>Biodiversity]

Increase funding for biodiversity protection and enhancement whilst also sequestering carbon

Here I am looking for solid funding for conservation of indigenous fauna and flora which achieves increases in the area of all habitat types within the Christchurch district. These areas would provide individual species with safe sanctuary and would help to increase their current depleted ranges whilst also providing a large contribution to carbon sequestration. This would also require increased funding for eradication of weeds and pest animals.

I looked at your Biodiversity Strategy 2008-2035 and noted the strong commitments outlined there. Your web site states that this strategy was reviewed in 2014 but the up-dated version does not seem to be available there. Perhaps nine years on from that review it is time for another which looks more closely at the value of native forest restoration for carbon sequestration?

I note that under Parks, Heritage and Coastal Environment there is a range of funded projects that presumably contribute to the conservation goals outlined above. By far the largest funding appears to be devoted to the Ōtākaro-Avon River Corridor (e.g. projects 63952, 68173). I wonder how effective, in the medium to long-term, restoration in this zone can be in the context of sea level rise. Under "Significant Forecasting Assumptions" on page 128, the assumptions due to climate change include a sea level rise of 0.5 metres by 2075 and of 1 m by 2120. To what extent might salinisation along the River Corridor affect plantings of native vegetation?

It would likely be preferable to focus on higher ground, especially on Banks Peninsula, where regeneration of native vegetation under a nursery of gorse and broom would be rapid (around 30 years). This would have huge advantages both for biodiversity and carbon sequestration. Funding should be provided for purchase of land, e.g. uneconomic farms, where this type of regeneration could occur. Nature-based solutions, such as this, to address the climate emergency are cheaper and more effective than our attempts to actively replant forest.

>>>

Provide funding for provision of easily accessible data on our greenhouse gas emissions

In your Corporate Capital programme I note two projects which seem to be focused on improving citizen access to information on your web site (64406 Digital Citizen Experience - Web Accessibility

Review and Update; 69969 Digital Citizen Experience - Website Redesign Structure and Pathways).I hope that one of these projects (or other similar projects – it is difficult for me to know where the funding for each is aimed) includes the provision of easily accessible data on greenhouse gas emissions.

In order to assess whether we are on track for halving Christchurch emissions by 2030 and for the Council to be carbon neutral by 2030 we need regularly up-dated estimates of our total annual emissions and these split into major sectors. At present the chosen indicators on your web site are partial and there is no easy way to compare annual emissions over time (for instance the emissions from vehicles as noted above).

I suggest that it should be possible to provide annual data for two years prior each year, e.g. 2021data would be provided during 2023, if sufficient resources are put into this activity. This is what central government achieves with the NZ Inventory of Greenhouse Gas Emissions (the 2020emissions were reported in 2022). Readily accessible information of this sort is crucial for maintaining citizen focus on this challenging task and to indicate where most effort needs to be placed.

354 - Richard Smith

[Other/Special Interest Topics>Capital Programme (General)]

Any capital work should have a focus on climate change:

- reducing embedded emissions
- providing the infrastructure for people and organisations to reduce their emissions (i.e. providing safe active and public transport options)
- resilience to climate related events

>>>

Climate change should be considered in all decisions.

365 - Tom Logan

[Rates>Residential Rates], [Transport>Cycleways], [Other, Tree Canopy], [Three Waters>Stormwater]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

396 - Trudi Bishop

Not building cycleways and not investing in climate change mitigation in a city that declared a climate emergency in 2019 and after the recent IPCC report stated we are desperately running out of time to adapt, we must invest in projects that reduce harm to the people of Christchurch and the environment. To not do so will cost us more in the long run in reduced productivity from ill health due to air pollution and polluted water ways, floods, insurance costs, etc.

>>>

As CCC declared a climate emergency in 2019 and the IPCC report showed we must invest more not less in mitigating and adapting to climate change any deferral of funds around projects such as cycle ways (which reduce pollution, increase the well being and health of our citizens etc), water ways, parks etc would be foolish and short sighted by the council. We must invest now as costs will only increase not decrease with the effects of climate change, global economics and politics. The council must think, plan and invest for the long term (beyond their own council/mayoral terms) and think of future generations. We must create a city which is here for future generations not leave a potential crumbling mess that has been underinvested because our city council wanted to look good by not increasing rates for critical projects that secure a healthy future for everyone and everything connected with the city.

405 - Kate Rivers

The recent weather events in the North Island show the immense cost of not taking action to reduce climate change. It is crucial we invest now in Sustainable practices for long term benefit.

408 - Elizabeth Cross

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]

The council MUST put emissions reduction first. Less investment in infrastructure such as public transport, cycleways and footpaths will be a huge step backwards that we cannot afford to take. We must make it easier for Cantabrians to make climate-friendly decisions.

422 - Kate Boardman

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

We need to be doing everything in our power to make it easier to use active and public transport, to reduce our emissions.

426 - Susan Lau

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]

I have been reliant on the use of public transport and of the cycleways over the last year and really appreciate how Chch has developed this infrastructure. Being afraid of being hit by a car had previously been a barrier to me cycling. Our city is in a really good position to lead the way in NZ on this. Please don't revert to short-term thinking - as the weather events up north as well as the more frequent flooding events down here have shown, we can't afford to put this off anymore. We either face it now or we condemn ourselves.

428 - Simon Fitchett

The CCC must acknowledge the impending climate crisis and begin making changes now, even if it upsets the status quo

439 - Selina Clare

All decisions need to bear in mind the situation with climate change. Lower emissions, no tarras airport

478 - Eileen Kerr

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]

We need to future proof the city in terms of transport - rapid transit, bike paths, better infrastructure for walking and cycling, maintain and improve bus services are all essential if we want to have a clean, green and environmentally sustainable place to live.

480 - William Stewart

[Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]

We need to invest in climate resiliency and carbon mitigation. Cycleways, car share schemes, and public transport are essential components of that.

492 - Rachel Smith

[Transport>Cycleways; Public Transport Infrastructure],[Rates>Residential Rates]

I support proposed rates increases. I feel that this increase will allow for funds to mitigate for future extreme climate events as well as continue with work to decrease our carbon emissions such as cycleways and improved public transport systems.

502 - Reuben Cavanagh

[Other/Special Interest Topic>Wheels to Wings]

Do not push back the wheels to wings cycle way. Climate change is so important and providing commuters with alternative transport forms is necessary to achieving mitigating climate change. As a council, you need to be providing transport choice and not limiting Christchurch citizens to car use.

504 - Alex Cornford

[Spending>Our Proposed Spending]

CCC should implement a long term vehicle cost reduction policy. Electric vehicles cost less over their lifetime than current ICE vehicles. Therefore CCC should not buy any ICE vehicle on cost basis alone. Not to mention how diesel vehicles stink and emit harmful particulate pollution. There is also the matter of flooding costs which are exacerbated by CO2 emissions and global warming. Additionally I will add that photovoltiac solar panels offer exceptional value for money, reducing electricity costs and paying back their initial investment within a decade. I want smart investments which reduce costs.

>>>

We are in a climate crisis, any denier idiots like Maureen Pugh or Stuart Smith might visit Hawkes Bay to inspect the consequences of that devastating flooding. Climate inaction is more expensive than action now.

I have already proposed a cost effective "no ICE vehicle" policy. It will save money. It will reduce particulate pollution and stinky diesel fumes in our cities air.

I also propose that council buildings have solar panels installed, these business premises are mostly used in daylight hours so they should benefit from this cheap renewable electricity.

BOTH POLICIES SAVE MONEY in addition to reducing harmful emissions.

506 - Lerks Stedman

Capital programme planning must mitigate climate change as a first priority.

508 - Lindsey Conrow

[Other/Special Interest Topic>Wheels to Wings]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple

times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

>>>

[Other/Special Interest Topic>Wheels to Wings]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

I support in investing in green & blue infrastructure that will improve the city's resilience in extreme weather and other climate-related impacts we are facing.

516 - Cynthia Roberts

[Parks>Biodiversity], [Other/Special Interest Topics>Tree Canopy]

1. I support increased funding for Parks and growing our biodiversity, canopy cover and actions that will improve our climate resilience

537 - Patrick Kennedy

[Rates>Residential Rates]

Rates increase is fine, but we should not be making low rates the most important function of council. We have an opportunity to make a headstart on some much needed and much neglected infrastructure, even in spite of the turbulent economy at the moment.

Needless to say, we are in a climate emergency, so this should be front and centre of all policies. If mitigation from harm and decades of inaction costs us a bit more on our rates bill, then so be it.

553 - Jocelyn Papprill

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure; Other], [Other/Special Interest Topics>Wheels to Wings]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of

transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and 'park & ride' sites.

559 - Ruth Grey

I take issue with the statement "adapting to climate change" - please make sure you have ALL the evidence that its really an issue for our city, not just a trendy issue to harp on about because politicians and activists say its an issue.

568 - Sara Campbell

Please prioritise the climate and ecological crisis in all of your decision making.

568 - Sara Campbell

Please stop the Tarras Airport project, we must prioritise reducing emissions.

574 - Paul Clark

I'm encouraged to see the amount of long term planning around built environment and infrastructure over the last few years. Make sure the short term planning aligns with the strategic vision statement and put some more effort toward reducing our reliance on low occupancy vehicles and we'll be right.

577 - Andrea Kofoet

[Rates>Suburban Vacant Land or Building Rates]

It may be worth considering other measures to promote the constructive use of this land as well, such as providing subsidies to eco-friendly buildings or businesses that serve the public good.

61 - Ivo de Vocht

The council has declared a climate emergency and has committed to emissions reductions, however there is not one mention of this in the summary of the draft annual plan - all that is mentioned is climate adaptation. However, we need to be doing both adaptation and mitigation. It is ridiculous to be trying to update infrastructure to adapt to a changing climate when the goal posts are shifting because we keep continuing to make emissions that contribute to the change. This needs to be included in the key priorities when considering capital expenditure, operations, etc. The council is

responsible for providing the infrastructure that will allow the city's inhabitants to reduce their footprint.

662 - Layling Jean Stanbury

[Rates>Residential Rates]

Make it higher and give us more wetlands in preparation for climate change

674 - Claire Coveney

Reducing our carbon emissions needs higher priority.

>>>

pur reslonsibility ; reducing carbon emissions,

674 - Claire Coveney

[Other/Special Interest Topics>Wheels to Wings]

We do not have time to stall on projects that reduce carbon emissions . Show leadership on this. Do not stall Wheels to Wings cycleways or any cycleways as costs only increase like emissions.

>>>

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Mass Rapid Transit]

Increasing debt and carbon emissions in any projects is not being taken seriously. Bringing in huge amounts of tourists may benefit a few but it does not reduce our emissions.

Light passenger rail has been ignored, which woukd ease congestion. We have the rail lines there but the unwillingness to commit to rail means costs increase..Cruise ships come and pollution increases due to transport by buses increasing .

Transport by vehicles, ships and planes increase emissions. Yet council persists in allowing this

As stated previously we need to act faster and do as much as we can to protect our communities by lowering first. We may not be able to adapt or mitigate . So our responsibility now.

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

It is pleasing to see that the impact of climate change is identified as one of the four of the “big issues” that underpin the 2023/24 Annual Plan. It is in the context of climate change and the delivery of the aspirations outlined in the Ōtautahi Christchurch Climate Resilience Strategy 2021 that we wish to make the following points:

3.1 We congratulate the Council on the establishment of new a Climate Resilience team to, amongst other things, monitor CCC’s progress on achieving net zero carbon emissions. We note that included in this offsetting policy are areas of CCC owned land on Banks Peninsula with native forests including Te Oka, Misty Peaks and other similar areas managed by CCC.

The carbon sequestering potential of regenerating forest cannot be underestimated, and it is enormously encouraging to see that growing numbers of Banks Peninsula landowners are choosing to covenant and protect areas of their land to help nature to recover and thrive. Increasingly these landowners can derive an income from these areas of regenerating native forest either through the ETS or voluntary carbon market.

In a recent meeting between BPCT and Climate Resilience team we noted that while CCC may be able to meet their emissions footprint in the short-term, high-energy consumption projects currently in the pipeline (e.g., CHCH multi use stadium) will require further ongoing monitoring and offsetting. The Trust looks forward to working with CCC to explore the potential of developing a Banks Peninsula biodiversity/carbon credit to help offset the Council's carbon footprint in the future. As more carbon is sequestered in areas of regenerating native forest on Banks Peninsula, we need to start viewing the Peninsula as the lungs of the city and very much part of the solution in helping to deliver on the aspirations of the Ōtautahi Climate Resilience Strategy.

683 - Donna Thomsen

[Planning & Strategic Transport, Urban Design & Urban Regeneration>City Planning],[Parks>Biodiversity]

We should be using capital subsidies to enhance projects that enhance the enrichment of our reserves, and parks. The council should be purchasing more land to enrich our facilities and parks, not selling the land in these environments which in turn encourages more residents out to gain fitness, wellness and the great outdoors. We should be discouraging more development of land for housing on fertile or rich environments that are finally seeing the return of fauna and flora, like the Kereru, Tui, Rifleman, and Kea, with more pest control, less domestic animals and native regeneration. We are seeing the effects of climate change with more extreme weather patterns, flooding and erosion and added stress on council and community utilities, like storm water drains and sewerage, water in the communities like the port hills and the Heathcote River. The council should be restricting or notifying public of any Housing developments in certain areas that should be protected, enhanced or reserved for public use.

717 - Vanessa Metcalfe

* I support funding for environmental initiatives.

[Rates>Residential Rates]

* I am concerned this annual plan is taking a short term approach focusing on keeping rates low now and not a long term outlook for our children. I am worried about the issue of climate change.

719 - Celia Hogan

[Other/Special Interest Topics>Capital Programme (General)]

I am very concerned about the direction the council is taking at the moment. All the work that has gone on post-earthquakes to improve the city is going to be undone all in the name of votes.

It seems that all the mahi that was done following the earthquakes and understanding the impacts on our city are being ignored and as a ratepayer I feel really disappointed.

Please can the current council prioritise the projects that have previously been approved and especially projects that are connected to climate change.

720 - Fiona Bennetts

[Transport>Public Transport Infrastructure; Cycleways (Capital)]

We need to urgently roll-out infrastructure improvements such as cycleways and bus lanes in order to urgently reduce greenhouse gas emissions due to our huge perceived reliance on private motor vehicles to get around our city and region.

728 - Sue Piercey

[Strategic Framework>Strategic Priorities]

Plans for how Christchurch is going to adapt to climate change have to be given the highest priority.

729 - Lynne O'Keefe

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

If we are to meet the targets of being carbon zero by 2045, then we need more people out of cars and into different modes of transport modes ie cycles. The added benefit to peoples health and providing

a safe environment for our children to be more active and biking to school is not just a nice-to-have, it should be an essential part of daily life.

739 - Eline Thomson

[Rates>Residential Rates]

I support rates increases, up to the level of inflation. While many people may be struggling financially, it is important not to postpone important projects. In particular, it is important not to postpone on climate change action, including active transport projects. Climate change will not hold off until a more convenient time.

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

The most recent IPCC report has made it clear that drastic action is needed now to reduce emissions if the world is to meet its 1.5oC target. We support the Council's identification of Climate Resilience as one of the four big issues which it had as top of mind when developing the Long Term Plan 2021-31 and that this still remains a priority in the Annual Plan. We support the Ōtautahi Christchurch Climate Resilience Strategy adopted by the Council in June 2021 and the four goals which it sets out. Of particular relevance to the Banks Peninsula Native Forest Climate Change Group are the goals of reaching net zero emissions and being guardians of our natural environment.

[Parks>Ecological Restoration]

Banks Peninsula is approximately 70% of the geographical area administered by Christchurch City Council. Native forest regenerates easily and rapidly on Banks Peninsula when the land is appropriately managed for this objective. The Peninsula therefore provides enormous scope to act as a lung for Christchurch, assisting the City to offset residual emissions and achieve its net zero emissions target. To do so, much more of its land mass will need to be covered in native forest – an achievable goal, particularly if restoration of native forest becomes a more attractive land use by generating income commensurate with pastoral farming or commercial forestry on steep, marginal land that is erosion prone and difficult to farm

747 - Allan Taunt

A council is not a business, sure we need sensible financial decisions, but the focus of governance and operations is about the people, communities, and environment. Tying in with this is a consideration how decisions today affect the future – what are we leaving to our children, their children and beyond.

To better support people, communities, and environment, I feel we should increase spending in the following areas:

- The environment. Even though we declared a Climate Change Emergency, we are failing to deliver projects that would give people a sustainable transport option. Delaying the Wheels to Wings - Papanui ki Waiwhetū cycleway and no progress on a major cycleway between for the city's east (i.e., Avon-Ōtākaro commuter cycleway) are clear examples of this.

762 - Ross Gray (Christchurch Civic Trust)

[Libraries>Libraries (Capital Building)]

7 Climate change and the 2019 declaration by CCC of a climate change emergency: the proposed spending on the replacement of the South Library is in the news again, 9/4/23, and the Trust has a fundamental question, hitherto not answered by CCC. Last year a Letter 3 to Editor at The Press questioned the propriety of demolition of this key city asset in the midst of our climate change emergency. The Trust maintains that this qualm is still justified.

'Despite Christchurch City Council's 2019 declaration of a climate emergency, in contemplating demolition of South Library it is ignoring the cost to the environment of demolition and rebuilding. Christchurch Civic Trust and others have repeatedly pointed out that the embodied energy in an existing building should not be squandered: to repair and restore brings environmental savings with minimisation of CO2 production, fuel consumption, dumping of landfill material. "The greenest building is the one standing", said Mayor Lianne Dalziel during the 2021 Christchurch City Council Deputations on the Resource Management (Enabling Housing Supply) Bill. Such a building has already made its contribution to climate change. It is about time the bean counters and environmentalists at CCC talked to each other. Furthermore, it would be helpful if the engineers would explain exactly how, why and in which parts South Library is so seismically substandard. It is difficult to believe that this 2004 NZIA Supreme Award- winning Warren and Mahoney building is below seismic code throughout.' (Ross Gray 24 May 2022)

What investigation of the negative environmental impact and costs of demolition and new build have been undertaken by CCC? The Trust firmly believes that such audits need to become standard practice in this global heating emergency.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Parks>Park Maintenance]

DPA recommends that disabled people and the wider disabled community be consulted and involved in all planning around improvements to roads and footpaths, the maintenance of parks and riverbanks and climate change mitigation works.

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Recommendation 3: that Council involve disabled people and the wider disabled community in all planning around improvements to roads and footpaths, the maintenance of parks and riverbanks and climate change mitigation works.

775 - Andrew Turner (Rod Donald Banks Peninsula Trust)

We note the Council's 2019 declaration of a Climate and Ecological Emergency, and the Council's Strategic Directions, which include "Meeting the challenge of climate change through every means possible" as one of its key strategic priorities. We also note the commitments and goals in the Council's Climate Resilience Strategy. We are therefore surprised to see that climate change is little mentioned in the Annual Plan. It appears that the only funding specifically tagged to climate change in the Plan is closed landfill maintenance, capital subsidies from Waka Kotahi enabling some additional cycleway and bus stop improvements, and a small ($350k) Environmental/Climate Change Partnership fund. Council's articulated strategic focus on climate change referred to above needs to be matched with appropriate funding to deliver real actions and outcomes. We request Council to focus on the programmes to implement the Climate Resilience Strategy, which need to be fully identified and funded for accelerated delivery. We request that opportunities to better fund these programmes be explored in this Annual Plan process, and in the development of the next Long Term Plan.

790 - Penelope Wright

[Transport>Roads],[Parks>Red Zone]

Comments: Eastern Suburbs still being put aside - undue delays & the closer to the coast it gets the worse it is. Particularly roading repairs eg Ascot drive & New Brighton Rd & lack of Earthquake repairs & climate change mitigation on the east side of Estuary

808 - Kari Hunter

[Rates>Residential Rates]

The greatest challenge we are facing as a city is the climate and ecosystem catastrophe that is already devastating many regions around the world and is now beginning to cause serious damage in NZ too. This will also disrupt international trade, issues and potentially lead to social deprivation and conflict.

It is far more important to attend to these issues than to minimise rate increases in ways that will expose us to much greater risks and costs in the future.

>>>

I would like to see the Council include the following priorities.
Provide an environment suitable for meeting the well-being needs of all residents. This includes hard infrastructure, green environment, and services, for present and future residents. This includes:
• clean air (less combustion energy),
• habitable temperature range (rapidly reduce GHG emissions),

>>>

Avoid investing in projects that create further dependence on cars, planes, fossil fuels, or unsustainable alternative fuels such as biofuels or hydrogen. Also avoid unnecessary impermeable surfaces, toxic effects on soils, etc, and phase out current such dependencies. This includes ensuring that Council-owned companies:
• Do not invest in new airports or airport expansions.

Do create plans to rapidly reduce the GHG emissions and other severe environmental harm the Council-owned companies enable and profit from. This includes Christchurch Airport and the Lyttelton Port Company.

809 - Anne Scott (Spokes Canterbury)

[Transport>Cycleways]

Transport

The Spokes submission is focused on transport.

In order to meet the governments climate change objectives by 2030 private car use needs be reduced. Cycling is a practical alternative for many people. More people will cycle when there is appropriate safe infrastructure provided. E-bike sales are increasing and a recent Bill proposes that FBT (fringe benefit tax) be removed for various forms of active transport. The government is likely to continue to make significant co-funding available to help achieve our climate goals.

92 - George Laxton

I would also like to see increased funding next year and more focus on completing climate related projects such as actually completing the MCR instead of wasting precious time with hydrogen vehicles.

Other Comments / General Comments

17 - Mark Penrice

[Strategic Framework>Climate Change]

We need to make sure we have good transport options that dont cost the earth, and we need to preparing for climate change by adapting and focusing on a plan for the whole city.

224 - Ester Vallero

[Our Proposed Spending]

please prioritise cycle ways and actions that will improve our city resilience to climate change

>>>

please prioritise cycle ways and actions that will improve our city resilience to climate change

261 - Keith Harris (Akaroa District Promotions)

[Three Waters>Water Supply]

2. SUBMISSION Board Priority: Proactive Planning for Climate Change Our isolated, and our vulnerable communities across the Peninsula are more susceptible to the risks of climate change and natural disasters. The Board believes that it has a responsibility to ensure equitable provision and access to the basic resources of water supply, electricity, communication connectivity, and future proofed infrastructure that the city enjoys.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

VNA members have consistently said government at all levels need to take more decisive, stricter, immediate and even unpopular decisions to mitigate and reduce the impact of human activities on climate change, not “adapt to”, as stated on page 20 of the Draft Annual Plan.

Actions could include a variety of things—some under CCC’s authority and some probably not—such as:

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

(i) additional restrictions on use of cars

[Our Proposed Spending], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport], [Transport>Public Transport Infrastructure]

(ii) more emphasis and funding of public transport, including reinstatement of the inner city Shuttle

[Other/Special Interest>Tree Canopy]

(iii) stricter rules for retaining existing trees (residential, public and business sites) and more commitment to increasing the tree canopy

(iv) controlling the use of artificial grass and other impermeable materials, in lieu of actual soil in new developments

[Parks>Biodiversity], [Three Waters>Waterways Quality & Compliance]

(v) protecting our wetlands and bio-diversity

[Three Waters>Water Supply]

(vi) keeping our water source/s as plentiful and clean as possible

(vii) reducing the number of cattle in Canterbury

(viii) requiring companies to take compensate for degrading the environment (e.g,, reforest slash, chemical spills, use of excessive impermeable materials)

Many of the actions listed above require cooperation between the City Council, ECan and central government. The time for using this as an excuse for not taking action is long gone.

VNA does not support doing less than originally planned—which is what the Draft Plan says is being proposed.

[FULL ATTACHMENT AVAILABLE]

349 - Joseph Fullerton

[Transport>Other]

It's unfortunate that climate change isn't as high a priority as it should be, with so little expense on bus routes and stops and with cycleway investment deferred or cancelled altogether. The council

should be aware that the climate crisis is having real and tangible effects in New Zealand right now, and Christchurch will not be immune to extreme weather events and climate disruption.

51 - Paul May

[Revenue>Excess Water Charge]

second point is council pushes climate action and sustainability and we growth most of our fruit and vegetables at home which is exactly what is needed to reduce transport emissions and help with sustainability but now council punishes us.

[Coder Note: For context, does not require a response *"its still a socialist tax. Water supply is design on a per person basis not by household. Council should not be charging anyone until all household can be charged (ie separate shared meters) and it should be on a per person basis using the building code calculation of number people based on number of rooms. At the moment a one bedroom flat could use 900 L which would be extreme wastage and not be charged.*
either make it user payes ($/liter used) for everyone and drop fix charge or grt rid of thencherging all together. Currently, its just another socialist tax on hard working NZers that got ahead with bigger houses and that care about our garden city status. Our house shoukd have something like a 1200 L limit not 900 L and still be at the lower end of water usage."]

536 - Pam Richardson

[Rates > Residential]

I acknowledge the effort to keep the rates as low as possible and that a number of projects have been pushed out to later dates . This will see some serious issues eg Climate Change to be addressed in the Long Term Plan . Rates will have to be higher at some stage and the CCC needs to ensure all avenues to address rising rates have been researched and evaluated for the benefits - times are a challenge for us all.

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Inundation and erosion of land is happening across Banks Peninsula in many of our Bays . I am pleased to see that the Lyttelton Harbour Communities are being worked with to resolve some of their issues and that the Banks Peninsula Community Board is also asking for further work in other areas of the Peninsula
The recent storm event showcased what might happen more regularly. Sh 75 was pounded by very high tides and spread seaweed rocks and debris etc across the road , damaging the seal and Wainui Wharf , causing dropouts etc.
The Pigeon Bay community is watching the area around its foreshore drop away . The area at insection of Wharf Rd and the Pigeon Bay Rd to the right hand side of the bridge if some protection work is not undertaken there will be no acess to the Pigeon Bay Wharf area separating sections of the community . We have already planted the area out a number of years ago and these plants gave

dropped away . The plantings were seen as an interim stop gap .
To the left hand side of the bridge at the intersection the same issue is progressing quite rapidly also .
This road the Holmes Bay / Port Levy Rd provides an alternative access road back to SH 75 and Akaroa . As the result if a serious accident on SH75 in the last few weeks - this route through Port Levy was used .
We need some action - could we as a community work to find an iterim solution . Something has to happen it is not appropriate to wait until we have no road acess .
We want to work in partnership with the Council to resolve .
The CCC should have some simple options for communities to work with , something that can be done in partnership with the community.
It should be noted that some repairs were made to some of the very old concrete seawalls two years ago . Much of the area along the Pigeon Bay foreshore already has seawalls protecting the road way .

579 - Tanya Didham

[Three Waters>Waste Water], [Other/Special Interest Topics>Capital Programme (General)]

Seems like we are deferring a lot of the must-haves like waste water and climate change preparation.

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[Three Waters>Stormwater and Land Drainage]

pushing out 13.7 million in stormwater work is the opposite of what we should be doing. It's of great importance that we address climate change preparedness for our city

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we can't keep kicking that can down the road. Looking after the health of our waterways is fundamental to the health and prosperity of the city.

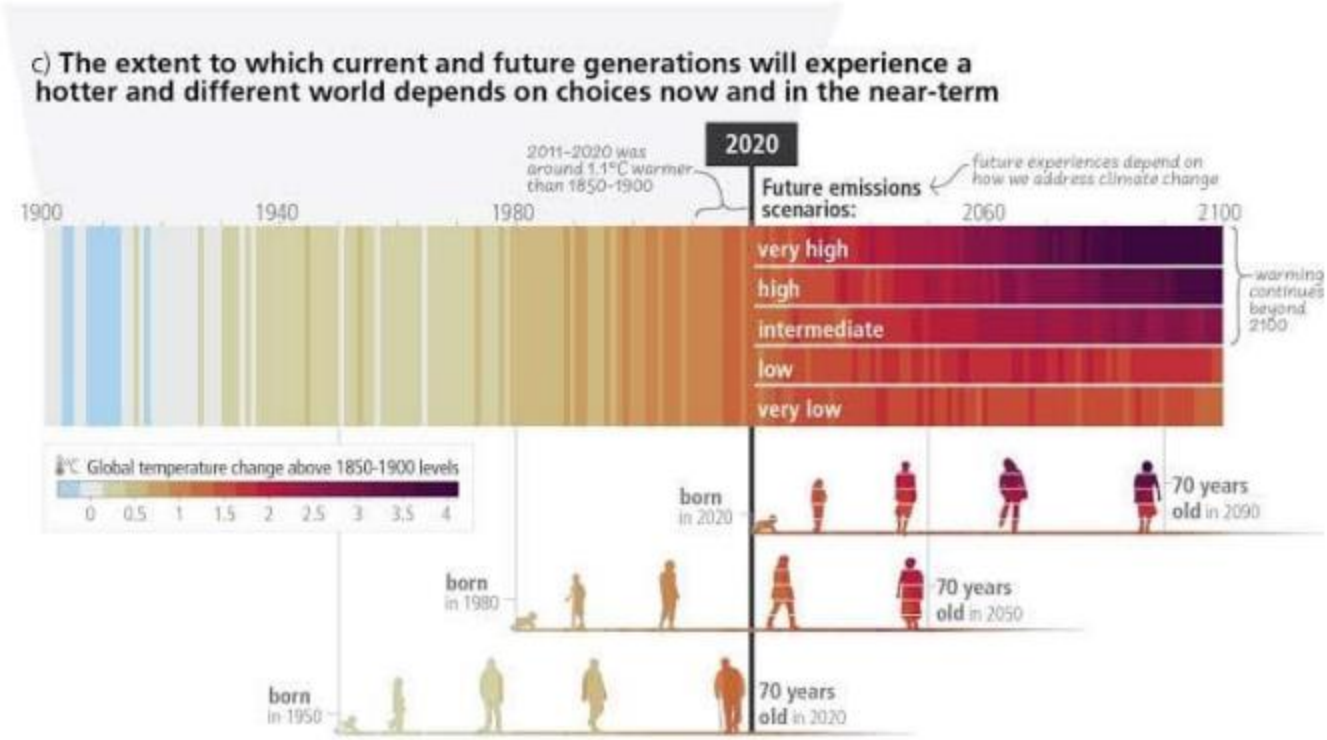
>>>

[Strategic Framework>Strategic Priorities], [Three Waters>Other], [Other/Special Interest Topics>Governance]

It is no good just saying we have climate change preparation and care of our three waters at the top of our list, we actually have to have them at the top of our list. This Plan states it, but the actions look like a step back, or a pause at best.

653 - Marie Gray

This image from the IPCC shows predicted temperature rise for different generations.



My dad will see a rise of about 1-1.5 degrees in his lifetime. I expect to see a rise from 1.5 to 2.5 degrees. My children are likely to see 2 degrees to 3.5 degrees (the chance of 1.5 degrees is now very low for this generation). 2 degrees is going to be bad; 3.5 degrees is an apocalypse. Whether we end up at the low point or the high point depends on what we do now. These are not hypothetical future generations but kids alive now. My children, your children, your grandchildren. The scientists have told us that in order to avoid the worst of climate breakdown, we must halve our emissions by 2030 – that's only 7 years away. Time is of the essence and decisions made by Councillors in this annual plan and next year's Long Term Plan will have far reaching consequences.

There has been lots of politics among Councillors when it comes to taking action on reducing emissions, especially the cycleway programme. We need to get past this. The IPCC report has told us we need a quantum leap in climate action. Yes, change can be difficult- that's why we need our leaders to help us understand the issues, work with communities to find solutions and walk the talk. We are in a crisis. And in times of crisis, we need leadership and we need to pull together as a community.

[Transport>Cycleways; Public Transport Infrastructure]

Reducing emissions is why I strongly support investment in the cycleways programme and investment in bus priority lanes. We have to provide options for people to get places safely without needing to use their cars. This will be supported by increased public transport options, the transition to electric cars and remote working options. Everybody's situation is different. But we need to give people the ability to make choices on how they get to work and school. If people feel unsafe, they don't bike. They don't let their kids bike. If buses are unreliable or infrequent, they don't take the bus. When there is affordable, reliable and connected public transport, safe and connected cycleways and walkways,

people leave their cars at home – not everyone but many people. Hopefully in time, most people. And when people leave their cars at home, it's good for all of us. It reduces carbon emissions, it reduces congestion and air pollution, it makes our streets safer, it's less commute time for those who do drive and we save on road maintenance.

721 - Matt Edwards

[Our Proposed Spending]

Investment into climate resilience has been found to have benefit-cost ratios ranging between 2:1 and 10:1. Investing in climate adaptation early is critical for our community's economy.

> > >

[Our Proposed Spending], [Transport>Cycleways], [Other/Special Interest Topics>Tree Canopy], [Three Waters>Stormwater and Land Drainage], [Rates>Residential Rates]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

>>>

[Strategic Framework>Climate Change]

I think the climate has been completely thrown under the bus by the council. I understand the attention that rates increases get from the public, but reducing funding for stormwater and flood management is incredibly short sighted. We will end up having to pay for these things within the near future, reducing funding now is only going to make our problems worse and increase the financial cost of fixing them.

[Other/Special Interest Topics>Te Kaha], [Strategic Framework>Climate Change]

If the council was genuinely serious about the cost of living crisis, it wouldn't have voted to increase the number of seats in the stadium in order to host 1 All Blacks game a year. I agree with the stadium being built in principle, but not if it means that more people will be exposed to flooding due to inadequate infrastructure.

[Transport>Cycleways], [Strategic Framework>Climate Change]

Furthermore, delaying cycleways to appease anti-cycling hysteria is a complete joke. If the council is actually serious about reducing Christchurch's carbon emissions, it needs to stop delaying cycleways every time there is any sort of pushback.

722 - Don Gould

[Other/Special Interest Topics>Governance]

we declared a climate emergency number of years ago and it doesn't appear to be taken seriously

723 - Dave Evans

[Other/Special Interest Topics>Tree Canopy]

I would like to see more investment in climate change adaptation. For example through increases in the city's tree cover. This could be done with trees in neighbourhood parks as well as in places such as Lancaster Park, which is a sea of grass with very few trees. Having more trees, especially natives, moderates temperature maximums, sequesters carbon and supports native biodiversity.

[Parks>Ecological Restoration]

Restoration of wetlands can provide enormous help in the minimisation of surface flooding at times of heavy rainfall.

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[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

I would like to see greater investment in bus priority lanes, bus stops, cycleways and footpaths as we urgently need to raise the carbon emissions efficiency of our transport. Increasing the use of public and active transport through increasing its attractiveness is an effective way of doing this.

724 - Rosalee Jenkin

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Safe bike routes are such a key part of addressing climate change in Christchurch, and together with a reliable, well-covered and affordable bus network we will finally be able to provide people with viable transport options, rather than being forced to rely on our cars.

725 - Emile Reiser

[Other/Special Interest>Wheels to Wings]

Delaying Wheels to Wings is harmful for the climate and for cyclists in Christchurch.

730 - Jane McKenzie

[Recreations, Sports & Events>Recreation Centres], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning], [Our Proposed Spending], [Other/Special Interest Topics>Te Kaha]

The Stadium, Recreation Centre etc will be fantastic for Christchurch City in the future, and very exciting, but taking into account the 2030 Agenda and the 15 minute cities, how will these 'Venues' be

utilized. With the schedule by 2030 to do away with vehicles as such, and with the majority of people being locked down into their areas/zones, what is the point of spending excessive quantities unnecessarily. Personally, I would like to think this 2030 plan will not eventuate, but if it does.. what will happen to these enterprises, and will they warrant the money being spent now?

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

[Other/Special Interest Topics>Capital Programme (General)]

We are also concerned that while climate change resilience is top of mind, climate change is barely mentioned in the Annual Plan. The only funding specifically tagged to climate change is closed landfill maintenance, capital subsidies from Waka Kotahi enabling some additional cycleway and bus stop improvements , and a small Environmental/Climate Change Partnership fund.

We realise that little can be changed during the Annual Plan process, but suggest that given the urgency of the climate emergency, programmes to implement the Climate Resilience Strategy are fully identified and much better funded in the next Long Term Plan. We suggest that each programme that has been added to achieve the Climate Resilience Strategy (and is not part of business as usual) is clearly tagged in the Operational and Capital programme listings. We also suggest that a summary is provided listing the Climate Resilience Strategy funding programmes in a single table showing which of the Strategy goals each item supports. A chart showing the total Climate Resilience Strategy programme funding as a proportion of total Council spending would also be helpful.

In particular we seek that in the next Long Term Plan, the existing programmes to help achieve net zero emissions through guardianship of the natural environment (removal of carbon dioxide through natural carbon absorption, restoring ecosystems and the people and groups that carry out this work) are significantly scaled up. We suggest that a ten-fold increase would not be unreasonable given the criticality of the issue to our collective future.

787 - Captain Planet

Stop wasting money on this ridiculous zero emmisions crap.

Other

General Comments

Five submissions were received on other matters relating to the strategic framework.

Five submissions provided other comments about the strategic framework, including dog control, cruise ships, and freedom camping.

One submission provided a general comment about dog control.

Officers Response

Feedback was received from two submitters regarding non-compliance with the Dog Control Bylaw and Policy, specifically on beaches. One submitter asked for an increased operational budget for dog control monitoring and communications.

Freedom camping-related submissions were also received from two submitters. One submitter wanted the Council to allow freedom camping in the red zone while another expressed concern about the number of freedom camping vehicles in Akaroa, outside of designated recreation grounds.

Dog control

The Council's Dog Control Policy and Bylaw 2016 will be under review starting later this year and the public will have an opportunity to provide feedback in due course. It is currently an offence not to have your dog under effective control at all times and in all public places. It is also an offence not to pick-up after your dog and appropriately dispose of any fouling. A breach of the bylaw can result in a $300 fine. There are some restrictions on beaches and coastal areas, including summer beach prohibition areas to protect swimming activities, and specified leashed and prohibited areas to protect wildlife (such as wading birds and penguins).

All animal management operations are funded by dog registrations, and no additional funding is received from Council for animal management. There is already an operational budget for signs, this will have no impact on the Annual Plan and it is encouraged that people use the CSR to lodge requests for signage.

The Dog Control Act 1996 and Dog Control Policy and Bylaw provide the enforcement solutions that may be applied together with the Compliance Strategy.

Freedom camping

With respect to freedom camping the OARC (and other red zone areas) are currently managed as parks / greenspace, so the regulatory aspects come under the Parks and Reserves Bylaw – which does not allow camping (unless the area has been "specifically set aside by the Council for camping", or a person has the prior written permission of an authorised officer (clause 11 of the P&R Bylaw). The Council would need to designate OARC land as a camping area to allow this. The Freedom Camping Bylaw references the P&R Bylaw (clause 4, explanatory note) to make it clear that there is no camping in parks and reserves.

In terms of monitoring of freedom camping in Akaroa, the Council engages the services of an external contractor to conduct pro-active monitoring on weekends (Saturday and Sunday) from Labour weekend until 30th November. From then monitoring increases to daily (Morning and evening) from 1st December until 30th April each year. Outside of these dates the Council adopts a reactionary approach and responds to complaints received.

Cruise ships in Akaroa

With respect to cruise ships entering at Akaroa, the number and size of cruise ships entering Akaroa Harbour is a matter for the Harbour Master / Canterbury Regional Council and not the Christchurch

City Council. ChristchurchNZ are currently working with the Banks Peninsula Community Board to develop a destination management plan for Banks Peninsula. This plan is likely to consider the impacts of cruise ships in Akaroa.

Te Mana Ora

Council staff have been continuously working together with Te Mana Ora on a range of projects identified in the Joint Work Plan.

Woolston safety issues

The Council has no role in placement of people into accommodation from a corrections environment. The gathering of street people in Woolston is an ongoing issue and is being managed within the legal options available. Concerns around people with sex offending history should be directed to Police or Corrections.

Other

146 - brian donovan

[Parks>Red Zone]

The need for a freedom camp area in our old redzone with facilities. Support freedom camping and they bring money but more importantly spread the word about our area. We need more visitors.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora would like to acknowledge and thank Christchurch City Council's ongoing work with Te Mana Ora and Te Whatu Ora Waitaha to promote the health and wellbeing of the community. Te Mana Ora looks forward to continuing to collaborate with Christchurch City Council, including partnering through the Joint Work Plan.

[FULL ATTACHMENT AVAILABLE]

397 - Victoria Andrews

Continue to limit the number and size of cruise ships visiting Akaroa in coming years. Mass tourism as represented by 2-3,000 passenger cruise ships clogs the town's streets and keeps other visitors away. Now that the cruise terminal is open in Lyttelton direct large ships to use the new facility. We do not want to return to the days of having to host up to 99 ships per season, many of them were of the 2-3,000 passenger size.

Please continue to monitor freedom camping around Akaroa. More recently in March and April freedom campers have been parking up Grehan Valley Road and Woodhills Road instead of using the

two night designated area at the recreation ground. The numbers are starting to increase and we do not want to return to the problems of pre 2019.

495 - Penny Cherry

Also the CCC not keeping pedophiles out of our communities near schools (yes 4 in Woolston near our schools) makes me get my car out every morning to make sure my kids are safely at school. Not good enough .... we need safer communities as well as good water to drink and paths and roads of an acceptable standard.

759 - Phillip Ridge (North Beach Residents Association)

The NBRA requests that an increase in the operational budget be allocated for dog control monitoring and communications (i.e. better signage, changes to CCC's website) along the Greater New Brighton beaches. This work is supported by the Waitai Coastal-Burwood-Linwood Community Board, following submissions from local community groups. Dog presence on the beach has increased markedly post Covid and unfortunately so has the incidence of non-compliance with the current dog control bylaw.

Other Comments / General Comments

146 - brian donovan

Unrestrained and uncontrolled dogs on beaches and the shit left behind.

[Coder note: for context, included in a summary of issues in the east]

Planning, Strategic Transport, Urban Design and Urban Regeneration

City Planning

General Comments

38 submitters commented on city planning issues.

Four supported aspects of our current city planning approach.

24 offered alternative proposals, with many discussing the pro's or cons of housing intensification.

11 provided general comments, with a mixture of housing density and street design comments.

Officers Response

Submitters provided feedback on a range of issues.

Intensification

Submissions received held differing views on intensification in the city. Comments included:

- Intensification should be limited to main transport routes
- Allowing greater density in the Central City
- Support progressing the Housing and Business Choice plan change to implement government direction in the National Policy

Statement on Urban Development (NPS-UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act, noting concerns with the delay in implementing the central government initiative

- Concerns regarding the proposed six-storey intensification around large commercial centres, such as Riccarton and Hornby through

Plan Change 14

- Concerns expressed with the loss of tree canopy from intensification
- Supports good intensification but is concerned that this is not happening in Christchurch
- Loss of heritage due to increased intensification, noting that there are many buildings that have not been assessed for heritage protection yet and therefore could be lost
- Requests that new housing developments have more green spaces integrated to prevent concrete jungles
- Impact on intensification on existing infrastructure and facilities
- Concerns about ad hoc intensification occurring in a number of suburbs in close proximity to the city centre such as Spreydon and the impacts of this on neighbourhoods

Other matters

- Concerns over the ongoing subdivision development in areas such as Halswell, noting the unsuitably of the land. Additional comment was made that we should be future proofing our subdivisions to support cycleway infrastructure.
- Impacts of short term accommodation on housing demand. A submitter noted that houses in Akaroa are now being used as holiday rentals / short term rentals as opposed to residential accommodation, which is impacting on the availability and affordability of housing in the area.
- Concerns expressed regarding telecommunication infrastructure and the need to protect our natural environment.
- The continuation of development in flood risk areas such as New Brighton is not supported.
- Concerns regarding the existing infrastructure constraints in the city and calls for this to be addressed.
- Request for commercial zoning to be extended beyond the existing.

Intensification

The Council notified the draft Housing and Business Choice plan change (Plan Change) to implement government direction in the National Policy Statement on Urban Development (NPS-UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act in March 2023. The NPS-UD requires Council to enable greater levels of development in and around the Central City, commercial centres and proposed mass rapid transit stops, and the enabling housing legislation introduces Medium Density Residential Standards (MDRS) that enable up to three homes, up to 12 metres high (three storeys, depending on building design) in most residential areas of the City.

Public consultation on the Plan Change closes on 3 May 2023. Following public consultation there will be hearings when submitters can speak to an Independent Hearings Panel – expected to take place in late 2023.

Additionally, the Ōtautahi Christchurch Plan, which is the Christchurch Spatial Plan, is currently being developed and is an opportunity for more detailed planning of neighbourhood areas in the future where significant intensification is occurring. At that time, there will be an opportunity to further consider the environment as a whole including matters such as on- street car parking, tree planting, open space, etc, which have been raised by submitters are effects from increasingly intensified suburban areas.

Trees

As part of the Plan Change, Financial Contributions are proposed to be required where trees are not retained or planted – to help fund increasing our tree canopy cover in the city. Additionally, it proposed that the Schedule of Significant and Other Trees, currently included in the District Plan, becomes a Qualifying Matter. We've reviewed the existing trees on the list to provide the necessary evidence required under the NPS-UD to be considered as a Qualifying Matter.

Public Transport Access

The notified Plan Change proposes to limit the extent of where MDRS would be enabled to near the highest-frequency bus routes and routes that connect larger commercial centres. Broadly, this means that outer suburbs, such as Parklands, south Halswell, Casebrook, Lyttelton, New Brighton,

Sumner and most of the Port Hills, would be unable to progress with medium-density development. This Qualifying Matter focuses intensification within and around commercial centres. This is to promote the use of public transport and reduce dependency on the use of private vehicles.

High-Density Residential Zone

The high-density residential zone is proposed to be concentrated around our larger commercial centres, including the central city. Under the legislation, we are required to enable at least six storeys surrounding the walkable catchment of these centres. We propose enabling heights of 20 metres within at least 1.2 kilometres of the central city and smaller walking catchments for other centres.

In the central city, this would enable the construction of apartment buildings and multi-storey flats, with about a threefold increase to enabled building heights within the commercial central city area (90 metre maximum). Sites immediately surrounding the central city enabled to 32 metres, or about 10 storeys, and any high-density area further away from the central city would be limited to 20 metres.

Heritage

In response to feedback that the District Plan is not representative of our heritage, a draft Heritage Plan Change is proposed in conjunction with other plans changes. This provides an opportunity for the identification of Residential Heritage Areas and additions to the schedule of heritage items. Plan Change 13 was notified in March 2023 and public consultation closes 3 May 2023.

Effects of subdivisions

In planning for growth, Council endeavours to take an integrated approach to development and infrastructure. At a strategic level, the Council is working with its partners on a spatial plan to define how and where the City grows in the future. In planning areas for growth and ahead of rezoning land, consideration is given to infrastructure capacity and upgrades required. Through the Long Term Plan and Annual Plan, upgrades to networks can be identified to manage the effects of growth and development contributions can be taken to fund these improvements.

Impacts of short term accommodation on housing demand

In 2020 Council notified Plan Change 4, which proposed changes to the District Plan relating to short-term accommodation in residential, papakāinga and rural zones. It proposed change to the resource consent requirements for visitor accommodation in a house or unit in most residential, rural and papakāinga zones.

A decision on Plan Change 4 was made on 31 March 2022, however it was subsequently appealed. Council are now awaiting the outcome of the appeal from the Environment Court.

Telecommunications

The National Environmental Standards for Telecommunication Facilities Regulation 2016 (NESTF) provides national consistency in the rules surrounding the deployment of telecommunications infrastructure across New Zealand while ensuring the effects on the environment are minimised and managed appropriately. Council is required to implement and comply with the NESTF.

Plan Change 14 has also proposed to introduce controls to protect vital radio communication pathways around the Justice Precinct to safeguard the management of emergency operations.

Flood areas

Coastal inundation and erosion hazards have been developed as part of Plan Change 12, set to be notified later in 2023. Coastal hazards specific to urban zones have been included as part of Plan Change 14 to better control intensification in these areas. Any residential development within the identified hazard areas needs resource consent, with strong controls to avoid any subdivision.

Infrastructure

With regard to effects on infrastructure, as noted previously, in planning areas for growth and ahead of rezoning land, consideration is given to infrastructure capacity and upgrades required. Through the Long Term Plan and Annual Plan, upgrades to networks can be identified to manage the effects of growth and development contributions can be taken to fund these improvements.

Support

589 - Daryle Deering

I support more green spaces integrated with new housing developments to prevent concrete jungles

691 - Kees Vos

More high density housing! Extend commercial zoning!

694 - Luke Parkinson

Continued investment into active and public transport infrastructure will mean Christchurch remains one of the best cities in NZ to live in, in my opinion.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Urban Regeneration]

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project - *Priority in Draft Community Board Plan*

One of the priorities in the Draft Community Board Plan is “Growing neighbourhoods – a local response to intensification in Spreydon as a pilot project.”

The Board has prioritised this project because our neighbourhoods are experiencing housing intensification, which reduces private greenspace and increases congestion on local roads. Ensuring access to fit-for-purpose greenspace and canopy cover will provide space for social connection, recreation and having adventures. Whilst changes to urban density planning rules are out of the Council’s hands, a holistic, coherent response which genuinely engages with affected

people is not. There is considerable Council resource currently committed for spending in the Spreydon Ward, across a range of projects, but it lacks a cohesive overview.

Whilst the Greater Christchurch Urban Development Strategy identifies priorities for areas for progressing planned intensification around transport routes and local suburban economic hubs, there are a number of suburbs in close proximity to the city centre which are experiencing intensification in an uncoordinated fashion, and Spreydon is one of these. The Board plan priority is to advocate for a staff resource, as a pilot project, to develop a coordinated local plan which will involve local people and assist in reducing the impact of intensification in Spreydon.

The Board is seeking a commitment of a small operational resource which has the power to amplify the impact of all the individual projects already budgeted for in the Annual Plan/LTP, and listed below. The Board is requesting that Council create a pilot project seeking budget for a Project Manager and a Planner to draw together a local plan that creates a cohesive local overview for Spreydon. This pilot project aims to involve local communities and in essence bring local people in Spreydon along on the journey of retrofitting their neighbourhoods to be places they belong and feel safe in. This pilot project could lead the way in creating a relatively low-cost solution to an issue that is not going to go away.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP

- The Board requests operational resourcing for a Project Manager and planner to assist with the development of a local plan that creates a cohesive local overview of projects being carried out in Spreydon with the aim of reducing the impact of intensification.

Alternative Proposals

180 - Michael Wilson

High and medium density houses should only be built on the main transport roots where there is proximity to transport infrastructure. Otherwise it will create extra pressure on roads, infrastructure and pollution.

205 - Zara Potts

secondly, we must protect our natural environment from uncontrolled usage by telecommunications operators buiding ugly infrastructure with no care for the surrounding environment- we must always test the statement “just because you can - doesnt mean you should.”

23 - Phil King

Please also stop fighting the national initiative on city planning with our hard earned money which would actually lead to decreased rates. If you were the best planned and run city in the country, it

would be understandable. When you are the worst you are just highlighting how out of touch and out of your depth you are. It's not just a waste of our money, it's embarrassing.

325 - Oliver Hutchison

[Other/Special Interest Topics>Disposal of Council Owned Land; Social Housing]

Build social housing, urban farms and forests.

348 - Will Vere

Improved urban commercial zoning to prevent high travel times between business establishments and increased walkability/cycling is needed

375 - Jeremy Lynn

Build and allow for more high density housing especially in the CBD.

397 - Victoria Andrews

Akaroa desperately needs basic housing for young workers many of whom currently live in vans and/or their cars because there is nothing available to rent. In addition, young families cannot afford the horrendous price of property in the area. The town is becoming an exclusive holiday home resort town for well to do individuals who only visit on an occasional weekend or over the long holiday period. If the town is to survive as a viable and vibrant community it must have a range of ages of people who can actively contribute to the wellbeing of the township.

442 - Chris Risbridger

Don’t do what Auckland did.

460 - Kailm Renwick

Stop the gentrification of the east side and allow families and communities to be able to buy housing that is in line with the family value of “It takes a village to raise a child.”

469 - Jeremy Ditzel

Please be bold and think of the future. You’re rapidly losing the support of younger generations when you propose short-sighted savings and decisions.

510 - brian bevin

We are not in favour of the multi story homes being built in the suburbs ..... if a single story home was there then it should be replaced single story .... but ok to have extra homes on the one section ....

560 - Marc Duff

The planned High Density Housing planned for Hornby is a major concern and growing numbers of long term residents scared and selling to escape what is planned. The City Council needs to ditch what is currently in the Long Term Plan and start from scratch and address infrastructure issues that are currently already facing some suburbs and get worse.

586 - Thomas Richardson

Speed reduction in suburbs - need to lower speed limits, add more speed bumps and make road narrower.

604 - Irinka Britnell (Englefield Residents Association)

Why is the CCC with the Planners allowing this type of concrete jungle development led by greed, to happen? which is not supported in the face of the latest research and science and will only result in future squalid low quality living.

Why are you giving permission for building close to flood risk areas like Central New Brighton for example?

We recommend the council looks at more environmentally friendly types of developments. Trees and gardens should be regarded as Toanga.

624 - Malcolm McKellar

[Transport>Cycleways; Public Transport Infrastructure],[Three Waters>Water Supply],[Libraries>Libraries (Capital)],[Community Facilities>Halls and Community Centres; Service Centres],[Recreation, Sports & Events>Recreation Centres (Capital)]

Please make cycleways, public transport, fluridation, good ventilation in public buildings, densification in the central city and not the suburbs and universal design all priorities.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

INTESIFICATION:
Our community is extremely worried about what is proposed, in terms of High-Density Housing, to the point 86% believe Hornby infrastructure is already creaking and croaking and frankly not coping. There has been communication with residents over raw sewerage back flowing in their drains and over the ground. We are bamboozled how housing intensification is going to fix/address this issue.

Residents, like the GHRA, are disturbed at the apparent lack of planning in both Annual and Long Terms plans for the high-density housing being forced on our suburb. There are so many questions with no answers forthcoming – How will increased intensification address our already struggling sewer system, How will the roading network cope, Will overbridges be needed to keep our pedestrians and cyclists safe, Where will we see the increased green space required for increased residents in an already established suburb.

The outlook for the Hornby Ward is dire, unless the City Council takes urgent action to address the infrastructure issues, in the upcoming Long-Term Plan. This is Hornby's nuclear moment. All this is happening at a time when the Christchurch City Council has a policy, and a target, for increasing numbers of residents living in the Central City, which in reality has only just got to pre-Earthquake figures and a long way from its self-imposed target.

We acknowledge the funding of the Hornby Centre – Matatiki but also this a facility we have waited for over at least 40 years and some older than us, say was first promised in 1952 or even in the 40's. With the intensification planned, we can only hope the centre will be large enough to cater for the increased residents.

It is interesting times we find ourselves in as a community, and this is before we even start considering the impact of future earthquakes, and A.F.8, which is not an if but when, and has the potential to flood Christchurch as we know it.

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[Other/Special Interest Topics > Tree Canopy]

TREE RENEWAL AND CANOPY COVER
As the confirmed ward with the lowest tree canopy, we are frustrated that we are seeing little efforts to increase the tree canopy cover in our ward, while we see projects being funded by the City Council, to do this in other wards. We would welcome the opportunity to address with Council, on how funding for tree canopy in this area, can be increased to address tree canopy in the most needed ward.

With high density housing planned for the Hornby Ward and the opportunity for developers to just wipe sections clear before construction and no trees required to be planted but a levy to be paid, upon approval, is greatly concerning to our residents.

To improve transparency, we would ask that the Tree Replacement register is made a public document that is open to residents to view at any time.

669 - Mark Gerrard (Historic Places Canterbury)

[Other/Special Interest Topics>Staff Matters]

The Heritage Team's work will also increase as the Government's intention to intensify our City will place additional strain on the preserving of our Heritage. Due to Government intensification

measures, we face the real prospect of significant loss of Heritage buildings that would qualify, but has not yet been assessed for protection by the Heritage Team. HPC still considers the District Plan is not representative of our Heritage and extra effort needs to made to rectify this. HPC would like to remind the Councillors a couple of years ago we found that scheduled Heritage Buildings were just (if I recall correctly) just 0.25% of the total building stock so Heritage is rare.

681 - sylvia lukey

[Transport>Roads]

I am concerned that where there is new housing development the surrounding roading comes under a "heavy wear load" from heavy traffic breaking the existing infrastructure. These roads are dug up constantly, patched and chip sealed constantly. It is important that developers pay some of the costs to ensure these roads are not a patched up mess with cheap seal after the new developments paved with asphalt are sold off to the public.

Thus surrounding roads leading into new developments must be upgraded and not downgraded by the development.

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[Other/Special Interest Topic>Tree Canopy]

New developments have removed almost all significant canopy cover,drastically reduced land soakage (tiny sections with little surrounding land, the house covering most of the land) this combined with hard surfaces means that large areas need to be allocated to cope with surface water and enable planting of large trees to compensate for the canopy lost and contribute to helping with climate change control.

It seems like developers are reluctant to play their part and ratepayers are paying the price.

[Parks>Parks and Playground Equipment]

Facilities for recreation for all ages should be incorporated into new developments at the beginning of development. I do not see that there are paces for teenagers to gather together in the new subdivisions off Kennedys Bush Road. eg no half courts for basketball shooting or places to play ball games etc.

683 - Donna Thomsen

We need to see more assistance from other councils to subsidise the use of CHCH utilities, roads, services, recreational facilities.

>>>

[Transport>Cycleways], [Other/Special Interest Topics>Wheels to Wings]

Cycleways and in particular the Wheels to Wings cycleway should not be funded, by rate payers, for mainly weekend folly, and especially not to boost the funding by government subsidies and capital involvement in this current inflationary environment. The cycleways are overly engineered, dangerous in many converted inner city cycleways and extremely over budgeted and expensive. The council planning departments would be better to put their heads together and efforts into putting in place future proofing further developing subdivisions for strategic cycleway options within the planning resource consent stages, and not redesigning already formed road routes. Criteria for cycleways should be part and parcel of any future developments in any community going forward, paid for by the developers - and not copy pasting a dangerous cycle design route ad hoc into existing thoroughfares that service many businesses and residents.

[Strategic Framework>Climate Change],[Parks>Biodiversity]

We should be using capital subsidies to enhance projects that enhance the enrichment of our reserves, and parks. The council should be purchasing more land to enrich our facilities and parks, not selling the land in these environments which in turn encourages more residents out to gain fitness, wellness and the great outdoors. We should be discouraging more development of land for housing on fertile or rich environments that are finally seeing the return of fauna and flora, like the Kereru, Tui, Rifleman, and Kea, with more pest control, less domestic animals and native regeneration. We are seeing the effects of climate change with more extreme weather patterns, flooding and erosion and added stress on council and community utilities, like storm water drains and sewerage, water in the communities like the port hills and the Heathcote River. The council should be restricting or notifying public of any Housing developments in certain areas that should be protected, enhanced or reserved for public use.

692 - Kay Robertson

Finally - if you've never seen it, please watch Susan Krumkieck's From the Ground Up.

https://www.youtube.com/watch?v=fTrj2f9t3So&t=14s

This is the template that we should be following as we intensify the suburbs that surround the CBD. We need to masterplan the redevelopment instead of leaving it to the developers to build monotonous boxes with no community assets. We can do so much better! The Government botched the CBD, now, again due to Government dictating the suburban intensification, we're going to botch that up too.

I'm not against intensification, but I want GOOD intensification. That's not what's happening. Honestly, I think of leaving Christchurch, my home, my community for over 20 years, because it so saddens me to see what's happening compared to what we could have instead.

I know Council's hands are tied at the moment and they're trying to get the Government to see sense. Please just keep trying. We have the opportunity to build beautiful communities, not just soul-less boxes.

711 - Patricia Hira-Creagh

Housing Intensification

In principle I am supportive of housing intensification, but believe that development rules and regulations need to consider the impact on the surrounding occupants, existing facilities, and whether or not the existing infrastructure can cope (especially water related infrastructure).

I do not support intensification solely in the city – it should also be able to be carried out sympathetically in the suburbs. To concentrate solely on inner city intensification is short sighted and does not consider the needs of the wide variety of persons who choose or need to live in such developments, ie:

- some have children and need to be closer to schools,
- not everyone enjoys the city traffic grid lock,
- there is already noise level conflicts in the inner city between dwellers and businesses, resulting in time and money now having to be spent on managing the rights of city dwellers to be able to live in their city central dwellings without high levels of noise while balancing the goal of having a vibrant, lively city which attracts Cantabrian's and tourists alike, to the inner city.

720 - Fiona Bennetts

[Other/Special Interest Topics>Disposal of Council Owned Land]

Please don't dispose of properties. We need more green spaces, especially as developers build more dense housing.

Thank you for reading my submission

807 - Kate Hodgins

[Other/Special Interest Topics>Tree Canopy]

3. As we move towards a more dense city with the challenges of a changing climate, finding ways to keep our city streets and spaces cooler, less prone to flooding as well as healthier, must be prioritised. Trees and porous (green) surfaces are not an optional extra or nice to have. They make a significant contribution to both helping to mitigate flooding and making our cities livable by keeping temperatures lower. Did you know that people are less likely to walk or take public transport if they have to traverse hot, exposed streets? And tree cover can contribute up to 20 degrees difference in cooling on hot days? More money needs to be invested in our green spaces and in planting/maintaining large trees. The council also needs to find a better way to encourage private home/land owners to maintain existing mature trees wherever possible. These trees contribute to more than the site they sit on and their contribution can't be replaced by planting saplings. We need a longer term, pragmatic approach- perhaps helped by subsidizing mature tree maintenance or penalizing mature tree removal.

94 - KEVIN DEAN

[Other/Special Interest Topics>Disposal of Council Owned Land]

plant trees on them, once sold you cant get them back, Open space is a premium, especially with in house filling. Communial space will be even more important for mental health and social interaction.

Let the developers pay for enhancement when they chop down all the trees on their sites to gain maximum housing density. The option in your plan where they can nuke the site and pay for ehancement else where which one can only assume every developer will do so.

So much for protection of existing neighbourhood character and lifestyle

Other/General Comments

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

Waipuna - Halswell, Hornby, Riccarton, is facing the challenges of growth, Halswell through ongoing subdivisions and Riccarton and Hornby through central government mandated intensification proposals. Of particular concern is the six storied development proposed around large commercial centres. These issues will need to be addressed through the Independent Hearings Panel.

274 - Alison Scott

One way streets are common in Christchurch, I am disturbed that developers can dictate transport plans because they erroneously believe it will impact on their profit. It would be appreciated if the council learnt from other centers and emblement plans that create a city that is great to live in and not make profit for one or two people.

28 - Andrea Davis

[Three Waters>Other]

CCC needs to encourage everyone to put in a rainwater diverter to a rain gutter tank, for emergency resilience when we have our flood and the drinking water is compromised at lease families will have a supply they can boil.

Slightly off topic is also rebate for solar panel to charge phones and some lighting when we have our power outages due to storm events.

300 - Brooke McKenzie

[Financial Policies > Rating Policies]

Rate increases are a fact of life but in this city are getting out of hand with a 38% projected increase over the next 5 years which is unacceptable and in many cases unaffordable.

The answer to rate reduction is to increase the rateable base. Unfortunately the very poor decisions in this city to rezone totally unsuitable land in the halswell catchment has forced many to the selwyn and waimak areas whilst creating overloading of the heathcote and other river systems leading to huge remedial expenditure which has not been acknowledged as such.

The Halswell land was a mistake simply to protect the TC1 land to the east of the city but under draconian airport contour restrictions which are about to change to be more equitable.

Slow growing rate base cane never keep up with rate increases so you either cut back or you attract new rate payers. aND THAT DOES NOT MEAN BY INTENSIFICATION in the central city.

also with land in the new contours to be released on safe, easily and cost effective TC1 land, the city should look to a soft fringe at the outer extremes of new land. As such 1 acre lots between 55 and 57 dbn contours blending the fringe of the likely 450 sq metre sections or more apt "sardine subdivisions".

313 - Derek Marshall

[Other/Special Interest Topics > Disposal of Council Owned Land]

The Council has a small number of properties which are no longer being used for the purpose they were originally acquired for. Do you have any feedback to help us decide the future of these properties?

PRESERVE PARKS AND RESERVES - MUST NOT BE SACRIFICED FOR THE INTENSIFICATION OF HOUSING. NO SALE OF "RED ZONED" LAND UNLESS ITS STABILITY IS ASSURED - OTHERWISE LIKE THE "LEAKY HOMES" DISASTER IT WILL RE-BOUND ON COUNCIL/RATE PAYERS

338 - Anthony Planicka

[Transport>Roads]

Councils current method of cleaning cutters or curbing is pretty much useless.Truck sweeper goes to fast and a lot of the dust and dirt is not able to be removed and still ends up in the water ways plus as council is now allowing more dense housing leaving more cars on the street the trucks can not clean the gutters.

538 - Kim Anning

Any change to residential housing needs to have sufficient infrastructure for surrounding areas before it can go ahead.

681 - sylvia lukey

The CCC needs to seriously consider the concept of Zero population growth - we can not continue promoting more people needing more housing, needing more roads and then more people to pay for more roads etc etc. What is Sustainable for the city and the country? is a question that must be asked.

723 - Dave Evans

I support increases in housing density as a means to reducing city sprawl, with its associated increase in transport emissions.

730 - Jane McKenzie

[Recreations, Sports & Events>Recreation Centres], [Strategic Priorities>Climate Change], [Our Proposed Spending], [Other/Special Interest Topics>Te Kaha]

The Stadium, Recreation Centre etc will be fantastic for Christchurch City in the future, and very exciting, but taking into account the 2030 Agenda and the 15 minute cities, how will these 'Venues' be utilized. With the schedule by 2030 to do away with vehicles as such, and with the majority of people being locked down into their areas/zones, what is the point of spending excessive quantities unnecessarily. Personally, I would like to think this 2030 plan will not eventuate, but if it does.. what will happen to these enterprises, and will they warrant the money being spent now?

738 - Natalie O'Connell

[Transport>Cycleways; Carparking; Footpaths and Streetscapes], [Our Proposed Spending]

In 2023, the Council should not be proud to say they are delivering on the basics. Climate change is here. Fund cycleways, remove car parks, pedestrianise the central city, stop allowing suburban sprawl.

Strategic Transport

General Comments

24 submissions were received on strategic transport.

One submitter supported our current approach.

17 provided alternative proposals about strategic transport, most of these asking for a wide range of transport options to be made available.

Six made general comments, highlighting that cycle projects should be prioritised.

Officers Response

Submitters stated the need for greater investment in public transport and active transport, highlighting we need better travel options to move around the city. Comments included:

- need to prioritise building more cycleways to help encourage greater mode shift
- better travel choice will lead to a more sustainable and resilient city
- we need to make it easier to get around the city without a car
- remove on-street parking to enable cycle lanes and bus lanes to be built
- acknowledgement that we're in a climate emergency and need to act with sustainable travel options

Comments also indicated the need for reduced speed zones to improve safety as well as better consideration of accessibility and inclusivity in our transport system for elderly persons, such as ensuring appropriate public transport infrastructure like seating at bus stops.

A new transport plan is currently under development, which provides the strategic direction for transport in Christchurch over the next 30 years. A key focus of the plan is around ensuring safer streets and better transport choices for people to move around Christchurch, acknowledging that current and historic land use and transport decisions have resulted in high levels of car usage in Christchurch. This transport plan will be consulted on in mid-2023.

Alongside the Christchurch Transport Plan we also need to develop a plan for reducing our Vehicle Kilometres Travelled (VKT) at a Greater Christchurch level as part of the Government's Emissions Reduction Plan by the end of 2023. The actions proposed in our upcoming Ōtautahi Christchurch Transport Plan will help us meet our VKT targets.

Public Transport

In response to better public transport, improvements to public transport are proposed to be rolled out over the next six years after recently receiving a boost in funding from central government. These improvements include on-road infrastructure to prioritise buses in high congestion areas, real time display units, bus stop enhancements, and multi-modal infrastructure such as walking/scootering then catching a bus.

Improvements to our public transport infrastructure, such as providing seating at bus stops, will help to ensure that our transport system is more inclusive and accessible for all persons, including our elderly population.

We will continue to collaborate with Environment Canterbury and our other Greater Christchurch partners to enhance the attractiveness of public transport through the Public Transport Futures programme.

Cycleways

In response to the need to improve our cycling network, Council has invested a significant amount to create safer, more connected cycling environment. We are looking to the complete the Major Cycle Routes, and add more cycling infrastructure throughout the city.

Safer streets

A Speed Management Plan is currently under development and will be consulted on in mid-2023 following Council consideration. The Speed Management Plan sets out a ten-year approach to delivering safe and appropriate speed limits across Christchurch, including Banks Peninsula. It focuses on reducing speeds on streets that are used by children to get to and from school as well as existing neighbourhood streets where drivers already travel at lower speeds, due to the road environment and surrounding area.

Support

643 - Gabrielle Jones

[Transport> Cycleways (Capital)]

Keep up bus networks, and more cycleways please!

Alternative Proposals

110 - Helene Mautner (Age-Friendly Spreydon Cashmere Heathcote Committee)

[Transport>Public Transport Infrastructure]

The AFSCH Committee would like the Christchurch City Council to consider the following actions.

That consideration of the needs of older adults are included in transportation strategic planning including ensuring seating at bus stops.

325 - Oliver Hutchison

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways; Roads; Public Transport Infrastructure; Carparking], [Strategic Framework>Climate Change]

Fund more cycleways. Build Wings to Wheels as a priority. The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

347 - Vasily Khrapov

[Transport>Cycleways; Public Transport Infrastructure]

i wish more resources are put into Christchurch cycle ways and light rail. Currently a car is the only option for people to get around in a reasonable time.

Please don't focus on buses as it hasn't worked. Its faster to cycle most places then take a bus.

377 - Kristin Mokes

We cannot just dedicate and think of everything as cars only- they need to become a thing of the past/not our main transport option around the city.

408 - Elizabeth Cross

[Strategic Framework > Climate Change]

The council MUST put emissions reduction first. Less investment in infrastructure such as public transport, cycleways and footpaths will be a huge step backwards that we cannot afford to take. We must make it easier for Cantabrians to make climate-friendly decisions.

422 - Kate Boardman

[Strategic Framework>Climate Change]

We need to be doing everything in our power to make it easier to use active and public transport, to reduce our emissions.

426 - Susan Lau

[Strategic Framework > Climate Change]

I have been reliant on the use of public transport and of the cycleways over the last year and really appreciate how Chch has developed this infrastructure. Being afraid of being hit by a car had previously been a barrier to me cycling. Our city is in a really good position to lead the way in NZ on this. Please don't revert to short-term thinking - as the weather events up north as well as the more frequent flooding events down here have shown, we can't afford to put this off anymore. We either face it now or we condemn ourselves.

434 - Rachael Hemmer

[Rates> Business Rates]

It's time the focus came off cars and roads for individual usage. We are not in 1950 any more. Well-funded public transport, cycle ways, and light rail is the way forward. And business and the wealthy need to start paying their fair share, instead of increasing financial burden being placed on the poor.

459 - James Mackenzie

Christchurch has a genuine option to be the most advanced and desirable city in New Zealand. Our focus needs to be on improving bus services, so that they go from where people live to where they need to go (cost is not really a factor) at the times they need to travel.

470 - Eric Ackroyd

Please look to add a north-east cycleway connecting the Avon corridor through to Bottle Lake. Cycleways must be separated - from personal recent experience, I can say it is not safe to bike on the roads in Christchurch.

475 - Nick Calvert

Please just keep biking infrastructure going.

478 - Eileen Kerr

[Strategic Framework> Climate Change]

We need to future proof the city in terms of transport - rapid transit, bike paths, better infrastructure for walking and cycling, maintain and improve bus services are all essential if we want to have a clean, green and environmentally sustainable place to live.

480 - William Stewart

[Strategic Framework > Climate Change]

We need to invest in climate resiliency and carbon mitigation. Cycleways, car share schemes, and public transport are essential components of that.

575 - Donelle Gryphon

I would like to see hop-on, hop-off transport options around the CBD.

576 - Matthew Reid

[Strategic Framework>Climate Change], [Transport>Cycleways]

I want actions to improve resilience and climate change actions to be accelerated. We need more, safer, and better ways to get around the city, such as cycle ways.

>>>

[Transport>Cycleways; Public Transport Infrastructure; Footpaths and Streetscapes]

Prioritise cycle lanes and other active transport means, bus priority options.

> > >

I want Christchurch to continue on its path to being a modern and accessible city, increasingly easy to get around without a car, and I want my rates to go towards that goal.

729 - Lynne O'Keefe

[Strategic Framework>Climate Change]

If we are to meet the targets of being carbon zero by 2045, then we need more people out of cars and into different modes of transport modes ie cycles. The added benefit to peoples health and providing a safe environment for our children to be more active and biking to school is not just a nice-to-have, it should be an essential part of daily life.

770 - Josephine Drysdall

[Other/Special Interest Topics> Te Kaha], [Strategic Framework > Climate Change]

Active transport must be given full support now as a part of moving towards a more sustainable future. We are still making so many mistakes, wasting money on concrete follies like the stadium, when our top priority should be improving the longevity of our people, our city, and our planet, and making sure our sustainable transport infrastructure, along with the rest of our neglected infrastructure, is fit for purpose.

Other/General Comments

274 - Alison Scott

I think the city should be making a commitment to a sustainable city with an increase in public transport, cycle ways and reduced speed zones.

327 - Jason Lea

[Transport>Cycleways]

It is important to me to get the cycleways built as soon as possible. The existing proposals seem good and being able to take advantage of govt subsidies is really important. Also with the new speed limits coming into effect soon, having better cycleways seems like a good way of shifting modes of transport.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Strategic Framework>Climate Change]

(i) additional restrictions on use of cars

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[Our Proposed Spending], [Strategic Framework>Climate Change], [Transport>Public Transport Infrastructure]

(ii) more emphasis and funding of public transport, including reinstatement of the inner city Shuttle

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[Transport>Public Transport Infrastructure], [Our Proposed Spending]

VNA members consistency confirm their support for improved public transport, which they consider more important than spending on expanding roads to accommodate more cars.

[FULL ATTACHMENT AVAILABLE]

436 - Louis Dyer

It's time the focus came off cars and roads for individual usage. Weare not in 1950 any more. Well-funded public transport, cycle ways,and light rail is the way forward.

724 - Rosalee Jenkin

[Strategic Framework>Climate Change]

Safe bike routes are such a key part of addressing climate change in Christchurch, and together with a reliable, well-covered and affordable bus network we will finally be able to provide people with viable transport options, rather than being forced to rely on our cars.

725 - Emile Reiser

[Our Proposed Spending]

The more cycling infrastructure is built, the fewer cyclists die and get injured on roads designed for cars.

Mass Rapid Transit

General Comments

Eight submitters commented on mass rapid transport.

Two support mass rapid transport.

Five offered alternative proposals, with most requesting more funding to go towards rail.

Two submitters made general comments, both requesting that the Council fund light rail.

Officers Response

Submitters stated support for Mass Rapid Transit, noting the need to invest and future proof the city for significant population growth.

We are continuing to support the progression of the Mass Rapid Transit work. The Mass Rapid Transit Indicative Business Case (MRT IBC) has been prepared with our Greater Christchurch partners. The IBC will be considered by the Whakawhanake Kāinga Committee (Urban Growth Partnership for Greater Christchurch) and partner Councils in May 2023, ahead of Waka Kotahi Board endorsement in mid-2023.

Subject to the outcome of this, the next formal stage of works would be a detailed business case, which builds on the IBC to ensure the project is viable and will meet agreed objectives.

We will continue working with our partners to progress this work, with timeframes still to be confirmed.

Support

460 - Kailm Renwick

I support a light rail system that starts construction in the east side first as opposed to running through Merivale fist.

481 - Roberto Balzarini

I support expanding commuter rail to allow routes like Dunedin-Christchurch to exist

Alternative Proposals

107 - Godo Miyazaki

[Borrowing and Debt Management]

We should be borrowing more so that we could future proof the city for a significant population growth. We build and they'll come. The main area for spending would be a very reliable rapid transit system.

377 - Kristin Mokes

[Transport>Cycleways]

Please don’t reduce/scale back/neglect cycling infrastructure, and please move quickly with more public transportation- especially trams and light/medium rail to incorporate satelite cities and Canterbury as a whole.

425 - Ewan McLennan

Please give us some light rail. It's taken you far too long already

674 - Claire Coveney

[Transport>Carparking; Public Transport Infrastructure; Cycleways]

we need light rail and cycleways and rapid transport lanes. No increase in car parks but more spending on safer streets, better signage, slower speeds.

674 - Claire Coveney

[Strategic Framework>Climate Change]

Increasing debt and carbon emissions in any projects is not being taken seriously. Bringing in huge amounts of tourists may benefit a few but it does not reduce our emissions.

Light passenger rail has been ignored, which woukd ease congestion. We have the rail lines there but the unwillingness to commit to rail means costs increase..Cruise ships come and pollution increases due to transport by buses increasing .

Transport by vehicles, ships and planes increase emissions. Yet council persists in allowing this

As stated previously we need to act faster and do as much as we can to protect our communities by lowering first. We may not be able to adapt or mitigate . So our responsibility now.

Other/General Comments

218 - Fraser Beckwith

Invest and advocate for rail public transport. This will only get more challenging as time goes on.

454 - Ashley Crook

CCC need to develop a light rail network for Christchurch. Initially one line from Eastgate Shopping Mall to the main bus station. With another line going to Riccarton Westfield Mall. The light rail lines should have dedicated lanes. These two initial lines would only have three stops. Two of which would be the start/end and one stop in the middle. This would make the trams faster to get to the destination.

Coastal hazards adaptation & adaptation planning

General Comments

Seven submitters addressed coastal hazards adaptation and planning.

One opposed that there was not any funding allocated to coastal hazards adaptation.

Five submitters provided other comments, with most requesting further funding of coastal hazards adaptation and planning.

Two made general comments about coastal hazards adaptation and planning.

Officers Response

Submitters noted support for providing proactive funding for coastal hazard adaptation planning and investment in climate resilience. Several submitters noted that they oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding. Noting concerns with the current state of flooding and severe weather events in Christchurch and the need to invest and plan for this.

Comment was made that there was support of the work done by the Coastal Hazards Adaptation Planning Programme in the Lyttelton Harbour-Whakaraupō but strongly viewed that Akaroa and Eastern Bays need to be included earlier in the Coastal Hazards Adaptation Planning Programme.

A submitter also noted the need for urgent relocation (managed retreat) from flood prone / coastal hazard areas of the city.

Coastal Hazard Planning

The Coastal Hazards Adaptation Planning programme works with communities and rūnanga in low-lying coastal and inland communities to develop adaptation plans that respond to coastal flooding, coastal erosion and rising groundwater caused by sea level rise.

This programme is currently focused in the Lyttelton Harbour-Whakaraupō and Port Levy-Koukourarata area where a Coastal Panel of community and rūnanga representatives are working through adaptation options for a Council decision in early/mid-2024.

The Coastal Panel will consider a wide range of adaptation options ranging from protection works to managed retreat. Once completed, planning will be initiated with subsequent tranches of communities around the district. The pace of this programme and its capability to scale up and deliver plans in more than one area at any one time is being considered by Council staff in advance of discussions with elected members.

To find out more about the Council's Coastal Hazards Adaptation Planning programme see the Council website.

Climate Adaptation Act

The Government is drafting a new Climate Adaptation Act due this year, which will address the complex legal and technical issues associated with managed retreat and funding and financing adaptation and this will enable communities in areas susceptible to natural hazards to have greater certainty about their options.

Plan Change 12 – Building in areas affected to coastal hazards

Coastal inundation and erosion hazards have been developed as part of Plan Change 12, set to be notified later in 2023. Coastal hazards specific to urban zones have been included as part of Plan

Change 14 to better control intensification in these areas. Any residential development within the identified hazard areas needs resource consent, with strong controls to avoid any subdivision.

Oppose

752 - Logan Brunner

[Three Waters>Stormwater and Land Drainage]

I oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding.
In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of Three Waters.
This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding. In this context, the proposal to axe funding for flood protection and stormwater is untenable.

Alternative Proposals

261 - Keith Harris (Akaroa District Promotions)

2.1 Coastal Hazards Adaptation Planning Programme – The damage impact of continual storms on the Akaroa Harbour and the Eastern Bays of the Banks Peninsula is a high concern for those communities. The Board appreciate the work that the Coastal Hazards Adaptation Planning Programme has been doing in the Whakaraupō Lyttelton Harbour however, the Board strongly believe that Akaroa and the Eastern Bays needs to be included earlier in the Coastal Hazards Adaptation Planning Programme.

365 - Tom Logan

[Three Waters>Stormwater]

I oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding.
In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of three waters.
This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding.
In this context, the proposal to axe funding for flood protection and stormwater is untenable.

Additionally, I support proactive funding for coastal hazards adaptation. Investment into climate resilience has been found to have benefit-cost ratios ranging between 2:1 and 10:1. Investing in climate adaptation early is critical for our community's economy.

752 - Logan Brunner

I support proactive funding for coastal hazards adaptation. Investment into climate resilience has been found to have benefit-cost ratios ranging between 2:1 and 10:1. Investing in climate adaptation early is critical for our community's economy.

808 - Kari Hunter

I would like to see the Council include the following priorities. Provide an environment suitable for meeting the well-being needs of all residents. This includes hard infrastructure, green environment, and services, for present and future residents. This includes:

>>>

protection from severe weather (e.g. housing above flood and sea-level rise of 2m or more, storm surges within the life of any buildings built from now)
• protection from severe weather (e.g. tornado bunkers, more trees).

>>>

Prepare for foreseeable challenges, such as sea-level and storm surge encroachment to housing, and especially our gravity-based waste-water system and low-lying treatment works. Avoid investing excessively in areas that are likely to become unusable in the foreseeable future(with up to at least 2m sea-level rise and increased storm surges.)

99 - Amanda Neil

[Other/Special Interest Topics>Disposal of Council owned land]

The Council also has a large number of properties which are no longer used for the purpose they were originally acquired for. Come and check out where the government decreed the bulldozing of about 500 houses on land in Brooklands during the five years after the earthquakes. Now they spend a fortune on mowing/weed whacking all the grass intermittently, and much of this is on built up sections where it has never been subject to flooding. People in flood-prone areas should be urgently relocated - managed retreat - onto such higher ground, as it is CCC and government responsibility that they issued expensive resource management consents and building permits to people on land where they turned a blind eye to some people bringing in landfill to protect their properties, while they have also refused to allow other landowners to protect their properties in similar fashion. The hypocrisy and double standards out here have to be seen to be believed, but very few official people come out to look for themselves. They sit in their ivory towers in their highly-paid positions, and fail miserably at continuing to play God over defenceless citizens.

Other/General Comments

721 - Matt Edwards

[Other/Special Interest Topics>Capital Programme (General)], [Three Waters>Stormwater and Land Drainage]

I oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding. In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of Three Waters. This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding. In this context, the proposal to axe funding for flood protection and stormwater is untenable.

[Our Proposed Spending]

Additionally, I support proactive funding for coastalhazards adaptation.

728 - Sue Piercey

Don't allow building on low lying land with increasing potential for innundation, flooding and coastal erosion.

Urban Design

General Comments

One submission was received that discussed urban design, requesting that projects give consideration to CPTED.

Officers Response

Submission seeks that CPTED principles be considered on appropriate projects.

Crime Prevention Through Environmental Design (CPTED) is generally considered for relevant projects. Support for Crime Prevention Through Environmental Design (CPTED) within projects is noted. CPTED is best considered through the project brief and early concept stage of public and private sector developments where solutions can be integrated to the design, and is further assessed as projects progress through detailed design, delivery and operation. This requires project briefs to identify CPTED and budgets for specialist advice and assessment. CPTED principles are also considered within resource consent applications where required by District Plan provisions.

Alternative Proposals

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

CPTED principles being considered on appropriate projects.

Urban Regeneration

General Comments

13 submitters commented on urban regeneration issues.

Two generally supported urban regeneration.

11 submissions provided alternative proposals with most discussing urban regeneration in specific locations including in the East of Christchurch and Redcliffs.

Officers Response

Submissions have sought:

Further attention to eastern suburbs, including:

- Extension of the Central City's Barrier Sites Programme to residential areas;
- That New Brighton's retail area:
    - Receive no further funding; or alternatively
    - Be funded for delivery of the New Brighton Centre Master Plan without losing momentum;
- Delivery of Redcliffs Village streetscape enhancements, in tandem with or prior to development of the Coastal Pathway;

For the Central City:

- That inner city development be funded by inner city businesses; and
- Support for a temporary outdoor space in the Performing Arts Precinct;

Resourcing to develop a local plan for Spreydon, with the aim of reducing the impact of intensification.

Support for funding allocated to upgrade public space in Diamond Harbour Village.

That priority be given to addressing youth safety issues and youth spaces (at Northlands Shopping centre and surrounding area; and in eastern suburbs) including security cameras and lighting and that Copenhagen Bakery be moved to Bishopdale Mall where there is more parking available.

Eastern Suburbs

General:

Several master plans in eastern Christchurch have been prepared to guide revitalisation; these focus on previously identified neighbourhood priorities. Future priorities will be determined via the Greater Christchurch Spatial Plan and Ōtautahi Christchurch Plan, both currently in preparation. Mechanisms to assist revitalisation include capital works such as enhancing the public realm and providing community facilities. Funding for these depends on a variety of factors, including financial priorities and constraints across the city, affordability, supply issues and the capacity to deliver multiple projects simultaneously. Several projects have been delivered, including Woolston streetscape upgrade and New Brighton's playground and Marine Parade enhancements. Both the Council and its economic development agency ChristchurchNZ support developers, business owners and community groups with various initiatives to activate and enhance sites.

Barrier sites:

Through its Dangerous and Insanitary Buildings Policy, the Council can take action to ask owners to remedy derelict property where cases are reported. A more intensive approach has been taken within the Central City due to the impact of derelict buildings and vacant sites on the metropolitan centre. Following Annual Plan consultation, the Council may decide to roll out the City Vacant Differential rating – part of the Vacant Sites programme - to New Brighton, Lyttelton, Sydenham and Linwood Village from 1 July 2024.

New Brighton:

As a Neighbourhood Centre, it is appropriate to support its viability as a key provider of weekly and daily retailing and community facility needs of local residents. The centre faces both vulnerability to natural hazard risk and opportunities for catalysing regeneration. Responsibility for revitalising New Brighton is shared; under the current policy framework, Council capital investment has been considered necessary to provide confidence to private land and business owners. Of the eight master plan actions which are capital works, three have been completed, three are funded in the current LTP and have commenced, and two have yet to be funded or commence (although both have been provided for via alternative mechanisms as part of the anticipated new north-south link from Oram Ave). A summary of New Brighton Centre Master Plan implementation can be found at https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/suburban-centres-master-plans/new-brighton-centre-master-plan/

Redcliffs Village:

The streetscape enhancements identified in the master plan have yet to be funded, whereas the final section of the Coastal Pathway (at Moncks Bay) is currently under construction. Instead, aspects of the streetscape enhancements have been delivered via other projects in the interim (e.g. signalised intersection and buildouts in 2015 in conjunction with the supermarket rebuild). A small section of the shared path within Redcliffs village has been designed to align with and reflect the objectives of the streetscape enhancements, providing for a wider pedestrian area and enhanced landscaping around the signalised intersection. Funding to deliver the balance of streetscape enhancements is currently scheduled post-FY30/31.

Central City:

Regarding funding of inner city development: the Council imposes a differential (multiplier) of the general rate for commercial property in recognition of the relative benefits they get from the Council's services. For FY23/24, the Council is proposing this to be 2.22 x the general rate. With Central City property values being higher, their rating is already proportionately greater. Business properties within the central business district also pay a targeted rate to fund the operation of the Central City Business Association.

Regarding creation of a temporary outdoor space in the Performing Arts Precinct, the submitter's request is acknowledged. The use and lease of property within the precinct remains a dynamic situation (including temporary needs for construction laydown space) and is subject to ongoing proposals and decisions.

Spreydon:

The strategic approach to prioritising regeneration support is noted above; the Spreydon area is not a current regeneration priority. For communities not prioritised for direct resourcing, the Council's Shape Your Place Toolkit and various community funding sources are available to support community-led placemaking initiatives. The submitter's support for aligning timing of the Selwyn Street Shops Master Plan streetscape upgrade with the Waka Kotahi Brougham Street upgrade is noted.

Diamond Harbour:

Support for the future funding to deliver on the Getting to the Point community-led plan is acknowledged.

Youth Spaces and Safety, Security & Lighting

Each of the Community Boards is being granted $500,000 over three years to address issues as raised. The question of CCTV placement is a partnership with Police and is determined from crime reporting data and financial allowances. The Privacy Act 2020 is a consideration in terms of who holds footage, so the Council presently does not financially support any camera that is not connected to the Police system.

An example of plans to improve lighting is the Brighton Mall upgrade. This project is currently scheduled for delivery in FY26/27-27/28, although a proposal to bring forward $300,000 for initial planning and design works is proposed in the Draft Annual Plan.

Copenhagen Bakery

The Council acknowledges the interface between the new Wheels to Wings cycleway and the popular bakery, while noting that any decision to relocate lies with the business concerned.

Support

527 - Dave Foster

[Other/Special Interest Topics>Wheels to Wings]

we support the cycle way as i bike to work each day as my job is near the airport, but the cycling is getting more dangerous. The cars parked at the Copenhagen Bakery are always parked along the stretch of road pushing cyclists into the first lane. That facility was never designed as a bakery, it was a fuel station where parking was never required. Have the bakery moved elsewhere, there's plenty of room at the Bishopdale mall and plenty of parking.

610 - Karen Colyer

The funding allocated in the 2026/27 budget for detailed planning prior to commencing a planned Village Plan upgrde in Diamond Harbour is most welcome. WE look forward to the implentation of the plan which was put together with considerable time by community and Council staff.

Alternative Proposals

113 - Pat McIntosh (Redcliffs Residents Association)

Redcliffs. The Main Road Master Plan has apparently now been effectively abandoned. There is a tiny amount of 25,000 allocated for Redcliffs Streetscape Improvements (34237) in 2025. This is entirely inadequate and in any case it would make more sense to spend it earlier so as to be ready for the opening of the final section of the Coastal Pathway project, which will bring many more people through the area.

121 - k Hay (SSRA)

The East has many residential properties post earthquake that are derelict. These are affecting the wellbeing and recovery of communities. An example is the Bach at top of Rockinghorse Road. The community would like to see that property be put to better use. You had a dirty dozen for commercial properties in the city. What about a dirty dozen for residential areas.

How can the CCC assist communities in approaching or working with these owners? What support or processes could be put in place.

144 - Brian Donovan (New Brighton Residents Association)

The Council has to follow through with the Regeneration Plan for the New Brighton Mall formulated in 2015 and showed little progress and there is danger the momentum will be lost the if the Annual Plans don't ensure the full money set aside for that period is used and there are no delaying tactics.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Addressing youth safety issues at Northlands Shopping Centre and the surrounding area.

19 - Michele Laing

Redcliffs Village Streetscape Enhancements need to occur while the Coastal Pathway is being developed

293 - Eva Ross

they are shocking here in the East . Give children snd youth better spaces to hang out - it might stop the burgleries if they feel valued but in the meantime install security cameras and better lighting ! I fear for my kids at Night with gangs hanging around.

499 - Brad Spiers

The Eastern suburbs can be quite nice if they're given some attention.

548 - Mark Darbyshire

[Grants and Funding>Other], [Recreation, Sports & Events>Community Arts]

Performing arts venues

For many years, Christchurch has struggled with a lack of venues to support an equitable, accessible, and diverse performing arts scene. Council should ensure existing venues are appropriately funded (Little Andromeda springs to mind) and consider whether any additional venues are required. I support the creation of a temporary outdoor space in the Performing Arts Precinct, as a variety of residents (myself included) submitted on last year.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

[Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning]

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project - *Priority in Draft Community Board Plan*

One of the priorities in the Draft Community Board Plan is “Growing neighbourhoods – a local response to intensification in Spreydon as a pilot project.”

The Board has prioritised this project because our neighbourhoods are experiencing housing intensification, which reduces private greenspace and increases congestion on local roads. Ensuring access to fit-for-purpose greenspace and canopy cover will provide space for social connection, recreation and having adventures. Whilst changes to urban density planning rules are out of the Council’s hands, a holistic, coherent response which genuinely engages with affected people is not. There is considerable Council resource currently committed for spending in the Spreydon Ward, across a range of projects, but it lacks a cohesive overview.

Whilst the Greater Christchurch Urban Development Strategy identifies priorities for areas for progressing planned intensification around transport routes and local suburban economic hubs, there are a number of suburbs in close proximity to the city centre which are experiencing intensification in an uncoordinated fashion, and Spreydon is one of these. The Board plan priority is to advocate for a staff resource, as a pilot project, to develop a coordinated local plan which will involve local people and assist in reducing the impact of intensification in Spreydon.

The Board is seeking a commitment of a small operational resource which has the power to amplify the impact of all the individual projects already budgeted for in the Annual Plan/LTP, and

listed below. The Board is requesting that Council create a pilot project seeking budget for a Project Manager and a Planner to draw together a local plan that creates a cohesive local overview for Spreydon. This pilot project aims to involve local communities and in essence bring local people in Spreydon along on the journey of retrofitting their neighbourhoods to be places they belong and feel safe in. This pilot project could lead the way in creating a relatively low-cost solution to an issue that is not going to go away.

This is a heads up that the Board will be seeking funding from the 2024 – 2034 LTP

- The Board requests operational resourcing for a Project Manager and planner to assist with the development of a local plan that creates a cohesive local overview of projects being carried out in Spreydon with the aim of reducing the impact of intensification.

Related projects:

A. Selwyn St Master Plan

Selwyn's commercial centre was badly damaged in the earthquakes and lost much of its built heritage. This has disrupted the community's access to a crucial bumping space and convenient shopping / services. The Selwyn Street Masterplan sets out a community-agreed vision to transform the centre into a prosperous, attractive place for people to live, visit, spend time and do business. While the Masterplan includes both public and private sector-led actions, Council investment is key to catalysing private sector investment.

This project has $781,040 in the budget for this project, which was initially for FY23, but staff propose pushing it out to FY25 and FY26 to align with Waka Kotahi's timeframe for the Brougham Street project, and the Board supports this pending Waka Kotahi's timeframe for the Brougham Street project.

Requests from the 2023/24 Annual Plan

Support existing budget in LTP

85 - Abigail Johnson

[Other/Special Interest Topics>New Brighton Public Realm Improvements]

1I would not invest additional money in promoting New Brighton retail area. A lot has already been put into revitalising the area to little effect, it was only such a popular destination in its heyday due to by-laws on shopping hours. Sumner is considered a nicer beach suburb and yet it still has minimal spillover into nearby retail and hospitality - so why would New Brighton be different? Not to mention the unfortunate imminent threat to New Brighton due to sea level rise.

94 - KEVIN DEAN

inner city business should pay for inner city development as they are the direct beneficiaries

Council pays for inner city inhancement and the suburbs put up with potholes

Greater Christchurch Partnership

General Comments

One submission was received on the Greater Christchurch Partnership supporting the light rail plan.

Officers Response

Greater Christchurch Spatial Plan and Mass Rapid Transit Indicative Business Case Next Steps

Greater Christchurch Spatial Plan - We are currently developing the draft Greater Christchurch Spatial Plan based on the work we've done and the feedback from the community. This draft Spatial Plan will be considered in May 2023 by the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch) for approval to commence consultation which would occur mid-2023.

Mass Rapid Transit Indicative Business Case - We are currently finalising our investigation (the Indicative Business Case) report for the turn-up-and-go public transport service, which incorporates feedback we received from the community through the Huihui Mai engagement. Endorsement of the Indicative Business Case will be considered by the Whakawhanake Kāinga Komiti (Urban Growth Partnership for Greater Christchurch) and Council in May 2023. If the Indicative Business Case is approved and funding is confirmed for the next phase of the business case process, the next step will be to investigate in more detail the design of the corridor and stations along the route.

Other/General Comments

237 - James Rice

definitely go for the light rail plan. Connecting the city more with public transport will clean the air and help keep our city green and beautiful.

Other/Special Interest Topics

Capital Programme Deliverability

General Comments

Seven submitters commented on the deliverability of the capital programme.

Two supported the approach taken to make sure that we can deliver the proposed capital programme.

Two put forward alternative proposals, discussing the deferral of projects and increasing rates to fund capital projects.

Three provided general comments.

Officers Response

One submitter (#736 Civil Contractors New Zealand, CCNZ) spoke of a desire for an increased capital programme in order to support a healthy civil construction industry and healthy wider economy. It was concerned at previous years underspends and the proposed capex deferral in 2023/24. It noted consistent underspends may have a detrimental effect on already ageing infrastructure.

Others acknowledged the pragmatism in deferrals in a challenging market but wanted to see greater transparency in the justifications for specific project deferrals and priority setting.

The Draft Annual Plan has been constructed with a Capital Programme that is deemed both deliverable (taking into account past performance) and the Council's capacity to get work to the market.

Recent past performance has been impacted, like many asset owners, by the Covid pandemic and resultant extremely tight labour market and supply chain constraints. These have been widely recognised and reported by industry organisations such as Te Waihanga (Infrastructure NZ).

Noting industry calls for a strong and continuous pipeline of infrastructure work, the proposed core infrastructure budget is considerably higher (approximately 15% greater) than what the council has been able to deliver in recent years, demonstrating a commitment to addressing our core infrastructure needs and supporting a prosperous city.

It is important to note that some parts of the Capital Programme have been deferred and not reduced. Funding has been moved to future years in the Long Term Plan to balance deliverability assessments and prioritisation will be determined as part of the next Long Term Plan.

The issue of ageing infrastructure will be further addressed through the Activity Plans and Asset Management Plans as part of the upcoming Long Term Plan. The council wants to place an increased emphasis on looking after what it has already got. Current and recent plans already do this within existing limitations.

While it is difficult to publish a succinct justification for changes to every project, as there are often many factors involved, council has a balanced view of what is achievable and deliverable taking into account current in flight projects, existing commitments and prioritised lists based on: regulatory requirements; asset condition and assessment; Levels of Service; and Performance Measures.

Council must also make reasonable provisions for project planning including an appropriate level of community engagement, obtaining necessary consents, procurement processes and, sometimes, seasonal constraints on construction programmes.

Support

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

[Transport>Other]

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

Ensuring relevant projects stay on time and on budget as per the DEMP staged plan.

736 - Jeremy Dixon (Civil Contractors New Zealand)

[Our Proposed Spending]

CCNZ appreciates the difficult position of the Christchurch City Council as it fights to keep rates at a reasonable level while attempting to ensure levels of service are maintained and best value for money is achieved.

One of the key strategic objectives of CCNZ is to promote a healthy civil construction industry.

The CCC capital and maintenance spend is a critical source of workflow for the civil construction industry.

The proposal of council to reduce the capital spend by $136m for the 23/34 year is of major concern to the local civil contractors in terms of being able to remain a healthy industry locally that is a driving factor in a healthy wider CHCH economy.

The LTP has what was labelled a “medium level” of service for our infrastructure assets. Which would only bring our cities infrastructure assets up to, or below, pre earthquake level, it was not enough to improve the overall infrastructure assets –this was concerning at the time, given the long term cost of increased maintenance of aged and damaged assets v’s new.

We are now looking to remove a further $136m from this level, on top of the underspend in previous annual plans.

This raises serious concerns within the industry around our workflow, ability to keep people employed in the short to mid-term, and further compounds the issue of aged assets not being repaired / replaced and costing the city more in the long run (which will mean larger rate rises down the line or wasted investment of borrowed money on maintenance or reduced service levels).

The civil construction industry, when all supply and support industries are included, is the single largest employer in the greater Canterbury region. It is therefore critical that this industry is strong, or at least on a solid footing, as a struggling civil industry is also detrimental to the wider economy of Christchurch. A downturn on the construction economy leads to a downturn on the wider economy.

The residential and commercial civil construction markets in Canterbury are in decline. The committed spend of Waka Kotahi for the Canterbury region is very low when compared to the rest of the Country, with very few projects of significance confirmed and a reduced forecast spend overall.

A reduction in spend by CCC, alongside the reduction in the markets stated above, has the potential to have dire consequences for the local civil industry and therefore the wider CHCH economy in a very short space of time.

The council has a responsibility to its rate payers to ensure their decisions do not have a negative impact that outweighs any perceived benefits of keeping rate rises lower than they would be if LTP spending forecasts were adhered to. CCNZ members are quite sure people would rather pay the price of a coffee per week extra to keep the level of service no worse than it is and to support a key cog in the wider economy.

The consultation document states that one of the main reasons for the reduction in spend being the perceived lack of available resource to actually do the work.

It is true that while the past few years have seen many civil construction markets buoyant, and resource has been spread thin in some areas, the rapid decline locally in nearly all of the civil markets means resourcing is not an issue CCC should be considering in its decision making. The resource to carry out the work is very much available.

A reduction in spend by CCC will have a major impact on the local civil market, and the wider economy, as there will be;

- Job losses at all levels
- Skilled people leaving to go to new regions where there is work
- SME’s going out of business

These 3 effects of a significantly reduced pipeline will impact the local economy significantly as the job losses will see renters and house owners leave the region, which has the potential to impact the rating base.

The reduced spend will also see infrastructure services fall further behind where they should be and see more spent on maintenance costs – which is a poor use of money when compared to a capital investment in upgrade or new.

It should be noted that a drop in the market will first hit the small SME's and labour hire staff. These are generally the most vulnerable and should not be the group that takes the hit for a drive to keep rates lower than they should be to have the city service and infrastructure we need to have.

Skilled people lost to the region will take time to come back or build again from scratch if the local civil market has to reduce significantly. These skills are hard to find and the most cost effective way to build infrastructure for CHCH is with skilled people that know the needs of the region they work in and they assets the work on. To have these people there needs to be confidence on the forward work flow.

The Christchurch City Council has some very tough decisions to make, but not investing our money where needed now will only bring more pain (and significant cost) down the line. We would like our submission to be heard in person.

CCNZ Canterbury is extremely concerned that none of the options consider an increase in the capital spend (or at least meeting the original budgeted spend), the options only consider a variation of rate levels to reduce borrowing levels. Surely there is a false economy here – where a difference of a few $ for residential rates per week, and a limit on borrowing, is valued higher than jobs. The decisions made now will either keep or cost jobs in the future.

Economists emphasise that when an economy is in recession, an unwillingness to spend on infrastructure will have dire effects on the wider economy. Unemploment leads to lack of spending and the economy goes into ever decreasing circles. You, as a council, need to realise that a lack of investment in infrastructure is not part of the solution you should be looking for.

CCNZ fully realise that CCC cannot solve this entirely and is not the maker of this issue but our council needs to recognise that it has a large part to play in keeping the local economy strong.

Alternative Proposals

12 - Arthur McGregor

[Transport>Cycleways], [Transport>Public Transport Infrastructure]

I think deferring projects that cannot be completed is sensible. However, I don't think we've always made the right priorities here.

[Coder note: More context about priorities *"I want to call out specific support for the Major Cycleways, which we just need to hurry up and get finished (including Wheels to Wings) and I would like to see active and public transport be given greater priority than car focused road renewals and improvements."*]

190 - Tasha Tan

More funding required for capital works projects, I am happy for my rates to increase to fund these projects (within reason)

Other/General Comments

13 - Vivienne Allan

So long as you can achieve what is in the plan.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Comments on changes to Capital Plan

We acknowledge the difficult construction, supply and economic environment in which thisAnnual Plan is being applied and commend the Council for taking a pragmatic approach to thereality of timelines for projects.

9. However, without greater detail than is provided in the draft Annual Plan documentation,it is not possible to understand how these changes to timelines for projects are justified.They may well be justifiable, but without explanation as to why, the change process isnot transparent. The Council should endeavour to provide justification for changes toindividual items in future draft Annual Plans.

722 - Don Gould

It seems that the reality is when resident actually go and investigate what's going on they find maintenance that is not being done and when they jump up and down about it can get it done suddenly problems that were there seem to start to evaporate

Capital Programme (General)

General Comments

62 submitters provided general feedback on the proposed capital programme.

Nine supported the proposed capital programme.

Seven opposed the proposed capital programme overall.

30 provided alternative proposals, with many requesting the prioritisation of specific projects.

21 made general comments, with many stating that all projects are important or questioning the deferral of certain projects.

Officers Response

A number of submitters supported the realistic delivery timeframes recognised by the Council and the priorities made in a tough market environment with high inflation. The reduced proposed capital spend in 23/24 (created by deferring for later consideration in the Long Term Plan) and financial prudence was appreciated.

Some who submitted in opposition wanted to see greater visibility especially around the Council's Climate Changes initiatives. Requests were made to increase and quantify expenditure in areas like cycleways, public transport, stormwater and flood protection.

Those who were neutral warned of deferrals leading to more aged infrastructure, and costs to catch up only escalating in future years. A focus on essential spend and getting the right priorities was highlighted. Footpaths were also seen as important investments by some. Several wanted to see accelerated programmes or greater provisions made for projects benefiting the climate such as cycleways and public transport infrastructure.

Some wanted rates reduced to lower levels than signalled through lower capital expenditure.

One submitter questioned the renewals funding strategy.

This Draft Plan strives to achieve a reasonable balance of expenditure against infrastructure demands. Deliverability constraints (both within council and the industry) are also factors in setting the proposed Capital Programme. This ensures an appropriate level of borrowing.

It is important to note that some parts of the Capital Programme have been deferred and not reduced. Funding has been moved to future years in the Long Term Plan to balance deliverability assessments and prioritisation will be determined as part of the next Long Term Plan and provide an opportunity for increased visibility.

To address the requests for greater visibility of investment in Climate Change and Resilience initiatives the following provisions for the 23/24 Capital Programme Budgets are highlighted as examples of Activities that strongly support that commitment:

- Flood Protection $29.5m
- Stormwater Drainage $33.0m
- Transport Environment (incl Major Cycleways Programme, Public Transport) $38.2m.

The Council's commitment to climate change and resilience is documented in its Climate Resilience Strategy and Climate Change Adaptation Plan.

The impact from reducing (or increasing) capital expenditure is relatively small on the overall final rates, when compared to operational expenditure impacts.

Support

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

The Board appreciates the Council's continued investment in the Waipuna - Halswell, Hornby, Riccarton Board area and is particularly excited at the prospect of the opening of the Matatiki Hornby Centre.

>>>

2.13 With regard to the remaining capital projects within Board area the Board supports their inclusion and asks that no changes be made to the programme.

267 - David Pigou

I feel the CCC is generally doing its best here. There is a lot to do as a result of the earthquakes which is no-ones fault.

658 - Helen Reason

[Borrowing and Debt Management]

Ratepayers will be pleased that the council has reduced capital spend and borrowing which more than offsets the increased operational spend

667 - Jonathan Nicolle

Generally agree with the prioritisation programme.

720 - Fiona Bennetts

I support the re-phasing of expenditure/budget allocation for community facilities based on the delayed completion of anchor projects and realistic time frames for design, consultation, etc.

723 - Dave Evans

I agree with the council increasing maintenance of our footpaths through a roving maintenance crew.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment DisabledPeople's Organisation run by and for disabled people

>>>

DPA agrees that Council has correctly identified the four big issues that are currentlyfacing Christchurch.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder note: DPA = Disabled Persons Assembly

[Transport>Roads; Footpaths and Streetscapes], [Parks>Parks Maintenance], [Strategic Framework>Climate Change], [Libraries>Libraries (Capital Building)], [Recreation, Sports & Events>Recreation Centres (Capital)]

DPA supports the priorities outlined in the capital programme including the need toimprove roads and footpaths which are a priority for disabled people, maintaining thecity's parks and riverbanks, commitment to building new facilities and adapting toclimate change.

777 - David Close (Christchurch East Labour Electorate Committee)

7.0 Capital expenditure changes
7.1 We do not object to deferral of capital expenditure when it is clear that projects cannot be delivered within the timeframe envisaged.

Oppose

349 - Joseph Fullerton

I'm deeply disappointed by the decisions to defer the Major Cycleway Programme, the Water Supply Programme, and the Wastewater Programme. These should be priorities for spending in the current plan and should have been done a long time ago.

540 - graeme woodward

[Other/Special Interest Topics>Te Kaha]

There is too much emphasis on BIG projects, such as the stadium - it should never have been planned so big, and with such a big cost blow-out. Rather than smaller projects which provide facilities that normal members of the public use on a day-by-day or week-by-week basis.

653 - Marie Gray

It worries me that $23 million for environment projects, mostly in the cycleways programme and $10million for safety projects are being pushed out. I do appreciate that there may be genuine constraintsaround staffing and materials but I do not want to see these kinds of projects delayed.

667 - Jonathan Nicolle

Deferring so much critical work into next year seems questionable. If 3 Waters will make it easier to fund / manage then ok, but those decisions need to be made carefully. We do not want to end up with the crumbling infrastructure Wellington has.

692 - Kay Robertson

Re the Capital spend, I am not in favour of a reduction.

I realise that people are struggling, but I don't want to delay the projects that we need. That would just put more burden on the future. NZ (and other countries) chronically under-spend on infrastructure and facilities. We have done this for decades and the problems are compounding. We need to increase what we spend here, so that supply can meet demand – not just for now, but for the future. It costs more now, but it's cheaper in the long run and delivers much better outcomes for everyone.

719 - Celia Hogan

[Strategic Framework>Climate Change]

I am very concerned about the direction the council is taking at the moment. All the work that has gone on post-earthquakes to improve the city is going to be undone all in the name of votes.

It seems that all the mahi that was done following the earthquakes and understanding the impacts on our city are being ignored and as a ratepayer I feel really disappointed.

Please can the current council prioritise the projects that have previously been approved and especially projects that are connected to climate change.

721 - Matt Edwards

[Three Waters>Stormwater and Land Drainage], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Coastal hazards adaptation & adaptation planning]

I oppose this plan's proposal to not provide any coastal hazard adaptation funding and to substantially reduce flood protection and stormwater infrastructure funding. In July last year, Christchurch's flood defenses were nearly overwhelmed according to the Council's Head of Three Waters. This week, media were reporting on the fear that our communities feel when it rains due to the repeated flooding. In this context, the proposal to axe funding for flood protection and stormwater is untenable.

Alternative Proposals

121 - k Hay (SSRA)

The need to items such as infrastructure prioritized. The East has a had a lack of spending over the last 10 years. To cut spending now for that area would be counter productive. East needs more spend to bring up to standard of other areas. It is not about the amount of spend for each area, it is about bringing areas up to a more equitable standard.

124 - Steve Mcneill

[Our Proposed Spending]

Renewals expenditure is stated as $192.7 million. This is well below the rates collected for renewals at $332.8 million. Ratepayers are paying $140 million more than is needed in this year. While renewals expenditure is generally "lumpy" across several years this mismatched amount seems extreme. More rates have been collected than spent for some years, and rating for renewals is out of balance. There appears to be financial manipulation happening in order to balance the books.

146 - brian donovan

No projects relating to New Brighton are put on hold.

166 - Kim Button

[Transport>Roads]

i am very dissapointed that the flooding and utter neglect issues on Pages road near the bridge have not been prioritised.
in fact YET AGAIN they have been derferred.

The way you prioritise spending according to the wealth and amout of rates being paid is a disgrace. Lets face it you have made Sumner and the approach to it attractive and welcoming. And yet poor new Brighton is allowed to remain looking like a dump.

i've seen people biking through the flooded road with bags of groceries hanging if their handlebars. the wy that you have neglected our potentially beautiful suburb, speaks of the value you place on us. So not cool! Our people deserve better!
please rethink ypur priorities regarding the main road into our suburb, and especially the Pages Road Bridge. It must be the only bridge affected by the earthquakes that is still. Untouched! For goodness sake, youve made 3 decorative bridges in this time as well as fixing all the others.

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board acknowledges that factors outside the Council's control have heavily impacted operating costs and capital expenditure. The Board is mindful of ongoing pressure caused by inflation, and asks the Council to consider whether there are additional capital projects which could be paused, not only to keep the rates increase to a minimum but also in the context of reducing inflationary pressure on the wider economy.

230 - Sam Brooks

i think cycle ways and climate change initiatives should be prioritised.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

Capital programme

10. While we understand the wish to defer some capital programme investments and operationalspend to keep rate increases down – it is imperative that there has been a thorough analysis of'at what cost'. We don't want to get into a pattern of behaviour of deferring investment ormaintenance which sees delays that could result in costing more in the long run, andcompromising the Council's core services and facilities.

354 - Richard Smith

[Strategic Framework>Climate Change]

Any capital work should have a focus on climate change:

- reducing embedded emissions
- providing the infrastructure for people and organisations to reduce their emissions (i.e. providing safe active and public transport options)
- resilience to climate related events

396 - Trudi Bishop

As the "difficult market" conditions are making investment in critical projects more expensive it would be wise to do them now rather than push them out to the future when they are likely to become more costly and therefore be an excuse to push them out even further or not to do them at all.

422 - Kate Boardman

[Transport>Cycleways; Public Transport Infrastructure; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

453 - Finn Blanchard

[Transport>Cycleways; Public Transport Infrastructure; Footpaths and Streetscapes]

I support greater investment in bus lanes, bus stops, cycleways and footpaths

>>>

[Transport>Cycleways]

Cycling to the university from Prebbleton is great using the cycle ways,both for getting around quickly and also my health. Completing a cycleway section between the southern motorway and Hansons lane alongannex road or another road close by would make it very safe forstudents and attract lots of cyclists having a continuous stretch ofseperated cycle ways all the way to upper riccarton and ilam

>>>

[Transport>Public Transport Infrastructure]

Sincecycling is weather dependent, frequent and reliable buses by the useof bus lanes would give me even more options for travelling and thetwo modes could even be mixed and matched. In the future secure cycle parking at major bus stops like in the Netherlands or Denmark(probably smaller scale) would also be great for active mode travel

546 - Michaela Allen

Focus should be on sustainable buildings and resources.

580 - Joanna Gould

[Community Facilities>Halls and Community Centres]

Att: Mayor Phil Mauger, Deputy Mayor Pauline Cotter, Councillors & Council Staff

Re: Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve

The attached .pdf has been compiled from my research & ideas over the last five years.

I ask the Council to consider this information & the growing needs in the local communities surrounding Shirley Road:
Shirley, Dallington, Richmond, Edgeware, St Albans & Mairehau.

We have been waiting since 2012 for the rebuild of our community centre at 10 Shirley Road, Richmond.
Our communities keep growing, due to infill housing & more social housing.

We can't keep waiting for a new building to be built, because what could happen inside this building, is needed now:
a 'fit for purpose' local 'suburban' sized library with learning spaces & a wider range of books, citizen hub for community connections, community directory, sharing resources, promoting local activities/events/organisations, community education, connecting residents to the right support services at the right time...

As a former Shirley now Richmond resident & research/designer, I would be happy to be part of any discussions regarding this rebuild/redevelopment.

Through my families lived experience with mental health, disability issues & neurodiversity, I can share my insights into 'why' I've suggested these research based ideas for a new Shirley Centre.

Please proceed with planning the 'Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve', so that a proposal can be presented to our communities for consultation.

Thank you for your time,
Joanna Gould
https://www.facebook.com/ShirleyCentre10ShirleyRoad

>>>

Please proceed with planning the 'Rebuild of the former Shirley Community Centre & Redevelopment of 10 Shirley Road/Shirley Community Reserve', so that a proposal can be presented to our communities for consultation.

[FULL ATTACHMENT AVAILABLE]

604 - Irinka Britnell (Englefield Residents Association)

We recommend cutting out more unnecessary projects along with the staff that should no longer be needed. We must put the brakes on while the world is going backwards in to a recession. We are not Lemmings blindly running to the precipice. Let us continue to press pause while we assess what is happening next in this unstable world.

>>>

Too many superfluous council staff planning for luxuries when we can't afford the basics.

606 - Nicki Carter (Carter Group)

There are 38 individual Central City projects listed in the current draft capital works programwithin the 4 avenues. Many of these involve significant amounts of capital and worryinglythere is insufficient detail to enable informative submissions to be made. Single line itemswith an associated dollar amount does not enable quality feedback and worse than that, anyabsence of comment could be misconstrued as acceptance to what is proposed. Forexample, there are four projects relating to Cathedral Square, totalling over $31m that thepublic has no visibility of. This raises inevitable questions to its relevance, importance andworkability.

623 - Glen Koorey

While I can appreciate the limitations of available staff/consultants/contractors to undertake a growing package of transport works (esp with the arrival of the Transport Choices programme), I would urge Council to attempt stretch targets and innovative quick-delivery methods (eg learning from the Streets for People projects) to increase the quantum of work able to be delivered in the coming year.

667 - Jonathan Nicolle

[Borrowing and Debt Management]

Repaying some borrowing makes sense as interest rates rise. It should not come at the expense of putting off significant projects however as they will inevitably get more expensive in the long run.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

[Rates>Residential Rates],[Other/Special Interest Topics>Governance],[Spending>Our Proposed Spending]

The Avonhead Community Group Inc. in principle do not support the annual rate hikes that has already made the Christchurch properties unaffordable and for property owners it is a matter of significant concern. However, in view of the available information provided by the Council an average

rats increase for residential users @5.79% is not acceptable. We would recommend to the limit of 5.42% as was signalled in the LTP 2021-2031.

A fresh look is strongly recommended to approach the subject by reducing governance cost, reduce spending in a few areas where it would not impact on the essential public services and defer a few project that would not bear impact on our day to day life. In the present economic environment in the country and as per the predictions of the RBNZ in the coming years, any burden on the property owners would enhance the miseries further. As a collective effort, the Councillors must act together irrespective of their party political philosophy and go back to the drawing board to reduce the burden in 2023-2024.

>>>

The option is prioritise the basic. The most important should be taken up to reduce the rates increase. "the aim is to go back to the basics only in tough time"

700 - James and Philippa UPton

Make sure these things are all budgeted for adequately, given there will be a need for prioritisation by staff.

701 - Joe McCarthy

Topic 2 - Capital Works generally - start acting as if the CCC is short of money, and do not build anything new unless CCC is prepared to fund its ongoing maintenance. There are now too many newish facilities that are already looking tatty due to lack of maintenance.

706 - Rob Battersby

Stop putting people in charge of a project in which they do not have the requisite skills to do the job. This has lead in some circumstances to CCC engaging multiple consultants resulting in higher costings for the project.

71 - David Robinson

As above the capital program needs to be spread out over more years to bring the rate rises back into the 1-3% band.

711 - Patricia Hira-Creagh

[Spending>Our Proposed Spending]

Water Infrastructure

The Long Term Plan, V2 pg 12 states that "*We need to ensure we have the right infrastructure in place at the right time to support growth", and* with this in mind I believe that our water infrastructure is in need of major improvement so that it is fit for purpose.

I am supportive of prioritising immediate investment into improving the water infrastructure, given the billions of litres of water that are lost in a year. This allegedly is due to aging pipes, and it is reported that Council staff expect the infrastructure to continue to deteriorate faster than it can repair it, for at least the next five years. Christchurch City Council manager Tim Drennan is reported as saying in a Stuff article dated 3 March 2023, that the Council has a target to get down to 25% water loss, but in 2019 that target was 15% and that council targets were adjusted in 2021 because of the increased backlog of water mains past their end of life, which were predicted to increase until 2028. https://www.stuff.co.nz/the-press/news/131379272/water-leaks-in-christchurch-getting-worse-as-millions-of-litres-lost-every-day

720 - Fiona Bennetts

[Rates>Residential Rates]

I think the proposed average rates increase is acceptable given the current rate of inflation. I'd be happy to pay slightly more in rates if it resulted in the faster delivery of climate action, e.g. cycleways and bus lanes.

723 - Dave Evans

[Strategic Framework>Climate Change]

I would like to see greater investment in bus priority lanes, bus stops, cycleways and footpaths as we urgently need to raise the carbon emissions efficiency of our transport. Increasing the use of public and active transport through increasing its attractiveness is an effective way of doing this.

728 - Sue Piercey

Don't waste money in putting seats where noone is likely to sit. I have never seen anyone sitting on the seats at the lights on the intersection of Linwood Ave and Dyers Road. Whoever thought people would want to sit on a seat at such a busy intersection? Move it a couple of hundred metres up the road towards Linwood beside the waterway.

763 - Alex Teague

[Other/Special Interest Topics> Te Kaha]

I think the budget on the new stadium should be reviewed and audited again. Additionally there should be additional attention paid on conflicts of interest in contracts with the council members and employees so that superfluous contracts can be curbed so that investment in infrastructure can be better managed

789 - Michael Allan

Capital Programme

Good management dictates that Council's capital programme reduces to what is achievable,especially in the present economic climate where many households and businesses are financiallystretched. Non-essential works must be deleted, no matter what the activists demand.

808 - Kari Hunter

Projects should not be deferred on account of the cost of living crisis, because cost of livingchallenges will almost certainly get progressively worse over time.

815 – Michael Galambos

Expenditure on infrastructure should be prioritised.

New facilities should only be funded if there is money left over from funding maintenance of existing facilities.

No new non-essential, luxury facilities such as swimming pools, libraries, halls, etc. until the stadium is complete and paid for.

Other/General Comments

100 - Neil Rossiter

Just get someone to sort it all out, if you don't it will get to become a problem.

(Coder note: Capital Programme)

126 - Daria Martin

Response is pretty slow as it is so we need to spend money on getting it done.

149 - Julie Kidd

These are all very important areas to be funding.

[Coder Note: For context *"for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks*"]

179 - Hammond Peek

Keep up with the capital program for improving all of our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks

181 - Bob Nicholls

I believe existing Council Capital projects involve too much Tender documentation in hundreds of pages of words. These words often cost time and variations to fix issues.

They projects could be scoped using an "Overview Diagram" which enables mire parties involved to understand the desired outcome and contribute effectively.

I have trained Chinese and African Companies in the technique for Telecom infrastructure. Used it myself to keep 400 Christchurch employees busy rolling out Australian and Indonesian projects.

>>>

I have 18 years experience winning tenders for Christchurch Power Electronics companies in 20 countries of the world, then training locals to build and install.

The earthquakes stopped me working in Africa and I will never work full time for any company again.

Mornings are my best time to call in and co-ordinate the busy full timers who struggle to do a 60minutes of review/answer questions within one week. Holding up projects at costs that have become acceptable?

I have kept simple activity logs that have keep 5 companies on a big project co-ordinated, when they are in different countries.

Would love to get some thing working better for more people. Eg Same money spent, 3 times less flooding. Lyttelton sewage scheme finished 2 years earlier, before resource consent run out.

251 - Rikke Betts

these programmes are a priority

[Coder note: *"our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks"]*

319 - Kim Willems

More efficiencies needed in repairs and replacement of these areas. Often multiple repairs and workers at the same area, over a short period.

348 - Will Vere

The current capital programme Is providing adaquate ammenties for the wider public, the cuty does still lack a certain kind of vibrance fof the youth but that falls under the need for better provisions for private entertainment enterprises

357 - Peter Rodgers

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure], [Three Waters>Water Supply; Stormwater and Land Drainage]

I do not support deferring the major cycle route program and other cycle, walking and public transport programs or projects.

I generally do not support defferral of any planned flood mitigation works or water treatment.

I am concerned at the reduced spending on services and capital projects across the board.

397 - Victoria Andrews

The council's focus remains on upgrading and enhancing the CBD and little else.

400 - Robert Fleming

Also understand that some of the capital expenditure reduction for 2023/24 is due to timing of some projects, government funding and a line by line scrutiny of the value in some projects being delayed,. I believe that if at all possible our capital programme needs to continue on as much as possible to reduce the impact on jobs in times of economic uncertainty for many people.

>>>

As stated before I'd like the capital programme to stay on target as per the LTP as much as possible. There is still a lot to be done in the city post quake and slowing this down will give the impression that we're losing steam. That is not good for morale nor for attracting people to the city.

579 - Tanya Didham

Deferred projects seem to lie almost exclusively in the east and south-east

>>>

[Strategic Framework>Climate Change], [Three Waters>Waste Water]

Seems like we are deferring a lot of the must-haves like waste water and climate change preparation.

587 - David Hawke (Halswell Residents Association (Inc.))

A quote from our submission on last year's Draft Annual Plan: "Halswell's growth has beenenormous, and City Council's capital projects have failed to keep up. This is something we raiserepeatedly, and very little seems to happen except that more houses are built. Consequently, CityCouncil has accumulated a sizeable deficit of capital projects that need to be done. In our view,this is not responsible financial management." Nothing has changed.

Even worse, community facility development contributions gained from Halswell subdivisions arebeing used for facilities outside Halswell that do not benefit our community. Matatiki: HornbyCentre (Project 862) has had major cost over-runs. When this facility was being consulted on, wesaid that putting it on an old landfall was like writing a blank cheque but we were ignored. It isespecially galling that City Council is now using "our" money (Project 63027, $1.84m) to pay for"your" mistake.

[FULL ATTACHMENT AVAILABLE]

6 - Gerry Mitten

Absolutely vital that close coordination between all parties is maintained and monitored stringently.

665 - Sue Bye (Lower Cashmere Residents' Association)

There is currently a lot of work underway in all these areas by several agencies.Offer

69 - michelle combe

What programme , I truley havent seen any improvement in any of the above fields. The cowboys that CCC get to fix the roads , footpaths etc well they need to get the inspectors out and look at the

shambells that is around our city, patchy workmenship sink holes still, stormwater drains not handling the water , coming from a father who drainlayed alot of this city well he can see what it is really like.

722 - Don Gould

we also need to make sure that we're only collecting rates from the public for projects that are actually being executed in the given year

we need to stop collecting rates for projects that we plan to execute but instead focus on collecting rates only for projects that we actually do execute

[Revenue>Excess Water Charge]

$6000000 to develop a piece of software to count the water usage across the city seems absolutely horrendous and I hope that we will see through the ltp process and better more robust budget presented that staff well-being be held to rather than this constant game of carry forwards push bags which really undermine entire process of long-term planning and making mockery of the budgeting process

740 - Suky Thompson (Banks Peninsula Native Forest Climate Change Group)

[Strategic Framework>Climate Change]

We are also concerned that while climate change resilience is top of mind, climate change is barelymentioned in the Annual Plan. The only funding specifically tagged to climate change is closedlandfill maintenance, capital subsidies from Waka Kotahi enabling some additional cycleway and busstop improvements , and a small Environmental/Climate Change Partnership fund.

We realise that little can be changed during the Annual Plan process, but suggest that given theurgency of the climate emergency, programmes to implement the Climate Resilience Strategy arefully identified and much better funded in the next Long Term Plan. We suggest that eachprogramme that has been added to achieve the Climate Resilience Strategy (and is not part ofbusiness as usual) is clearly tagged in the Operational and Capital programme listings. We alsosuggest that a summary is provided listing the Climate Resilience Strategy funding programmes in asingle table showing which of the Strategy goals each item supports. A chart showing the totalClimate Resilience Strategy programme funding as a proportion of total Council spending would alsobe helpful.

In particular we seek that in the next Long Term Plan, the existing programmes to help achieve netzero emissions through guardianship of the natural environment (removal of carbon dioxide throughnatural carbon absorption, restoring ecosystems and the people and groups that carry out this work)are significantly scaled up. We suggest that a ten-fold increase would not be unreasonable given thecriticality of the issue to our collective future.

742 - Phil Grey

This is woefully underspent currently…

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board would like to express concern about the capacity of the organisation to deliver its capital programme and maintain agreed levels of service if staffing is reduced.

802 - Ruth Falconer

Better communication & coordination between Telco's & Council & other infrastruc
companies. It appears that roads & footpaths get dug up & then
re-dug up & patches of footpaths still not reseeled. eg. Merrin St, Avonhead

Asset Sales

General Comments

25 submitters addressed asset sales.

Two supported the sales of assets.

16 submitters opposed the sale of assets. Four submitters provided alternatives to selling assets, mainly requesting further consideration be given before the sale of assets. Four general comments were made, most regarding specific assets.

Officers Response

No decision has been made on selling any of the Council's commercial assets. The Northington report was commissioned by Council last year to review the performance of our Commercial assets held by CCHL. In addition the Northington report sought to review why Council held these commercial assets, ie income, long term capital gain, controlling influence, non financial benefit.

The outcome of the review resulted in:

The Council resolved on the 6 December 2022 to:

- The Council develop a clear value strategy in relation to building and utilising income or value from CCHL primarily informed by Council's long term requirements
- Working closely with the Council, that CCHL be requested to scope and develop in line with the recommendations from Northington Partners in relation to the scope of CCHL detailed business cases which fully considers the costs and benefits of adopting a hybrid approach to managing the portfolio, including rebalancing and returning capital to Council. Noting this will include a spectrum of options including rebalancing the portfolio.
- That these two pieces of work are completed in time to inform and be considered as part of the Draft Long Term Plan 2024-2034.

As the assets held by CCHL are listed as Strategic Assets, any change to this status needs to be consulted on as part of the Long Term Plan.

Support

195 - David Quested

We must sell some assets, the old saying "its for a rainy day" well people its raining now and this is what it was saved for.

393 - jeff scandrett

[Parks>Other]

evaluate all parks and reserves with a view to selling off portions that are wasted, underutilised, and not fit for purpose.

Oppose

146 - brian donovan

I absolutely oppose any thoughts of selling or partially selling any Council (CCHL)effectively ratepayer assets. This cannot be allowed without a proper poll of the people of CHCH (not just an online survey).

222 - Lana McLeod

dont sell our assests - reduce spending else where.

363 - Helen Jacka

[Rates>Residential Rates]

Don't sell any Council assets. Rates rises are preferable to the long term losses that selling would bring.

397 - Victoria Andrews

do not sell long term assests

462 - Ursula Ryan

I am opposed to any sell off of Council-owned assets

463 - Tony Ryan

I am opposed to the selling off of council-owned assets

492 - Rachel Smith

I do not support selling any of the council owned businesses such as Orian, Lyttelton Port or Christchurch Airport.

493 - Michelle Cross

Stop selling off assets.

503 - Bronwen Summers

None of the Assets that have been purchased by the ratepayers of Otautahi / Christchurchover many years ought to be sold. No councilor campaigned on this.

555 - Karen Whitla

[Other/Special Interest Topics>Social Housing]

at all times land should be used for social housing.

>>>

I dont support the sale of our assets

674 - Claire Coveney

Selling off assets is not supported.

700 - James and Philippa UPton

Prefer not to sell assets. This is a short term solution which has long term implications for the way the community is served.

723 - Dave Evans

I do not support the sale of council business assets, such as Orion, the port and airport.

729 - Lynne O'Keefe

Do not sell down assets.

745 - Colin Meurk (creative transitions to sustainable futures)

no sale of assets

747 - Allan Taunt

In relation to assets held by the council via CCHL, I am not supportive selling down these assets. The assets held are solid long-term assets. As I mentioned earlier, we must ensure we are looking to the

future, to sell these for short term gain would be irresponsible.

Alternative Proposals

170 - Glen Whittaker

[Revenue>Other]

Would like to see further exploration of disposal of non-revenue/un-needed assets.

502 - Reuben Cavanagh

As long as you use extensive public consultation.

503 - Bronwen Summers

Using a merchant banker to advise on the use or sale of our assets is an insult to ratepayers. Merchant bankers

777 - David Close (Christchurch East Labour Electorate Committee)

10.5 We are disturbed by reports that the Council has sought advice about options for a partial sell-down of assets. (A euphemism for 'sell-down' was used in the reports.) CCHL has been a great support to the Council in the difficult years since the earthquakes because past Councils kept the assets intact. Selling income-earning assets is never a solution to long-term financial challenges. In assessing performance, capital gain must be considered alongside annual returns.

10.6 We were also disturbed by the news that City Care, whose prime responsibility is to be competitive in the local market, sold its bitumen plant, which kept bitumen prices down in Christchurch, in order to buy a business in Auckland. Where is City Care in dealing with the 23% loss of water pumped? It has a contract to manage the water supply network. Is it a passive contractor, mending not one more leak than it is paid to mend?

>>>

(iv) That the Council affirm it has no intention of selling down assets held by City Holdings.

Other/General Comments

153 - Brendan Ross

[Borrowing and Debt Management]

I WOULD LIKE TO SEE THE BORROWING AND ASSET PORTFOLIO REMAIN WITHIN CURRENT GUIDELINES, SO FAR AS PRACTICABLE.

359 - Kevin Lamb

4. Council Controlled Organsations

a. Enable Networks Ltd

As previously submitted, Christchurch is the only territorial authority in New Zealand to have ownership in a company providing fibre broadband network. This is 100% ownership with 100% risk to ratepayers.

RECOMMENDATION: Enable Networks be sold

494 - Sjaan Bowie

consideration be giving to if they are needed for other purposes, otherwise could be sold to reduce rates if not needed or provides funds to under funded projects like South library.

516 - Cynthia Roberts

[Other/Special Interest Topics>Disposal of Council Owned Land]

I don't support sale of our large assets but open to appropriate dispersal of property that is not able to be used for housing or green spaces

Vertical Capital

General comments

One submission was received in support of our investment in the performing arts precinct.

The same submitter also provided an alternative proposal.

Officers Response

The submissions were supportive of Council investing in new facilities such as Performing Arts Precinct and Te Kaha and commented on the positive social impacts this will have on Christchurch. They were also supportive of the investment being made in our existing facilities.
Council acknowledge this feedback and agree with the points the submitter has made.

Support

794 - Elizabeth Beale (Creative New Zealand)

In particular, we commend your ongoing commitment to funding and investing in the Performing Arts Precinct in the central city. We acknowledge the $5 million grant for this project will now be budgeted in 2024/25 due to delays in its delivery. It's positive to see a significant budget confirmed for this work. As the Precinct's development continues, we encourage Council to work with arts communities, business owners and tourism authorities to develop strategies that will seek to attract residents and visitors to the Precinct, with its opening being an opportunity to make Ōtautahi an even more vibrant place to live and visit. The Precinct will act as a catalyst for increasing the central city's economic activity and build audiences for arts experiences, while making these experiences more affordable and accessible.

>>>

[Other/Special Interest Topic>Te Kaha]

It's also encouraging to see overall capital expenditure earmarked for Te Kaha($115.9 million) and the Performing Arts Precinct ($17.8 million). These facilities providespaces and services that contribute to the social, economic and cultural wellbeing of the cityand support the creative community. High-quality venues that support arts and cultureorganisations, events and festivals can attract visitors and further investment to the region,and act as an economic multiplier for hospitality and tourism. As these spaces aredeveloped, we encourage Council to consider where there are opportunities to activateexisting performing arts spaces to attract people to the central city and provide vital spacesfor arts communities, such as better utilising and increasing access to the Town Hall.

Alternative Proposal

794 - Elizabeth Beale (Creative New Zealand)

[Community Facilities>Halls and Community Centres], [Libraries>Libraries (Capital)], [Art Galleries and Museums> Art Gallery (Capital)], [Recreation, Sports & Events>Community Arts]

Retaining investment in arts facilities and services

8. We tautoko the continued substantial investment being made by Council to support the city's network of community facilities, including community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall, Tūranga and now Te Pae and the Court Theatre. They all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

Climate Emergency Response Fund (CERF)

General Comments

Eight submitters commented on the Climate Change Emergence Response Fund (CERF).

Two submissions supported the CERF funding and the prioritising of projects to support it. Three opposed.

Two provided alternative proposals, encouraging funding to go towards sustainable transport options. One provided a general comment requesting the improvements to Greers, Northcote & Sawyer Arms intersection not be delayed.

Officers Response

There was general support for the CERF projects, however concern was raised over the deferral of some projects. It was also noted by submitters that due to climate change concerns there should be no deferral of any cycleway projects.

The "CERF" projects are funded by central government through the Climate Emergency Response Fund, and meet the objectives of the Transport Choices chapter. More details can be found here: https://www.nzta.govt.nz/about-us/about-waka-kotahi-nz-transport-agency/environmental-and-social-responsibility/cerf-programme/cerf-delivery-programmes/transport-choices/

An announcement was made in late 2022, where Christchurch City Council were informed that they had been successful at winning funding for 14 projects worth nearly $35m. The Funding Agreement stated that all projects must be completed by end June 24, meaning there was a risk that any project spend after this date would be at ratepayer expense.

Due to the tight funding timescales, internal staff workloads, and an understanding of the capacity of the wider construction in Christchurch, it was felt that it would not be possible to deliver the entire CERF programme on top of the existing programme. A decision was made to turn down funding for 3 CERF projects, and to defer a number of existing projects to free up resources to work on the CERF projects . The decision to defer projects in order to allow the CERF projects to be delivered was not taken lightly, and was made by Councillors, based on a staff assessment of projects with the lowest impact to Council.

Of the 5 projects that have been deferred for CERF, the largest is the Antigua Street connection from Moorhouse to Tuam ($1.1m change to FY24 budget). This was planned to be completed to tie in with the completion of Parakiore, so would likely not have progressed in FY24 anyway.

Two of the others are early design/development works on MCRs (Ōtākaro-Avon, and Ōpāwaho River Route), and the remaining two are Cycle Connections to the Uni-Cycle MCR, and Cycle Facilities and Connection Improvement. These 4 projects result in less than half a million of FY24 change, but due to specialist cycleway design resource being used on the ongoing MCRs and for CERF, staff do not believe it is feasible for these projects to be progressed as originally planned.

Improvements to the Greers, Northcote & Sawyers Arms Road intersection has been investigated by Council over a number of years. A Scheme Design had been developed and was ready for an external

Safety Audit, before the decision to defer the project. Assuming there are no changes to priorities post-LTP, this will be picked up again early in FY25 as resources are freed up

Staff have also undertaken a deliverability review of all projects (including cycleways) and have aligned budgets to ensure that expected construction programmes are met.

Support

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wises to highlight their support for the following Transport Choices 2022 (CERF) Projects:

- (72755 and 72764) Linwood and Woolston Roading and Transport Improvements
- (72756) Healthy Streets Linwood
- (72779 and 72759) Linwood Bus Stop Improvements
- (72758) School Safety Linwood
- (65987) Slow Speed Neighbourhoods
- (71600) Support Streets for People - Aranui

645 - Luke Baker-Garters

[Other/Special Interest Topics > Wheels to Wings]

I oppose the 12 month delay to the wheels to wings cycleway. The council is receiving CERF funding of $34 million to complete emissions reductions and should prioritise key projects such as the Wheels to Wings cycleway. There is clear ideological opposition from a number of members of the council to this project who are putting their own views above the safety of cyclists. This project has already been extensively consulted on with the public and the council wants to make yet more changes. Instead of cowering to a vocal minority, the council should simply get on with the project so it doesn't miss out on government funding while cost pressures continue to escalate further.

Oppose

101 - Abhi S

[Other/Special Interest Topics > Wheels to Wings]

- If most of the funding is coming from the central government why is an approved project which has already been through consultations being delayed.

[Coder note: Submitter opposes the delay to the Wheels to Wings project]

16 - Tyler Cleverley

[Transport > Cycleways (Capital)]

far to much money is getting spent on cycle lanes, as studys show the usage of these cycle ways is going down year by year. Even if the CCC lose government money for these projects its worth it no point in wasting our tax money on pointlessly projects. Far to much focus on bus lanes,walking streets and public transport. Busses do not get used enough so no point spending money on things that dont get used.

356 - Hadas Livne

[Transport > Cycleways (Capital)]

Proposed changes to prioritization of cycleway budget are very concerning and irresponsible. Christchurch should be promoting eco-friendly modes of transport instead of car-based transport, in line with the government's zero-emission goals and also our commitment to looking after papatūānuku. Christchurch is known for being a cycle-friendly city, and we should be working to build on that as it is the image we want for our city. Our commitment to Te Tiriti and the Māori community also means that such a blatant disregard of what is important for the environment of New Zealand is irresponsible and disrespectful. There is certainly no need to prioritise retaining the money given to the council for climate action for a year, over resources for cyclists.

Alternative Proposals

297 - Paul Broady

[Other/Special Interest Topics>Wheels to Wings], [Transport>Cycleways]

At least maintain funding for cycleways for 2023/24

The treatment of many cycleway projects is certainly a retrograde step. Funding for most has been deferred (I think that is what “pushing out” means) for one or more years. It is clear that people need encouragement and incentives to reduce use of fossil-fueled private vehicles. A well-funded, quickly

constructed, extensive and complete network of cycleways would contribute to this. It should not be delayed.

From the information provided on pages 80-81 (Detailed Proposed Changes), it seems that in 2023/24 three cycle projects have received $4,484K extra funding in contrast to 14 cycle projects having had $17,766K deferred. The urgency required to make the necessary societal changes to reduce emissions suggests that these deferrals should be reversed.

Similarly, I note that 334K of funding for project 68430, Ferry Road - Active Transport Improvements, has been deferred. This is a narrow and very congested road which in parts is dangerous for both pedestrians and cyclists. It would be good to see this project completed earlier than an unspecified date in 2025/26 – 2030/31.

634 - Michael Davidson

- Investigate a better delivery model for transport projects. You should never be delaying projects that have significant external funding because of resourcing, especially when transport contributes 54% of the city's greenhouse gas emissions.

Other/General Comments

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board acknowledges the rationale of the 12 month deferral of some projects in the Transport Capital Programme to enable the Council to advance other projects eligible to be funded through Waka Kotahi at 90% under conditions placed on this accepted to have this impact, which affects the Greers, Northcote & Sawyer Arms Intersection Improvement. However, the Board requests the deferral of this project not be any longer than that necessary 12 month deferral.

Wheels to Wings

General Comments

303 submitters provided feedback on the proposed 12-month deferral to the construction of the Wheels to Wings cycleway.

26 submitters indicated that they support the proposed deferral, wanting further consultation with the community.

237 submitters opposed the proposed deferral, with many saying that the cycleway will improve cycling safety.

17 submitters provided alternative proposals, and 29 made general comments.

Officers Response

Submitters expressed a range of views on the Wheels to wings project. Two-thirds of submitters support the project and do not want to see it deferred. Main reasons given include congestion, health benefits, and climate benefits of mode shift, safety and equity of access.

Additionally, there is recognition of the two consultations and modifications to the design.

Reasons given by submitters opposed to the project include anticipation of difficulties negotiating the altered traffic layouts, reduction in parking and perception of safety.

Community consultation on the preferred option was held from 25 January 2021 through to 15 March 2021. Four community drop-in sessions were held alongside numerous one-on-one meetings with businesses and residents.

1348 submissions were received, including 172 submissions from businesses, organisations and residents on Harewood Road. Approximately 70 design changes were made resulting from feedback received.

A second round of consultation was held from 27 October to 17 November 2021 with an updated plan which included the design changes. Three public information days were held in Bishopdale Mall where people could come and talk to the project team and see the updated plans.

We received 86 submissions from the second consultation including 17 submissions from businesses, organisations and residents on Harewood Road. Of the submissions received, 64 submitters had provided feedback during the first consultation.

Hearings were held in February and March 2022 with 70 submitters presenting to the Hearings Panel.

The Hearings Panel recommendation to approve the preferred option was approved by Council on 28 July 2022.

Construction costs for cycleways are less than for renewal of roads. Several factors contribute to this including, base depth required, materials and area impacted.

Safety Improvements

30% of the project costs will provide additional safety benefits to the community – safe crossing points, landscaping, drainage and lower speeds.

The approved design includes four new signalised pedestrian and cycle crossings, including outside Harewood School and Bishopdale roundabout, and three new signalised intersections, including the Harewood/Gardiners/Breens intersection.

Funding

Previous cycleways have attracted 51% subsidy from Waka Kotahi.

Climate Change

An analysis was done on the carbon emissions effects of the Wheels to Wings cycleway, specifically the increased number of signalised intersections once the cycleway is implemented. The analysis found there would be a significantly greater decrease in carbon emissions due to people using the cycleway rather than driving. This is a key project in the Council's Climate Emergency response.

This project is currently in detailed design following Council approval on 28 July 2022 and not further consultation is planned. However, staff are working with community members and the local Councillors to resolve outstanding individual design concerns.

Support 12 Month Deferral

104 - Elizabeth Ough

Please !!! pause the construction of the proposed cycle way and revamping of Harewood road. Preferably pause the decision to construct this cycle way until the blights on the easy movement around the city have been addressed.

106 - Rowan Gibson

Wheels to Wings, I support pausing construction on cycleway.

In fact pause the whole design process, priority of spending should be to fix existing roads and footpaths.

138 - Kerry Houston

I support pausing the Harewood Road Cycleway project for 12 months.

150 - Lonnae Skachill

Wheels to wings: I support pausing this construction of the cycleway.

159 - Marc Gibson

Wheels to Wings: I support the pausing of this until more consulation is completed.

182 - Stephen McKee

I support the proposal to delay this cycleway. I have concerns about the design and just the whole practical natureof it.When driving up Harewood Rd and wishing to turn right into my own driveway , I

move comfortably into the medianstrip to allow traffic to pass on my left as I wait for oncoming traffic to go through.With the cycleway that median strip is gone and as a result there is often a large number of vehicles stopped behindme waiting while I wait for an equally large number to go past the other way.This would happen all the way up Harewood Rd, every day.The same applies when wanting to turn left into my driveway coming from the other direction.Bottom line is its dangerousI understand the desire for a cycleway, but on a busy (and getting busier) main thoroughfare there are manypractical problems facing residents who actually live on this road.I am sure people who don't live here are not aware of these issues.So I support the proposal to delay this cycleway , so some more time can be given to look at its problems

184 - Michael Heenan

The Harewood Road Cycleway is a major issue for residents in our area, I wonder if those who support this have ever waited in lanes of traffic at peak times in the morning, after schools get out and evenings? The whole project is wrong and requires a complete rethink.

I suppoort putting this project on hold for 12 months and revisting the problems that it will cause and find better ways of overcoming these. From what see on other routes there is no way the so called number of expected cyclists will be anywhere the numbers expected. Do the wishes of the local community no loner count because if they do then this will need substantial rework.

Surely the priority is not just to spend the government money handout but to put in place something that supports the mong term requirements but also takes into account what the people of Papanui want.

194 - John Walsh

We live on Harewood Road. We would very much support the option in the Draft Plan to PAUSE CONSTRUCTION FOR 12 MONTHS of the Harewood Road cycleway.

207 - ian wood

yes

I absolutely agree that the Harewood cycleway be paused for 12 months to achieve fuller consultation.

i am aware of a number of small businesses which shifted toi Harewood rd during the eathquakes and they would be adversely effected by parking on one side of the road only.

as a resident I listen to the number of ambulances and police cars that go down the road each day and am concerned reducing the road way width will affect safety.

i am also concerned about the safety of older people crossing the road as they are not able to park on the north side

209 - Lynette Bay

I agree to pause the con5ruction of the Harewood Rd, cycle way. This includes pausing any further design work so that the design concerns can be worked through with local residents to achieve a better outcome for ALL the community - this includes businesses that will be affected. The councilors involved with this project need to consult with their ratepayer community for their feedback so everyone can work together.

305 - Bev Hair

Delay Harewood Road cycle way for as long as it takes to work out the right solution for road users, commercial enterprises, charity hospital, residents, AND cyclists. Cyclists should not be a priority to the detriment of others,

314 – Mark Craddock

wastewater, surface water and waterways, our facilities and our parks)?

If cycle lanes were constructed on both sides of Harewood Rd (cnr Clyde — Johns Rd) it would jeopardise the motor traffic flow of both commercial and residential users. (See attatched letter)

[Full attachment available]

337 - Dave Bastin

[Transport>Cycleways]

Please pause the Harewood Road cycleway for one year while issues still concerning the community can be resolved. The whole cycleway is totally over engineered and needs to be down sized to a more logical, cheaper and more realistic solution.

345 - Kerri Hullen

pause the harewood cycle way. This is a main road we car's definitely need 2 lanes. I am a cyclist DO NOT support this cycle way

362 - Julie Carter

I agree with the proposal to delay construction on the Wheels to Wings cycleway for 12 months to give councillors and staff time to work closely with the community.
As a nearby resident and daily user I am very unhappy with the current plans for Harewood Rd. I do want a cycle way but I think there is plenty of room to have one without such excessive impacts on road users, residents and businesses.

559 - Ruth Grey

I have issues with the current plan for the Harewood Road cycle way. I dont agree with it at all as it's unnecessary and will cause more problems than it addresses, so I agree with pausing the construction for 12 months particularly in light of Cyclone Gabrielle and the high rate of inflation - again it's the council's responsibility to keep to the priorities and the core responsibilities of the council - working for the people by the people and not for individual pet projects or for political gain.

642 - Greg Hay

Major Cycleway - Wheels to Wings Route: I request that a pause be put on the cycleway, for more community engagement.

658 - Helen Reason

Harewood cycleway - further consultation with ratepayers/residents needed before committing any further investment in this project

683 - Donna Thomsen

Delaying the Wheels to Wings cycleway is very wise, considering it is very controversial, overly engineered and expensive.

The Wheels to Wings cycleway in its present design is extremely dangerous, someone will be seriously injured on this cycleway if it goes forward in its present design.

Many residents will argue that any government funding towards a central city cycleway is money well worth spent at this present time of inflationary pressure, especially when most residents would prefer to see the better maintenance of footpaths, roads and reserves which are more in use by the rate payers.

693 - Sarah Clark

[Transport>Roads]

I would like some common sense put towards the Harewood Road cycleway and pause this unnecessary spending. Their doesn't need to be a cycleway to put lights at the Harewood Rd/Breens Rd intersection. There is not endless amounts of money and the cycleway is not necessary but the lights are, it could save someone's life.

707 - Robin Barnes

I would like the Harewood Road cycleway put on pause.

792 - Colin Ong

Harewood Road Cycleway - yes, please pause the construction for 12 months to look into the design further. Better yet would be a re-think of whether this project is really viable. It is a major undertaking, will take a pretty long time to complete and will most probably have the usual schedule delay and cost over-run. All for a project that has polarised opinions and will probably not see the planned or anticipated usage numbers.

795 - Elizabeth Avery

Harewood Road Cycleway: We fully support the option to pause construction for at least 12 months so that design concerns canbe heard and considered in any plans going forward. We are against any narrowing of Harewood Road, being part of a maintransport artery into the city.

796 - Tim Crump

Harewood Road Cycleway: We fully support the option to pause construction for at least 12 months so that design concerns canbe heard and considered in any plans going forward. We are against any narrowing of Harewood Road, being part of a maintransport artery into the city.

798 - Lorraine & Roger Quail

We submit that the draft plan for this project be at least delayed for the next 12 months.

812 - Rosemary Martini

Further comments:

STRONGLY SUPPORT THE VOTE BY CITY COUNCILLORS **TO PAUSE THE CONSTRUCTION OF THE WHEELS TO WINGS CYCLEWAY** FOR HAREWOOD ROAD.

>>>

- NO FURTHER **DESIGN WORK OR ANY TYPE OF PREPARATION OR EXPENDITURE SHOULD PROCEED DURING** THE WHOLE PERIOD OF PAUSATION.

84 - Pauline Berryman

I would like there to be a pause to the Harewood Road cycleway to reconsider its design

Oppose 12 Month Deferral

101 - Abhi S

- We as a family that dont own a car and cycle everywhere and the we take longer routes which uses cycleways for our safety as we do not want to risk being on the road
- There is no safe path to getting to the airport and harewood road feels very unsafe to cycle on. The current 4 lanes on harewood road are very narrow and we cant safely cycle there.
- We know the benefits of cycling is having less cars on the road, less costs, better health outcomes to self and our already under pressure dhb's. This is what we need to encourage to meet our climate goals and better health outcomes for our people. Our population as a whole are becoming less active and encouraging cycling helps change that.
- The wings to wheels pathway had been undergoing consultations for such a long time a decision had been reached and now going back to hold more consultations does not make sense.

- We would like to go to shops on the other side of SH1 but do not feel safe going to those shops without a dedicated cycleway and we believe having a dedicated cycleway will encourage a lot more traffic to the shops near the airport.

[Other/Special Interest Topics > Climate Emergency Response Fund (CERF)]

- If most of the funding is coming from the central government why is an approved project which has already been through consultations being delayed.

105 - Bruce James

I do not agree with the 12 month delay to the Wheels to Wings cycleway. The reason given is to '*give councillors and staff time to work closely with the community to address concerns about the cycleway's design*'. This project has already been extensively consulted on and design changes made to address major concerns. If there really are any major remaining concerns, then they need to be clearly articulated. The vague concerns mentioned are not good enough reason for further delay. As

someone who occasionally cycles this route, I look forward to being able to do so more safely and for many others to be given the opportunity to do the same.

111 - Steve Arker

I believe it is absolutely critical for the Wheels to Wings MCR to proceed quickly, the north west is a large unserviced area for safe cycling routes and the airport is one of, if not the largest employment areas in the south island. Coupled with the many schools & children that would also benefit from their proximity to W2W it is beyond belief that some councillors deem it necessary to interfere in a process that has already been consulted on and approved. It is extremely disappointing that once again the process for implementing this key piece of the city infrastructure is being subjected to delays for no justifiable reason. As recent events in the north island have shown the impacts of climate change are increasing, CCC itself has declared a climate emergency, cycle lanes are climate action. Stop delaying, get on with it

113 - Pat McIntosh (Redcliffs Residents Association)

Wheels to Wings cycleway. (25611) The RRA supports improved cycle connections in general and this one in particular as some residents commute to the north of the city for work. It has already been extensively consulted upon and should not be delayed.

116 - Allan Simpson

CCC should not delay building the W2W Cycleway. It is part of an integrated citywide system promoting and making safer more sustainable personal transport and an important emissions-reducing incentive to help meet our obligations under Council's declared "Climate Emergency". I bike everywhere I go in the city, if at all possible, and want to see completion of a comprehensive network.

12 - Arthur McGregor

[Transport>Public Transport Infrastructure], [Other/Special Interest Topics>Capital Programme Deliverability],[Transport>Cycleways (Capital)]

I think deferring projects that cannot be completed is sensible. However, I don't think we've always made the right priorities here. I want to call out specific support for the Major Cycleways, which we just need to hurry up and get finished (including Wheels to Wings) and I would like to see active and public transport be given greater priority than car focused road renewals and improvements.

120 - Ann Vanschevensteen

ccc.govt.nz/haveyoursay Thank you – I appreciate the opportunity to submit on the Annual Plan. I specifically want to comment on the Wheels to Wings (W2W) cycleway (page 21).Building

infrastructure to enable (young) people to safely cycle / scooter to school and around their neighbourhood is necessary, and should not require more consultation and delays. Harewood Road is such a busy road, and cars travel fast – often completely unaware of other road usersThis project has already had more consultation than any other cycleway project and it seems to put a lot of weight on the concerns of people who don't (yet) use cycles.It is unlikely that more consultation will result in a cycleway everyone agrees on, however, it may result in a cycleway that is less and less fit for purpose for people who cycle, like myself.Moreover, I would recommend that anyone who is consulted for any cycle-related projects need to ride a bike along Harewood Road to experience first-hand what changes are needed, rather than commenting from within their cars.The W2W cycleway has been pre-agreed and has had funding already allocated to it. It is part of a city-wide cycling network, and therefore should not be delayed. Let's not waste more time and money arguing the toss.The advantages of adding W2W to the city's cycleways are clear:- Fewer emissions, which is good from a changing climate perspective;- Fewer cars on the already congested roads and people on bikes get from A toB quicker, so more time with whānau, for leisure activities etc;- More physical activity, a positive for mental wellbeing and obesity issues- Reduced petrol, car maintenance and parking fees costs, which is healthy for people's budgets – especially in times of financial hardship.Please take these into consideration when you hear opposition from people worried about loosing "their" car parking space outside their business and residence. Most people have driveway space for extra parking.If the city is genuinely concerned about making Ōtautahi Christchurch a vibrant live-able place to be, there needs to be a connected-up infrastructure that is more than just roads for cars to drive / get stuck on.Build it and they will come. The W2W Cycleway will be a winner with more people using it than expected, as cycleway counting throughout Christchurch has already demonstrated.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board is pleased (consultation doc p.20) that a Council priority is "Completing the Major Cycle Routes so we can deliver longstanding commitments and make the most of Government subsidies that may not be available later." The Board refers to its previous submission in support of the Wheels to Wings cycleway, and suggests that to propose "...not starting construction on the Wheels to Wings cycleway for 12 months to give councillors and staff time to work closely with the community to address concerns about the cycleway's design" (consultation doc p.21) is at odds with the Council's stated priority. The Board further notes that the Wheels to Wings cycleway has already been through two rounds of public consultation, a hearings panel process, and that the scheme design has been approved by the Council. To defer construction would be a breach of the Council's long standing commitment to deliver the cycleway and of trust with the community.

158 - Paul Young

The Wheels to Wings cycleway should not be deferred by 12 months. This cycleway has already taken a considerable amount of time to be designed and approved

172 - Judith Deans

I strongly disagree with the proposal to halt the Wheels to Wings cycleway (Harewood Road Cycleway). As a keen older cyclist I find it unsafe to bike on ordinary roads. The benefits of cycling, physical exercise, mental wellbeing, budget friendly and reduction of emissions. Further to this rates are a burden on the retired elderly, and the costs of this cycleway may well be increased by further consultation and the ensuing delay.

186 - Paul Ashton

The council should not delay the construction of the Wings to Wheels cycleway. It has gone through extensive consultation, and should proceed as planned. I sometimes cycle on the double-lane section of Harewood Rd, and never feel safe doing so.

191 - Matt Sprigings

Im concerned about the hold ups on constructing the wheels to wings cycle way.

I live nearby and avoid cycling on Harewood road as its a death trap.

192 - Daniel Holland

I received a notice from my councillor and community board encouraging me to make a submission to “pause” the transformation of Harewood Rd into a cycleway. I strongly oppose delaying the project and think that this is a change that is essential to encouraging people out of their cars and onto more sustainable forms of transport. I understand that the design has not yet been finalised and so I would encourage the council to release a final design for consultation as soon as possible.

221 - Wayne Phillips

[Transport>Cycleways]

Please make all efforts to accelerate construction of cycleways. I'm thinking especially of Wheels to Wings but it applies to all

224 - Ester Vallero

[Our Proposed Spending], [Transport>Cycleways]

resource cycle ways in an equitable way, all residents deserve to cycle safely, do not delay the Wheels to Wings cycleway!!

231 - Ashley Campbell

I want you to prioritise climate-friendly projects in your programme. Get on with the Wheels to Wings MCR – it has been consulted on ad nauseum, and you need to accept that.

233 - David Palmer

[Transport>Cycleways]

I strongly support investment into cycleways and active transport. Specifically the Wheels to Wings cycleway on Harewood Road should be fully funded and completed as planned.

235 - Harrison McEvoy

[Transport>Cycleways]

The potential removal of the Wheels to Wings and Avon Otakaro cycleways is also highly hypocritical of council. In a climate emergency we apparently can not find the money for a pair of cycleways but we can spend upwards of 600 million dollars on a white elephant that will only induce travel demand. The council needs a serious rethink of its priorities.

236 - Jono de Wit

I strongly support continuing with building the planned cycleways now. Wheels to wings has already gone through multiple consultations and the design has been improved based on community feedback. Please do not delay building cycleways. They offer people a safe alternative to driving to school, work and shops. My work is planning to move to the business park near the airport in a couple years and it would be great to have the option of safely biking there on wheels to wings cycleway. Please continue Nor'West Arc cycleway construction without delay, I use it every day and will use the new parts when it is extended too. Without more people on bikes, the city will choke in traffic jams.

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Don't delay cycleways!

239 - Blake Quartly

[Transport > Cycleways (Capital)]

Please prioritise planned cycleway work! Including the Wheels to Wings cycleway. Its important that we continue to make our streets safer, greener, and more future-focused.

241 - Mary Dearsley

Please prioritise the Wheels to Wings cyleway.

246 - Warrick Mason

Please continue with the wheels to wings cycleway. It's so important to keep building quality cycle paths across the city for those of us that choose to bike, those that want a safer riding experience, to help decrease congestion and lower our city's transport emissions

248 - Jack Halliday

I am incredibly disappointed to see a planned deferral for the Wheels to Wings Cycleway and the cycleways to the east.

Regarding Wheels to Wings, this project has had such a long and intense consultation process and continuing that even further will provide no better outcome for an even higher cost. Council staff have already mentioned that this area is experiencing 'consultation fatigue', what is going to be achieved other than delaying this project further for cheap political wins?

This is an area I have to go through often to visit family, go to shops and, not that long ago, school. I wished that I could've biked down Harewood Road, but it was simply too dangerous. With narrow painted cycle lanes that disappear leaving you between parked cars that could open their door at any moment and high speed traffic. With so many schools, businesses (airport is one of the biggest employers in the city) and houses in the area, it is terrible to see how unpleasant this road is. It makes getting to the area difficult, unpleasant when you arrive. Wheels to Wings offer a solution to enable equal access to all travel modes while also reducing traffic volumes, making it more pleasant.

Climate, public health, easy access and more pleasant roads are all reason enough to support this project, the few of the vocal minority that opposes cycleways will always exist and will always have the free time and ample money to make their voices heard. Children, young families, elderly who lose access to their car (elderly have one of the highest proportions of cycling in countries with good bike infrastructure like the Netherlands) and everyone in between benefits - who loses in this and what are they losing? No matter how many car parks you provide, there will still never be enough at peak times. Harewood Road is quiet outside of peak times and is always congested in peak times. Change is difficult, but as councillors, it is necessary to do what is best for the community and not what preserves the status quo.

Keep going with Wheels to Wings and hurry up with the cycleways to the east. These are all spots that are missing essential cycle infrastructure and delaying the projects on this side of the city will only make them more expensive when done in the future.

This article by Stuff (https://www.stuff.co.nz/national/300596233/dont-believe-the-backlash--the-benefits-of-investing-more-in-cycling-will-far-outweigh-the-costs) provides good insight into the

realities of cycling. It is good for businesses, it is not expensive compared to other transport infrastructure and it isn't as unpopular as the vocal majority would make it seem to be.

266 - Elise Arnst

I strongly support spending on cycleways. This spending should not be further delayed, in particular there has already been comprehensive consultation on Wheels to Wings and this should proceed in the current financial year as planned. Given the framing of the Annual plan around the importance of climate resilience, the council is aware of the need for climate action and this is an immediate step that can be taken to help the city reduce emissions.

268 - Georgia Palmer

Please prioritise the Wheels to Wings Cycleways. Cars are not the future, and your residents deserve safe cycling infrastructure.

27 - John Noble

[Transport > Cycleways]

I have serious concerns at delaying the construction of the planned and approved cycle ways. The money spent on excessive consultations to try to mollify a vocal minority (especially the case of the Wings to Wheels), is continuing to generate waste. I suspect more delays will jeopardise the planned contribution from Central Govt, a situation which will be a huge loss for our city. The success of the cycleways to date is absolutely clear when you read the usage data provided by the cycleway counters. Chch should be the cycling capital of NZ given its topography and past history of usage. We need the network construction to continue to ensure the gaps are filled and major areas are linked. The reduction in commuter traffic congestion, the additional health benefits for users and the gains towards lowering emissions are all vital goals for Christchurch. Don't jeopardise or waste gains so far made!

272 - Simon Trotter

prioritise the wheels to wings cycleway

275 - Catherine Warren

Please prioritise the Wheels to Wings cycleway. This would service so many schools and businesses at the airport.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora does not support delaying construction on the Wheels to Wings (W2W) cycleway. The W2W cycleway is part of a city-wide cycling network and has already had funding allocated to it. Building cycling infrastructure is important for several reasons. More people choosing to cycle for short and medium trips rather than driving means fewer carbon emissions. Cycling is a relatively cheap form of transport so supporting people to ride their bikes means that people can save money on fuel and car maintenance. In addition, there are health benefits of more people cycling, including increased physical activity.

290 - Nina Koele

I am strongly opposed to the delay in the W2W project construction starting asap.
I bike everywhere in town, to work, to the shops, to see friends, to go for runs, going out for dinner, and to catch flights from the airport. Cycling to the airport could be so pleasant along the beautiful memorial ave, yet it is a life-threatening experience. I live in Spreydon and it is a 40 minute bikeride to the airport, much faster than taking the bus and only marginally slower than driving and parking. I love having the option of putting my bike on the bus part of the way if needed.

I have no idea why a few locals would oppose this cycleway when cyclists do not emit greenhouse gasses and pollutants as cars do, make no noise, do not take parking spaces, and consume just as much along the way as other road users in terms of going to shops or cafes. It is hugely disproportionate to have a few vocal locals delay a cycleway to be enjoyed by potentially thousands of people every day.

To meet climate objectives, increase fitness and wellbeing, get more children active on bikes, it is imperative Chch invests in cycle infrastructure now, and connects the airport, retail and businesses to the other (fabulous!!!) cycling infrastructure already in place. With the climate emergency we're in, it is unthinkable the W2W project should be delayed.

296 - Digby Symons

I am very disappointed to know that it is proposed that the Harewood road cycleway should be delayed.

[Transport>Cycleways]

I feel that continued expansion of the Christchurch cycleway network is vital to help more people of all ages to move to a healthier and more sustainable transport option (cycling) which then reduces the number of cars on the road and consequently reduces congestion for those who have to drive. Safe cycling routes to school are vital for the younger generation.

297 - Paul Broady

[Other/Special Interest Topics>Climate Resilience Response Fund (CERF)], [Transport>Cycleways]

At least maintain funding for cycleways for 2023/24

The treatment of many cycleway projects is certainly a retrograde step. Funding for most has been deferred (I think that is what “pushing out” means) for one or more years. It is clear that people need encouragement and incentives to reduce use of fossil-fueled private vehicles. A well-funded, quickly constructed, extensive and complete network of cycleways would contribute to this. It should not be delayed.

From the information provided on pages 80-81 (Detailed Proposed Changes), it seems that in 2023/24 three cycle projects have received $4,484K extra funding in contrast to 14 cycle projects having had $17,766K deferred. The urgency required to make the necessary societal changes to reduce emissions suggests that these deferrals should be reversed.

Similarly, I note that 334K of funding for project 68430, Ferry Road - Active Transport Improvements, has been deferred. This is a narrow and very congested road which in parts is dangerous for both pedestrians and cyclists. It would be good to see this project completed earlier than an unspecified date in 2025/26 – 2030/31.

307 - Cleve Cameron (Big Street Bikers)

[Transport>Cycleways; Roads]

In particular, Big Street Bikers requests council support:

● expansion of Locky Docks to create a network of connected “villages” of secure e-bike parking and recharging stations ● low traffic neighbourhoods and reduced speeds in local neighbourhoods ● prioritising the completion of the Major Cycle Routes in the capital programme including advancing the Wheels to Wings cycleway

[FULL ATTACHMENT AVAILABLE]

325 - Oliver Hutchison

[Transport>Cycleways; Roads; Public Transport Infrastructure; Carparking], [Strategic Framework>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>Strategic Transport]

Fund more cycleways. **Build Wings to Wheels as a priority.** The city cycle network is already really good but needs to be more connected and cover more streets. Close central city streets to cars. Get rid of on street parking. Convert to 24/7 bus lanes and cycle paths. Don't cave to the developer threats. These are empty threats and they will stay in the central city anyway. We need a drastic shift to walking, cycling, public transit. Rip up on street parking and fill the streets with trees. We are in a climate emergency.

334 - Helene Arker

[Transport > Cycleways]

We must not pause the development of Cycling infrastructure. We must not compromise on the layout or design of them. Treat each cycleway with the view an unaccompanied child is riding it… Make it off road, separated and wide….

The Harewood Rd portion needs to be fast tracked. The number of people who travel to the Airport location is significant and their needs must be met with on option to NOT use a car and park on the roads.

If we build more roads, we get more cars.. if we build more cycleways we get more cyclists….

346 - Andrew DC

I am very disappointed to see the deferral of the much needed Wheels to Wings major cycle route for what appears to be primarily political reasons. At present this is a dangerous route for people who cycle - further delays mean that users will continue to be put at risk of near misses, serious injury and death until this separated route is put in place.

353 - Simon Kingham

Wheels to Wings Cycleway.

Get on with it. Cycleways are a great tool to reduce GHGs. Don't delay any more. This has been consulted on and a decision has been made. Don't let the anti-cycle, pro-car, climate change sceptic lobby win.

354 - Richard Smith

It is disappointing to see that the Wheels to Wings is being deferred. This has already been consulted on twice. Providing safe infrastructure so people have non-car options reduces emissions but has a positive impact on peoples health and the urban environment.

378 - Joshua Bywater

I vehemently do not support the proposal to delay the construction of the Wheels to Wings cycleway. I reside in Harewood and cycle to/from work, the gym, and home as my primary mode of transport. Not having separated cycle lanes on my regular journeys has resulted 3 close-calls in the previous 12 months - being clipped by a truck, hitting a car door being opened by Harewood Primary, and being struck by a car that was turning right from Wooldridge Rd onto Harewood Rd. I have genuine fears

delaying these important works will result in serious injury or worse for either myself or other cycle commuters. We needed these upgrades yesterday, and delaying them is incredibly disappointing.

380 - Stephen Wood

[Transport>Cycleways]

While i realise that some of the cost saving has been achieved by deferring capital spending as a short term fix, There is one area I think this has been taken too far. I believe that work on cycleways should not be deferred. In particular the Wheels to Wings Cycleway, which has been on council plans for 10 years, should proceed as soon as possible. It has already been planned, consulted on and approved by the prior council. The proposed delay is just politics. it is unlikely that a further round of consultation will deliver a fit for purpose cycleway. I would rather that cycleways be designed by traffic engineers according to recognised design standards (such as those published by CCC and Waka Kotahi) and NOT by objectors.

I am a keen cyclist for transport and recreation, and have recently got involved in leading groups of less confident cyclists on rides around the city. While riding alone, I can and will cope with roads with little or no cycling infrastructure, but my group leading has made me aware of the importance of good quality and connected cycle routes. While people dismiss the Harewood road route as having no demand, i think it will form an important link to the airport, businesses in the airport area, schools, new subdivisions in the northwest, recreational facilities in the Groynes and Macleans Island. On my last ride through the area I was returning to the city from the West via Chattertons and Macleans Island Rd, and crossing Johns Rd would have been safer if I could have got to the underpass at Harewood Rd. Riding along Harewood road feels very squeezed with traffic lanes forcing you to choose between riding in the door zone of parked cars or taking a lane, and the intersections and crossings are more hazardous because of the multiple lanes. While I'll currently use Harewood road on a transport trip if I can avoid peak traffic, it is not a road I'd choose for a recreational trip at all - it's not a fun place to be - either to travel on or cross. it's also an area we avoid when leading group of riders. The sooner that council can deliver on a meaningful improvement the better.

392 - Stephen Judd

I do NOT support delaying important cycleway construction (ie Wheels to Wings).

395 - Quinn Ledgerwood-Gee

Wheel to wings should definitely have investment and happen ASAP as this will quickly bring many of the aforementioned benefits.

[Coder Note: For context *"We should invest more in cycleways and public transport as a means to ease congestion, save lives, reduce carbon emissions, and encourage physical well-being."*]

400 - Robert Fleming

- Completing the Major Cycle Routes so we can deliver longstanding commitments and make the most of Government subsidies that may not be available later.

Please honour this commitment made in the Draft Annual Plan. With particular respect to the Wheels to Wings Cycleway which has been in the pipeline for over 5 years now. How much many more years should the people of Harewood, Papanui and the city as a whole be expected to wait for safer connections for bikes and scooters in the north-west to the airport, schools, and shopping centres. This project appears to be delayed by the concerns of a few, particularly those in the older age demographic. It is had extensive consultation at considerable cost already. Enough is enough. It is unfair to our younger folk to deny them of independence to move around safely by their chosen form of transport any longer. The cycleways also provide better facilities for pedestrians and some with disabilities. All of these groups have fared badly for good infrastructure in the NW (and other areas) for several decades. The time is now. I feel very strongly that the citywide cycleway network roll out in this area is being held to ransom unnecessarily. I oppose the deferral of any cycleway project. Thanks you for the opportunity to make these points.

401 - Merav Benaia

[Other/Special Interest Topics>Te Kaha]

I oppose the proposal to push out the Wheels to Wings cycleway.

This project have gone through several rounds of consultation with the community, changes have been made to the original plan taking into account comments from the community. There is a fraction of people in the community that will never be happy with the design unless they get what THEY want. Mostly of the objection come from people who don't even bike on this route! There is evidence that not building this cycleway is putting cyclists at harms way. The proposal have been discussed in council and voted on during the previous council term. There is no reason to re-litigate it. If every council decision can be re-litigated again and again, and if council is looking for ways to save money, then let's put the stadium, it's extension and the requirement for having a roof over it back on the table. The money saved from that project will be a lot more substantial.

402 - John Bryant

I implore the council not to delay the construction of the Wheels to Wings Cycleway

405 - Kate Rivers

I implore the council not to delay the construction of the Wheels to Wings Cycleway

406 - Marion Fairbrass

I implore the council not to delay the construction of the Wheels to Wings Cycleway

408 - Elizabeth Cross

I implore the council not to delay the construction of the Wheels to Wings Cycleway

409 - Alfed Lang

I implore the council not to delay the construction of the Wheels to Wings Cycleway

410 - Samuel Paquier

I implore the council not to delay the construction of the Wheels to Wings Cycleway

411 - Jane Hossack

I implore the council notto delay the construction of the Wheels to Wings Cycleway

412 - Jonathan Davidson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

413 - Jen McBride

I implore the council not to delay the construction of the Wheels to Wings Cycleway

414 - Lois Moore

I implore the council not to delay the construction of the Wheels to Wings Cycleway

415 - Alex Neiman

I implore the council not to delay the construction of the Wheels to Wings Cycleway

416 - Sam Mills

I implore the council not to delay the construction of the Wheels to Wings Cycleway

417 - Alex Hobson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

418 - Alex McNeill

I implore the council not to delay the construction of the Wheels to Wings Cycleway

419 - Anne Gordon

I implore the council not to delay the construction of the Wheels to Wings Cycleway

420 - Ciaran Mee

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

421 - Jordan Gray

I implore the council not to delay the construction of the Wheels to Wings Cycleway

422 - Kate Boardman

I implore the council not to delay the construction of the Wheels toWings Cycleway

423 - Joshua Tweedy

I implore the council not to delay the construction of the Wheels to Wings Cycleway

424 - Reuben Glenday

I implore the council not to delay the construction of the Wheels to Wings Cycleway

425 - Ewan McLennan

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

426 - Susan Lau

I implore the council not to delay the construction of the Wheels to Wings Cycleway

427 - Tracy Chollett

I implore the council not to delay the construction of the Wheels to Wings Cycleway

428 - Simon Fitchett

I implore the council not to delay the construction of the Wheels to Wings Cycleway

429 - Wesley Wichman

I implore the council not to delay the construction of the Wheels to Wings Cycleway

431 - Joseph Shaw

I implore the council not to delay the construction of the Wheels to Wings Cycleway

432 - Joy McLeod

I implore the council not to delay the construction of the Wheels to Wings Cycleway

433 - Rhys Thorp

I implore the council not to delay the construction of the Wheels to Wings Cycleway

434 - Rachael Hemmer

I implore the council not to delay the construction of the Wheels to Wings Cycleway

435 - James Robinson

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

436 - Louis Dyer

I implore the council not to delay the construction of the Wheels toWings Cycleway

438 - Ben MacDonald

I implore the council not to delay the construction of the Wheels to Wings Cycleway

439 - Selina Clare

I implore the council not to delay the construction of the Wheels to Wings Cycleway

440 - Kusche Kusche

I implore the council not to delay the construction of the Wheels to Wings Cycleway

441 - Shaun Mucalo

I implore the council not to delay the construction of the Wheels to Wings Cycleway

442 - Chris Risbridger

I implore the council not to delay the construction of the Wheels to Wings Cycleway

444 - Tim Ackroyd

I implore the council not to delay the construction of the Wheels to Wings Cycleway

445 - Darren Koviessen

I implore the council not to delay the construction of the Wheels to Wings Cycleway

447 - Jen Voss

I implore the council not to delay the construction of the Wheels to Wings Cycleway

449 - David Knight

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

450 - Ben Elley

I implore the council not to delay the construction of the Wheels to Wings Cycleway

451 - Tom Mohammed

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

452 - Ivy Kennedy

I implore the council not to delay the construction of the Wheels to Wings Cycleway

453 - Finn Blanchard

I implore the council not to delay the construction of the Wheels toWings Cycleway

454 - Ashley Crook

I implore the council not to delay the construction of the Wheels to Wings Cycleway

455 - Andrea Hunt

I implore the council not to delay the construction of the Wheels to Wings Cycleway

456 - William Kelly

I implore the council not to delay the construction of the Wheels to Wings Cycleway

457 - Mavis Kelly

I implore the council not to delay the construction of the Wheels to Wings Cycleway

458 - Paul Odlin

I implore the council not to delay the construction of the Wheels to Wings Cycleway

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I would like the Wheels to Wings Cycleway to be constructed in Christchurch

459 - James Mackenzie

I implore the council not to delay the construction of the Wheels to Wings Cycleway

461 - Robert Helps

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

462 - Ursula Ryan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

463 - Tony Ryan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

464 - Matthew Agnew

I implore the council not to delay the construction of the Wheels to Wings Cycleway

465 - Jamie Lang

I implore the council not to delay the construction of the Wheels to Wings Cycleway

466 - Melissa Smith

I implore the council not to delay the construction of the Wheels to Wings Cycleway

467 - Ralph Loughrey

I implore the council not to delay the construction of the Wheels to Wings Cycleway

468 - Mike Currie

I implore the council not to delay the construction of the Wheels to Wings Cycleway

469 - Jeremy Ditzel

I implore the council not to delay the construction of the Wheels to Wings Cycleway

470 - Eric Ackroyd

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

473 - Tanya Galbraith

I implore the council not to delay the construction of the Wheels to Wings Cycleway

474 - Daniel Scott

I implore the council not to delay the construction of the Wheels to Wings Cycleway

476 - Stephanie Allen

I implore the council not to delay the construction of the Wheels to Wings Cycleway

477 - James Carr

I implore the council not to delay the construction of the Wheels to Wings Cycleway

478 - Eileen Kerr

I implore the council not to delay the construction of the Wheels to Wings Cycleway

479 - Brenda Cromie

I implore the council not to delay the construction of the Wheels to Wings Cycleway

480 - William Stewart

I implore the council not to delay the construction of the Wheels to Wings Cycleway

481 - Roberto Balzarini

I implore the council not to delay the construction of the Wheels to Wings Cycleway

483 - Lucy Rees

I implore the council not to delay the construction of the Wheels to Wings Cycleway

484 - Ben Thomas

I implore the council not to delay the construction of the Wheels to Wings Cycleway

485 - Arno Knight

I implore the council not to delay the construction of the Wheels to Wings Cycleway

486 - Antoine Denis

I implore the council not to delay the construction of the Wheels to Wings Cycleway

487 - Wayne Martin

I implore the council not to delay the construction of the Wheels to Wings Cycleway

488 - Yamac Candan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

489 - John Armstrong

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

490 - James Baker

I implore the council notto delay the construction of the Wheels to Wings Cycleway

491 - Peter Galbraith

I implore the council not to delay the construction of the Wheels to Wings Cycleway.

492 - Rachel Smith

[Transport>Cycleways]

I strongly support continuing with all planned cycleways including the Harewood Road cycleway. I do not support delaying or limiting any of the planned cycleways. With transport making up a large proportion of our city's emissions we need to be making active moves to reduce our emissions.

502 - Reuben Cavanagh

[Strategic Framework>Climate Change]

Do not push back the wheels to wings cycle way. Climate change is so important and providing commuters with alternative transport forms is necessary to achieving mitigating climate change. As a council, you need to be providing transport choice and not limiting Christchurch citizens to car use.

507 - Isabel Milward

[Transport>Cycleways]

Wheels to Wings Cycleway. I strongly object to suggestion that this project is paused. It is in everyone's best interest to provide a safe cycling route along this road, even for non-cyclists. The current economic climate will encourage more cyclists and the lack of safe cycling and access to other cycle routes along this road is deterimental to any forward focussed urban plan. More housing intensification will also increase the opportunity to present cycling as a realistic travel mode in this area. Our council has made great progress in providing safe cycling routes, to the extent that many other councils' look to Christchurch for models of best practice. Our current council will show their true colours as traditional and conservative members (white, pale and stale) while the rest of the country moves towards modern, diverse and liberal communities.

508 - Lindsey Conrow

[Strategic Framework>Climate Change]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

>>>

[Strategic Framework>Climate Change]

I support changes that help Council realise its obligations for emissions reduction – which means in part, continuing government funded transport projects that enable modal shift away from private vehicles. Do not delay construction on the Wheels to Wings MCR – it has been consulted on multiple times and needs to progress as planned, especially because providing more protected cycling infrastructure will enable modal shift, and improve resilience, safety, and health.

512 - Byron Clark

I believe that adapting to and mitigating the effects of changing climate should be priorities for the council. The Wheels To Wings cycleway should be not be delayed.

516 - Cynthia Roberts

[Our Proposed Spending], [Transport>Cycleways], [Recreation, Sports & Events>Pools], [Parks>Red Zone], [Libraries>Libraries (Operations); Libraries (Capital Buildings)]

Support spending on assets and the infrastructure that will attract people to the city to come to holiday and to live.

These include community centres, safe cycle-ways (complete the Wheels to Wings cycle way), swimming pools, enhancing green spaces and nature reserves, rebuild the South Library and pay librarians what they are worth, build the Red Zone amenities.

Recent visitors to Christchurch loved being taken on a safe inner city cycle trail through the autumn colours, then a walk on the Port Hills followed by a dip in the hot pools at Brighton. These are the types of activities that attract people to live here and visit - keep building these facilities and create the best city in the country.

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[Libraries>Libraries (Capital Buildings)], [Community Facilities>Halls and Community Centres], [Transport>Public Transport Infrastructure]

7. I support completing community centres rebuild of libraries, bus lanes and wings to wheels cycle way

519 - Kay Mintrom

Please just get on with Wheels to Wings cycleway! There was consultation and a decision, how can this now be delayed!

534 - Cameron Matthews

[Transport>Cycleways]

Wheels to Wings cycleway, and indeed all Major Cycle Route, Cycle Connections, and Local Cycle Network projects should be prioritised. The Wheels to Wings cycleway has already had extensive consultation and design review and is should be already underway. I support this cycleway. I do not support it's continued deferral.

537 - Patrick Kennedy

I also strongly object to the delay in the starting of the Wheels to Wings cycleway. Endless consultation is just going to waste more and more money and a watered down solution for everyone because a handful of people want to store their private vehicles a public space.

550 - Paikea Ormsby

[Transport>Cycleways]

There should be more money spent on cycleways and Wheels to Wings shouldn't be cancelled or delayed.

553 - Jocelyn Papprill

[Transport>Cycleways; Footpaths and Streetscapes; Public Transport Infrastructure; Other], [Strategic Framework>Climate Change]

I am strongly in support of the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change. As I said in my submission to the last annual plan, if we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital. We cannot afford to continually delay these key pieces in our active transport network as they will only become more expensive, I therefore implore the council not to delay the construction of the Wheels to Wings Cycleway, to continue with the Heathcote Expressway, and to

ensure our footpaths are maintained so that walking is safe for all. The idea of a roving footpath maintenance crew is a good one with the aim of getting problems repaired in a timely manner. I would also like to see a greater investment in bus lanes, bus stops and ‘park & ride’ sites.

564 - Huia Jackson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

565 - Andrew Cockburn

I implore the council not to delay the construction of the Wheels to Wings Cycleway

566 - Geoffrey Sugden

Do NOT delay or defer Wheels to Wings further. This is a much needed upgrade to provide a safe and accesiable trasnsportation corridor for all people, regardles off their chosen mode of transport. It will lead to decreased carbon emmissions, fewer cars, more active, fitter healthier people and safer roads. Enough rate payer and government money has already been spent on consultation, I strongly object to any further money being spent simply to try and appease a few nimby's. Note that I live in the Papanui ward and from sometimes choose this route on my commute to or from work, to shops and to friends places (regardless of transporation method for any given trip).

568 - Sara Campbell

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

571 - Jack Gibbons

[Transport>Cycleways]

Please do not delay the wheels to wings cycleway.

576 - Matthew Reid

[Transport>Cycleways], [Strategic Framework>Climate Change]

Cycling facilities are essential to improve our city's resilience to climate change. I'm very supportive of the Wheels to Wings cycleway going ahead as planned, and for it not to be delayed 12 months - there has already been plenty of consultation and any changes are likely to decrease the cycleway's amenity.

577 - Andrea Kofoet

Please do NOT delay or defer Wheels to Wings any further. This is a much needed upgrade, crucial to establish a safe and accessible transportation corridor for all individuals, irrespective of their preferred mode of transport. The project will result in decreased carbon emissions, fewer cars on the road, a more active and healthier population, as well as safer roads.

A lot of ratepayer and government funds have already been allocated for previous consultation. As a resident of the Papanui ward, I strongly object to any additional expenditure solely to pacify a few individuals who oppose the project. I frequently use this route for commuting to work and running errands, regardless of the mode of transportation chosen for each trip. Harewood road in its current layout is hazardous for pedestrians and cyclists, especially from around the Bishopdale Mall roundabout towards the bakery. The project is ready to go, please get on with it so children can get back on their bikes to ride to their schools safely.

578 - Thomas Blakie

I implore the council not to delay the construction of the Wheels to Wings Cycleway

581 - Daniel Bentall

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

582 - Heather Bentall

I implore the council not to delay the construction of the Wheels to Wings Cycleway

583 - Jane Cowan-Harris

I implore the council not to delay the construction of the Wheels to Wings Cycleway

584 - Rose Robinson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

586 - Thomas Richardson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

588 - Jamie Anstice

I implore the council not to delay the construction of the Wheels to Wings Cycleway

589 - Daryle Deering

I implore the council not to delay the construction of the Wheels to Wings Cycleway

590 - Molly Jenkins

I implore the council not to delay the construction of the Wheels to Wings Cycleway

591 - Graeme Cook

I implore the council not to delay the construction of the Wheels to Wings Cycleway

592 - Menno Finlay-Smits

I implore the council not to delay the construction of the Wheels to Wings Cycleway

593 - Jane Shand

I implore the council not to delay the construction of the Wheels to Wings Cycleway

594 - Megan Verity

I implore the council not to delay the construction of the Wheels to Wings Cycleway

595 - Patrick Davey

I implore the council not to delay the construction of the Wheels to Wings Cycleway

596 - Rick Lange

I implore the council not to delay the construction of the Wheels to Wings Cycleway

598 - Juliet Thomson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

60 - Dea Majstorovic

I do not support delaying progress on the Wheels To Wings cycleway, particularly as the stated reason on page 21 of the Annual Plan is to give time to consult further about the cycleway's design. This project has already had more consultation than any other cycleway.

Some reasons why I think completion should be prioritised:

- Children are becoming less active and this will affect the population's health in the future. Safe cycling for options to and from school for children in this area of the city (currently relatively underserved with cycleways) can reverse this trend.

- Biking is something anyone can do to reduce their carbon footprint so needs to be encouraged. The city should support this with added, safe infrastructure

- Biking on Harewood Road is dangerous with very narrow lanes through the 4 lane section.

- In order to meet the governments climate change objectives by 2030 private car use needs to be about half of what it is now. Supporting biking with infrastructure is a great option.

605 - Emma Nolte

I implore the council not to delay the construction of the Wheels to Wings Cycleway

608 - Aaron Haddock

I implore the council not to delay the construction of the Wheels toWings Cycleway,

61 - Ivo de Vocht

[Transport>Cycleways]

I am a cycle commuter and use cycling for my day to day transport. I have great concern about climate change and feel that spending should not only be on resilience but also mitigation and reduction of carbon emissions.

One way of reducing transport emissions is by facilitating the mode shift to low carbon transport options like cycling. The vast majority of the population would not consider this unless there is sufficient infrastructure in place. My test for whether the infrastructure is sufficient or not is whether I would be comfortable taking my 7 year old kids and letting them ride their own bikes to where we need to go. At the moment we have very little options on where we can travel safely by bicycle so we need a network that branches across the city. The W2W is an integral part of the cycling network so should not be delayed.

619 - Kayne Hunter

I implore the council not to delay the construction of the Wheels to Wings Cycleway

620 - Renee Zomerdijk

I implore the council notto delay the construction of the Wheels to Wings Cycleway

622 - Eric Rivault

I implore the council not to delay the construction of the Wheels to Wings Cycleway

623 - Glen Koorey

The decision to further defer the Wheels to Wings cycleway for unspecified "concerns about the cycleway's design" is spurious and at odds with the considerable design/consultation work already undertaken. The original design has been adjusted TWICE already following two rounds of consultation to address existing submitter concerns. As a result, there is minimal on-street parking loss (on a road with moderate parking demand at best) and the reduction in traffic lanes is appropriate for a road that has less traffic than many other two-lane arterial routes (eg the adjacent Greers Rd). In return, there will now be a facility that provides for safe walking, cycling, and driving for people along and across the corridor, providing multimodal access options to many schools/businesses/parks/shops/etc in the area as well as new connections via other routes to destinations further afield (incl the university, central city, and airport industrial area). Please get underway with this project NOW and cease any further delays!

626 - Justin Muirhead

I implore the council not to delay the construction of the Wheels to Wings Cycleway

630 - Josef De Jong

I implore the council not to delay the construction of the Wheels to Wings Cycleway

634 - Michael Davidson

- Reinstate any funding removed for the Wheels to Wings cycleway and begin construction as soon as possible. This cycleway has gone though extensive consultation and had over 70 changes based on submissions received. As well as a climate project, this is an important safety project which was first approved in 2010 after local school children approached Council because they wanted to be able to ride to school. Harewood Road is currently an unsafe environment to bike and you are rolling the dice if you delay this project.

635 - Chloe Armour

[Transport>Cycleways]

The city needs to continue increasing the cycleway infrastructure, i do not support delaying the wheels to wings cycleway. Biking is an easy way for residents to reduce transport emissions and reduce carbon footprints and every effort should be made to encourage this. Biking also results in many health benefits, however we need safe cycleways to encourage more bike use. We need more cycleways not delays to planned ones.

636 - Luke Hallett

I implore the council not to delay the construction of the Wheels to Wings Cycleway

639 - Roman Khrapov

I implore the council not to delay the construction of the Wheels to Wings Cycleway

64 - Volker Nock

[Transport>Cycleways]

Please continue the great work on the Major Cycle Routes, including **not delaying the Wheels-to-Wings MCR**, and other safe cycling infrastructure projects linking to the MCRs. These initiatives have the potential to make the biggest difference regarding reducing our emissions and simultaneously provide safe transportation infrastructure for future generations. Please also increase policing illegal parking on cycling infrastructure (or enable online reporting without the need for warden attendance) to make sure these remain safe to be used.

641 - Liz Hofman

I implore the council not to delay the construction of the Wheels to Wings Cycleway

643 - Gabrielle Jones

I implore the council not to delay the construction of the Wheels to Wings Cycleway

645 - Luke Baker-Garters

[Other/Special Interest Topics > Climate Emergency Response Fund (CERF)]

I oppose the 12 month delay to the wheels to wings cycleway. The council is receiving CERF funding of $34 million to complete emissions reductions and should prioritise key projects such as the Wheels to Wings cycleway. There is clear ideological opposition from a number of members of the council to this project who are putting their own views above the safety of cyclists. This project has already been extensively consulted on with the public and the council wants to make yet more changes. Instead of cowering to a vocal minority, the council should simply get on with the project so it doesn't miss out on government funding while cost pressures continue to escalate further.

648 - Rowan Ledgerwood-Gee

The deferring of wheels to wings is concerning and should not go ahead, the cycleway would allow for safer travel for many people, and needs to go ahead, cars have too much of an allowance of the road and general transport areas, which endangers those without cars. The cycleway would be very effective and dealing with this endangerment.

65 - Ben Hart

I would like to write in support of the Wheels to Wings (W2W) cycleway capital project. I believe the council should continue the support of this programme, it's essential to have solid cycling infrastructure if we are to make the city much more liveable, less congested and promote a healthy population and planet.

Cycling is becoming much more accessible, particularly with e-bike usage which makes cycling much more commonplace and easily do-able for the majority of the population. what we need now is quality infrastructure to make it easy for people to cycle and have an alternative to car driving and a more flexible alternative to public transport. thank you.

650 - Finn Jackson

I don't support the proposed delays to the Avon-Otakaro or Wheels to Wings cycleways. It's pretty disappointing to see a sustained campaign against particularly the Wheels to Wings, especially during a time when we need to reduce emissions quickly.

653 - Marie Gray

I urge Councillors not to delay work on any cycleways programme and in particular the Wheels to Wings Cycleway. That has had 5 years of design and consultation – more delays will result in increased emissions and reduced options for people living or wanting to commute in this area. I appreciate people don’t like losing carparks and cycleways stir people up. But I look at how dire the situation really is and how close we are to irreversible tipping points, losing carparks seems a small price to pay for a stable climate and a liveable future. Young people know this, it’s their future at stake. They were here at the Council demanding action. Listen to them.

654 - Bruce Tulloch

Strongly support prompt construction of Wheels to Wings Cycleway. Currently Harewood Road is dangerous for cyclists, rolling deferrals of work will increase hazards for the growing number of pushbike, e-bike and electric mobility device users. Circumstances are changing fast - get the job done now.

656 - David Moorhouse

[Transport>Cycleways]

1. Do not delay the construction of the Wheels to Wings Cycleway. This is a vital part of a connected network of low carbon safe transport options. The current two routes to the airport are unsafe for cycling.

657 - Janet Cone

[Transport>Cycleways]

I am concerned about the delays to the Wheels to Wings cycleway. I think cycleways are an important part of our infrastructure and roading systems. Neglecting them, delaying them or reducing them to painted lines on the road (which in my experience ranges from kind of OK to not worth that paint that was used to paint them to downright lethal) lead to the death of cyclists (especially in todays's climate). I have personally experienced the deep long impact that those deaths can have on the family of victims. My father was knocked off his bike by a distracted motorist and spent several months in a coma before he died. There is also the impact on society of non-lethal injuries leading to long term disabilities.

Cycling has a positive impact on our city. A person who opts to travel by bike rather than car reduces congestion, a bike causes 0.1% of the damage to roads than a car does so less needs to be spent on road repairs. They don't use fossil fuels so they reduce the carbon footprint of our transport system. Cycling have positive impact on the physical and mental health of people who cycle.

But to get those benefits people need to feel that it is safe to cycle which is why cycleways are so important.

I don't live in North West Christchurch but other family members do, including my stepfather. He is in his early 80's and rides a ebike (although he is thinking of changing to a e-trike because of balance issues). I would like him to to be safe travelling around Christchurch. He has already had to have his hip replacement redone because of a careless driver

I would rather not lose another Dad.

66 - Olly Powell

I'm really disappointed with the delays to the wings to wheels cycleway. This is a gutless decision by the council to give in to NIMBYism and obsolete thinking, that will hold the city back for future.

661 - Mia Swart

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

662 - Layling Jean Stanbury

[Transport>Cycleways]

prioritize climate change mitigation. Where is the wheels to wings MCR? It has been consulted on so much, hurry up and get it done. Same for the Avon commuter route to the east, do you want us cyclists to die on unsafe roads?!

666 - Chrissie Williams

I oppose ANY delay in the construction of the Wheels to Wings Cycleway.
The reason given for even more consultation is disingenuous. This project has been through many rounds of consultation and very recently Council approved that it go ahead.
Deferring it now will affect a major project that will improve safety for ALL road users. Significantly the critical infrastructure at. intersection that would provide safe routes to schools will be delayed even further – this project has been asked for by the community and the community board for many years.

670 - Tobi McKellar

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

673 - Ollie Scholz

I implore the council not to delay the construction of the Wheels to Wings Cycleway

674 - Claire Coveney

[Strategic Framework>Climate Change]

We do not have time to stall on projects that reduce carbon emissions . Show leadership on this. Do not stall Wheels to Wings cycleways or any cycleways as costs only increase like emissions.

678 - Nicole Weber

I implore the council not to delay the construction of the Wheels to Wings Cycleway

68 - Patrick Morgan (Cycling Action Network)

CAN is New Zealand's national charity of cycling advocates. We work with government, local authorities, businesses and the community on behalf of cyclists, for a better cycling environment.

CAN's goals are to:

- Promote the benefits of cycling
- Improve safety for cyclists
- Encourage the creation of a good cycling environment
- Advocate for integrated cycle planning
- Increase the number of cyclists on our roads.

The Wheels to Wings (W2W) cycleway is mentioned on page 21.
"We propose not starting construction on the Wheels to Wings cycleway for 12 months to give councillors and staff time to work closely with the community to address concerns about the cycleway's design."

This project has already had more consultation than any other cycleway project. Changes to the original design have been incorporated that address a number of concerns. It is unlikely any amount of consultation will result in a cycleway that is fit for purpose and everyone agrees on.
Please get on with it.

680 - Natalie Brannigan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

684 - Ailsa Carroll

I implore the council not to delay the construction of the Wheels to Wings Cycleway

688 - Ezra Holder

I implore the council not to delay the construction of the Wheels to Wings Cycleway

691 - Kees Vos

I implore the council not to delay the construction of the Wheels to Wings Cycleway

692 - Kay Robertson

[Transport>Cycleways]

My main mode of transport if a push-bike. So I really appreciate that every year the cycleways get better and better. So please, do not delay the Wheels to Wings Cycleway or any other improvements for active transport.

694 - Luke Parkinson

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

695 - Prue Stringer

I urge you NOT to delay the spending on proposed Wheels to Wings cycleway. It, and all other cycleways, will provide options for our everyday travel...it could reduce people's travel costs, and also would help with reducing Chch's transport emissions.

697 - Mel Graham

[Transport>Cycleways]

I do not support the proposal to delay the Wheels to Wings project.
There will be residents who are against introducing more cycle routes in Ōtautahi. People always struggle with change. But people will also struggle with, erm, *climate* change. I think adapting to a new cycle route is much easier, personally. I expect that the increased time to negotiate with residents will likely focus more on complaining NIMBYs than practical improvements to the design.Additionally, cyclists are currently working with a city that was designed for cars, leaving them as an afterthought, if anyone even thought of them at all. Though this has improved in current years, there is still a long way to go. The sooner we move towards a safer, more climate-friendly city, the better. This is not time to delay.

698 - Tom Varley

I implore the council not to delay the construction of the Wheels to Wings Cycleway

709 - Jeff Cozens

I implore the council not to delay the construction of the Wheels to Wings Cycleway

717 - Vanessa Metcalfe

* I want to see cycleways throughout the city so my kids can bike safely. The Wheels to Wings cycleway should be progressed asap.

719 - Celia Hogan

[Transport>Cycleways (Capital)], [Three Waters>Stormwater and Land Drainage]

It is really disappointing that some projects that have gone through a process to be approved are now looking at being postponed and that will mean there is a possibility of them being significantly delayed or even scrapped.

Don't delay Wings to waves, Avon-Otakaro commuter route, Waitaki Stormwater project.

720 - Fiona Bennetts

[Transport>Cycleways (Capital)]

Please don't delay any cycleways, especially the Wheels to Wings Papanui ki Waiwhetū and commuter routes to both Prestons and New Brighton.

723 - Dave Evans

Specifically I would not like to see any further delay to the construction of the Wheels to Wings Cycleway.

[Coder context: wants greater investment in cycleways]

724 - Rosalee Jenkin

I implore the council not to delay the construction of the Wheels to Wings Cycleway.

725 - Emile Reiser

[Strategic Framework>Climate Change]

Delaying Wheels to Wings is harmful for the climate and for cyclists in Christchurch.

729 - Lynne O'Keefe

Deferring the Wheels to Wings Cycleway make no sense when much has been invested into the Major Cycleway Network over the past 6 years. The design has been extensively re-worked to address a number of residents' concerns.

>>>

The fact that the Harewood Road cycleway can be blocked by a few people with such a short sighted vision of how our City should be, an enjoyable, rideable, friendly, liveable place. I bike portions of Harewood Road to visit family, it is not safe.

73 - Johno Tunnell

The Council has done a tremendous job with the cycleways to date. The Wings to Wheels needs to start construction immediately.

We are in a climate crisis and obesity epidemic and delaying this project will have significant consequences. The Council has spent enough time and money consulting on this please just get on with it.

733 - Angel Faith Booth Beynon

Wheels to Wings is good so cyclists don't get injured and die, which is bad, and good so people stop driving so we contribute less to climate change, which is also bad, so it should get as much funding as possible and happen right away. It shouldn't be delayed. The reason for the delay is a false pretense. All communities benefit from safer streets and businesses get more customers, not fewer, from cycle lanes.

739 - Eline Thomson

[Transport>Cycleways]

I strongly oppose the proposed delay in the construction of the Wheels to Wings cycleway. I also oppose avoidable delays in other active transport projects.

Importance of cycling infrastructure

Climate change requires urgent action to decrease our carbon emissions. Active transport, including cycling, has an important role to play in reducing emissions. Cycling also has many other benefits. Benefits for individuals include physical and mental health benefits, as well as saving money on travel and parking costs. In some cases, particularly along congested routes at peak times, cycling can save time compared to other modes of transport. Time savings are even greater if the cycling replaces exercising at other times of the day. At a population level, increased cycling reduces air pollution and road and parking congestion. It can also lead to long-term cost savings, for example, in the transport and health sectors.

Safety and perceived safety are barriers to cycling. Cycleways, including separated cycleways, are an important way to address this.

Personal experience of cycling and cycleways in Christchurch

I have lived in Christchurch for more than 20 years. Major cycleways have vastly improved my experience of cycling in some parts of Christchurch. My husband and children have also benefited from cycleways.

Benefits from major cycleways that my family has experienced include:

- While I was already biking to work before major cycleways were constructed, separated cycleways have vastly improved my commuter journey. I feel much safer and I enjoy my ride more. I have personally experienced clear mental health benefits from separated cycleways. I arrive at work in a much better frame of mind and ready to sit down and concentrate in my sedentary job. On my way home from work, cycling without feeling unsafe provides me with some welcome mental space in between my day at work and my afternoon/evening of busy family life. For me, commuting to Central Christchurch at peak times, cycling does not take longer than travelling by car and if I take our e-bike, it is faster than driving. It also saves money and I don't have to worry about finding a car park.
- I ride on one of the major cycleways on my way to work. When this cycleway was under construction, I heard people saying things like "this cycleway that nobody will use". Now, on my way to work, I come across many other cyclists on this cycleway, including many school children (in some cases as young as 5-7 years old, biking with parents). On parts of the cycleway, there are typically around 10-15 cyclists waiting at traffic lights at the same time as me (at peak times).
- I have also appreciated major cycleways (and other cycleways) when cycling to non-work destinations or for recreation.
- My children have used major cycleways to bike to friends' houses, sports games, tennis courts, indoor and outdoor swimming pools and a public library. In some of these cases, I would not have felt comfortable with my children biking if the cycleways had not been there. We have also used major cycleways on family bike rides.

At the moment, the benefits my family is experiencing from safe cycling infrastructure is limited to certain routes and places. Indirect routes and missing links are limiting factors. Missing links are particularly important for less confident cyclists and children. For me, whether I would let children cycle a route would depend on the safety of the least safe part of the journey.

I have several personal examples of small businesses benefiting from the fact that I was cycling, rather than driving. When I am cycling, I am travelling more slowly and am more aware of the businesses that I am passing than when I am driving. On one occasion, I noticed something of interest to me in a shop window. I would not have noticed this if I had been driving past. I was also able to stop and enter the shop much more quickly and easily. On another occasion, I had a need for a type of business that is relatively uncommon and that I rarely need. I knew exactly where to find such a business, as there was one that I had cycled past many times. It was on a busy shopping street, where a car driver would have many things to look out for and might be less likely to notice small individual businesses than a cyclist.

Wheels to Wings cycleway

Northwest Christchurch is currently lacking in safe cycling infrastructure. The Wheels to Wings cycleway will likely bring residents in this area similar benefits to those that my family has experienced in Southwest Christchurch. In addition, the wider Christchurch population and some visitors to Christchurch may benefit from having a safe cycle route to the airport and a more connected cycleway network.

Potential destinations accessible via the Wheels to Wings cycleway include:

- Multiple schools and at least one preschool. Many children get less than the recommended amount of physical activity and safe cycle routes to school have the potential to improve child health.
- Businesses and facilities along the route and in nearby suburbs, including Northlands Mall
- Recreational facilities, including Papanui Library, Nunweek Park and other parks
- The airport and businesses near the airport
- Other parts of Christchurch, including the CBD, Riccarton and South Christchurch, via connections to other cycleways (and providing access to Northwest Christchurch and the airport for people living in these areas)

While many passengers and airline crew may not want to or be able to bike to the airport, there will also be many staff and some passengers who can. I have personally biked to Christchurch airport to catch a flight once, while living in Northwest Christchurch. I was flying somewhere overnight and did not have much luggage with me. I was a student at the time and saving money was a major motivating factor. Apart from cycling safety, the security of my bike at the airport overnight was also a concern.

There may also be short-term visitors to Christchurch who would be interested in hiring a bike or e-bike from the airport to use during their stay. This is an option that I would seriously consider if I had to travel to Christchurch for 1-2 days, in the way that I sometimes travel from Christchurch to other cities.

I have heard comments that very few people cycle along Harewood Rd currently. However, this may be at least partly because people do not feel safe cycling there. A lack of cyclists currently does not mean that people won't use a cycleway along that route.

The Wheels to Wings cycleway has already been subject to consultation. Objections have been heard and the plans have been amended in response to these. There will never be full agreement, nor a perfect outcome. Further delaying this project will delay important benefits for climate change and for people in Northwest Christchurch and across the city. It will also delay the creation of an integrated cycle network, which is needed to fully realise the potential of other cycleways.

741 - Christine Cooney

Also consulting over the cycleway on Harewood Road again is unnecessary, and a waste of time and money.

743 - Roman Shmakov (Generation Zero)

Generation Zero does not support the proposed delay on the construction of the Wheels to Wings cycleway. People in the north-west of Christchurch need equitable and climate friendly transport choices for everyday trips and travel to school. The Wheels to Wings cycleway will connect some of the biggest employers such as the Christchurch Airport and the surrounding business/industrial area to the city through the wider Christchurch cycle network. Christchurch needs more safe dedicated cycleway routes for all users.

747 - Allan Taunt

The information about Draft Annual Plan states the following:

> *The Draft Annual Plan shows our commitment to our priorities for the capital programme:*
>
> - *Completing the Major Cycle Routes so we can deliver longstanding commitments and make the most of Government subsidies that may not be available later.*

To delay the construction of the Wheels to Wings - Papanui ki Waiwhetū cycleway, is the opposite of commitment of completing the Major Cycle Routes.

This project has had extensive consultation (two rounds in fact) and multiple design options have been considered (including a community proposal). The project has been thoroughly discussed in the Council Meeting and approved by Councillors.

A delay in construction makes no sense as any changes at this point are relatively small in the overall construction of the project. These types of discussions with people in the community would have happened without the proposed delay. A delay to the start of construction does not actually serve any purpose.

We all know the Wheels to Wings - Papanui ki Waiwhetū cycleway incorporates a lot of good for the community. e.g.:

- Safe crossing points for pedestrians.
- Improved lighting, curbing, and paving.
- Traffic lights at the intersection of Breens, Gardiners and Harewood.
- Safer crossing for Harewood School.
- A cycleway that allows e-scooters to ride off the footpath (safer for pedestrians).
- Protection for people biking.

Children need to be able to safely bike to school. We need to commit to providing this as soon as possible, if we do not then we are gambling with their lives.

Climate change affects everyone. Sustainable transport like cycling reduces carbon emissions, so any delay on this project affects everyone.

Many of you have seen the experience of what happens to people when they bike on Harewood Road. If you have not, this is a refresher:

https://youtube.com/@supportvisionzero

Every day we also see local news articles about collisions on the roads. We also read reports from the Police stating they are once again disappointed with the number of people using mobile phones while driving. We all know the reasons why protected cycleways are needed.

749 - Robbie Hankin

Wheels to Wings should continue and not be delayed.

75 - John Lieswyn

Do not pause Wheels to Wings. Four lanes not needed for cars - not enough traffic. I studied this route design for my Safe System Assessment certification and I fully support the council's current design. The alternative is being pushed by a misguided former engineer and some influential people who are well intentioned but misinformed. It should not be a culture war issue - it should be based on engineering merit and safety. It is a climate emergency - provide real transport choices now.

750 - Pubudu Senanayake

Given that I strongly ask the council not to delay the construction of the Wheels to Wings Cycleway. All the best available evidence suggests that this is a good idea, and powerful entities who have no regard for factual observation should not have undue influence in stopping this.

Coder Note: For Context *"I support greater funding for investment in bus lanes, bus stops, cycleways and footpaths, in order to ensure that Christchurch can effectively build resilience and improve our climate situation, public health, as well as issues such as congestion. Increases in active and public transport has many documented benefits, and essentially no down sides, apart from changing the status quo. A wide body of international (and local) research suggests that these changes are favourable to the citizenry as a whole, as well as usually improving things like retail, hospitality business outlook in cities and suburbs. In addition, they stimulate wider economic activity (people who are walking and cycling for example tend to stop in far more places and buy things).*

Importantly, they also reduce time wasting congestion, and associated emissions from private vehicles, meaning people that absolutely need vehicular access (e.g., mobility limited citizens) have a much better experience overall in using their vehicles. Other citizens are provided a wide array of options, which increases their accessibility to the city, which then has flow on benefits to important issues such as social cohesion (people who can access the city feel more attached to it, and more a part of it), reductions in anti-social behaviour, and a general improvement in the atmosphere of the city. On top of this, as a greater proportion of the population engages in non-private car transport options, it improves their

health (through exercise in the case of active transport, and through reductions in harmful exhaust fumes in the case of public transport)."]

754 - David Ivory

It is a poor indictment on the city that another suburb faces a delay to this vital infrastructure. The Wheels to Wings cycleway is as vital to that part of the city as the fantastic routes through Addington. I hear a lot of people scoffing at the notion of people cycling to the airport to catch their flights. This is disingenuous or outright ignorance. The Christchurch International Airport is the largest employment region in Christchurch. There are some 7000 people working at the airport - if some fraction of these workers cycle to work there will be a direct benefit to the carbon intensity of transportation. These workers should have the right to choose how they cycle and should not be beholden to a minority of NIMBYs that have a backwards view of cycleways. Protected cycleways that been shown in many studies to be hugely beneficial, with a return on investment higher than any other investment in transport infrastructure.

All the while the airport is touting the silly hydrogen investments to green wash the industry the failure to support the Wheels to Wings cycleway is very revealing. And it will not just be the airport that will benefit, school students, and those living near the route who will travel to the CBD will also benefit.... and yes - so will car drivers who will have a reduced number of other cars along this route. That there is already funding for it shows that we can afford it.

760 - Bryant Bignell

I implore the council not to delay the construction of the Wheels to Wings Cycleway

763 - Alex Teague

I implore the council not to delay the construction of the Wheels to Wings Cycleway

765 - Connor Reich

I implore the council not to delay the construction of the Wheels to Wings Cycleway

767 - Daniel Redmond

I implore the council notto delay the construction of the Wheels to Wings Cycleway

768 - Toby Hammond

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

770 - Josephine Drysdall

I implore the council not to delay the construction of the Wheels to Wings Cycleway

772 - Braydon White

I implore the council not to delay the construction of the Wheels to Wings Cycleway

774 - Matthew Fagan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

776 - Malcolm Tairea

I implore the council not to delay the construction of the Wheels to Wings Cycleway

780 - Steven Watson

I implore the council not to delay the construction of the Wheels to Wings Cycleway

781 - Fraser McLachlan

I implore the council not to delay the construction of the Wheels to Wings Cycleway

783 - Isaac Freeman

I implore the council not to delay the construction of the Wheels to Wings Cycleway

784 - Sam Furniss

I implore the council not to delay the construction of the Wheels to Wings Cycleway

786 - Dan Agnew

I implore the council not to delay the construction of the Wheels to Wings Cycleway,

79 - Michael Clemens

Stop delaying the Wheels to Wings cyleway. Christchurch desperately needs more safe cycling infrastructure, for our health and fir the environment. Get on and do it!

809 - Anne Scott (Spokes Canterbury)

Wheels to Wings

Spokes strongly supports the construction of the Wheels to Wings Cycleway beginning in the 2023/24financial year. Wheels to Wings is an integral part of the city-wide cycling network and currently cyclingon Harwood Road is not safe so it should not be delayed. Wheels to Wings will provide a safe cyclingroute to the airport businesses and to recreational facilities at one end of the route, BishopdaleShopping Mall in the middle, and Papanui businesses and services at the other end. It will also providesafer ways to cross Harewood Road at a number of points that will benefit all active transport users.

81 - Stephan Lloyd

I do not support delaying the construction of the Wheels to Wings cycleway. As someone who lives on Harewood Road and cycles the road is not cycle friendly at all. I occasionally have very close calls with cars going to close to me especially at the Harewood roundabout and when cycling next to parked cars.

The cycle way would do wonders for Harewood road, especially for servicing the nearby schools. At the moment kids do not bike to school because the roads are so unfriendly. This will reduce congestion around school times and make it a more pleasant environment for children and parents walking or biking.

I also support reducing the number of lanes on Harewood road to one lane in each direction. I live at 500B Harewood road which is on the two-lane stretch. The two lane portion is such a small portion of the total road and only encourages speeding, aggressive, and dangerous driving. Many cars do not stick to the 50 km/h speed limit.

The cycle way has gone through years of consultation and many changes have been made to submissions that have not liked certain aspects. Instead of delaying this over and over again we need to actually start construction and get this over and done with.

814 - Jillian Frater

In particular, I do not support any delays to the Wheels to Wings Cycleway project along Harewood Road or for any funding to be cut to this project. My reasons include the following:

- The benefits of the route for the wider city cycle network need to be taken into account, rather than the commercial interests of a few local businesses who rely on the Christchurch City Council to provide on-street carparking (at no expense to themselves).
- Roads are an important land asset. Such assets are valuable and need to be used optimally for the benefits of as many people as possible. Safe access for people riding cycles is a more efficient use of this land than carparking.

- The Wheels to Wings is an important route providing access for tourists and residents to the airport, to local schools and to the many workplaces situated in the west of the city. It is also an important route for people living in the west, to access the centre of Christchurch.

- Consultants and Council staff have spent many, many hours on design and consultation of the Wheels to Wings cycleway and have come up with the best solution to address concerns of residents and businesses. This work should not be squandered.

- New Zealand has one of the highest obesity rates for children in the world. We need to provide infrastructure to enable our children and grandchildren to be more active and biking to school is one way we can achieve this. Children in the area have been asking for safe cycling infrastructure on Harewood Road for approximately 15 years. We need to at least provide this for the children of these children, and not postpone it for another 15 years.

- Roads are a place for all people, and the Council needs to provide a transport system that provides transport choices for people. At present, the only safe way to travel on Harewood Road is by a motor vehicle.

- For over six years, significant money has already been invested by Central Government and CCC into the Major Cycleway Network in Christchurch. This has increased the number of people enjoying the convenience of riding a bike for everyday transport in Christchurch. Impeding the completion of the network puts at risk the optimal long term benefits of this considerable investment.
- If Christchurch City Council is serious about reducing the effects of climate change, it is necessary to continue with the Major Cycleway Network to achieve Government targets to reduce emissions with thinking that belongs in the 21st, rather than the 20th century.

92 - George Laxton

My main comment would be on the pushing out of work on the Wheels to Wings cycleway. The more that we delay climate action the more we will have to pay for it in the future. It is good financial sense to invest in alternate transportation methods to get our emissions down. Cycling, Public transport improvements are critical to this. I am disappointed in the council voting to delay the Wheels to wings cycleway for more public feedback when there already has been multiple times where the residents have voiced their opposition to the cycleway going in. This is a thinly veiled attempt to can the project and I do not support it.

Let us remember that the cycle network is meant to be a CITY WIDE network and one section of the city should not be able to block the construction of something that will benefit the whole city.

93 - Meg Christie

Thank you for the opportunity to submit on the Annual Plan. I specifically want to comment on The Wheels to Wings (W2W) cycleway (page 21).

I don't see the value in more consultation and delay for this essential infrastructure that will enable youth to safely cycle to school and around their neighbourhood and for all to

navigate by bike the fast and unwelcoming Harewood Road. This project has already had more consultation than any other cycleway project and it has already accommodated concerns from people who have no interest (yet) in cycling. It is unlikely that more consultation will result in a cycleway everyone agrees on and people who cycle, like myself will be left with a cycleway that is less and less fit for purpose.

A W2W cycleway has been pre-agreed and has had funding already allocated to it. It is part of a city-wide cycling network so should not be delayed. Let's not waste more time and money arguing the toss.

We are already seeing the results of a changing climate. More people getting on their bikes for those short and medium trips means fewer emissions. We've also got big problems with lack of physical activity causing all sorts of health issues in our young and old population. Biking is a quick win to get people more active but only if it is safe. Biking is also a cheap form of transport. In these rough financial times we need to help our citizens to keep their money for better things than petrol and car maintenance. Please take these into consideration when you hear opposition from people worried about loosing "their" car parking space outside their business and residence. The equation is clearly balanced towards the side of the cycleway and not personal and commercial interest. Most folk have driveway space for extra parking and if people want to buy something from a shop along a cycleway, they will find a way to get there even if they can't park right outside- as demonstrated by mall shopping.

Recently I needed to go to Kaiapoi. There is no way would I have cycled there down Marshlands Road, but with the fit-for-purpose motorway cycleway, traveling by bike was suddenly a very attractive option. The result? One less car, (ie fewer carbon emissions, a slightly safer, less congested streetscape) and one healthier, fitter and happier and wealthier person! Build it and they will come. The W2W Cycleway will be a winner with more people using it than expected, as cycleway counting throughout Christchurch has already demonstrated.

Alternative Proposals

104 - Elizabeth Ough

Harewood road is one of last remaining fully functional arteries from Papanui to Johns road. Has anyone actually considered moving a house from the inner city to the outskirts of Christchurch near the airport ??? By making Harewood road so very narrow this would become a very difficult exercise. Yes, put in the traffic lights as requested by the residents and leave the roundabout at Bishopdale the way it is, it works perfectly well. If we do need a cycle way to head out to Johns Rd, why not use Sawyers Arms road ? It already has a cycle path from the Main North road and surely it could be extended further to take cyclists to the Harewood area if required.

150 - Lonnae Skachill

I believe the whole design process and all work should be paused. Priority of spending should be to repair exisiting roads, footpaths and water pipes etc.

45 - Chris Sloss (No)

Daily cyclist for past 20plus years on Harewood Road, where i have never had a safety issue. I am completely against the proposed Wheels to Wings cycleway - in its proposed format. Generally, support cycleways but not this over engineered and complicated 'monster'. Appears that the blinkered cycle lobby groups have not given any thought to the totally negative impact that this cycleway will have on the dynamic of Harewood Road, and the surrounding communities. Perhaps 'Spokes" and the like would be better served dedicating some of their time and energy into promoting cyclists who obey the road rules, wear helmets, and generally ride with safety in mind. Safer cycling is not just about more cycleways.....

I feel the community has not been listened too on this matter and need I remind CCC that a sitting councilor was thrown out of office on his support for this project - Mr Davidson did not represent the majority wishes of his community.

The format, design and style of this proposed cycleway needs to be completely overhauled.

510 - brian bevin

We are opposed to the present plan of the cycle lane down Harewood road .... if the berms could be used for the cycle way then the road would not need to be altered to extent of the present plan.

554 - Dianne Downward

Stop any further development, including redesigning, on the Harewood road cycleway.

1) with the greater need for funds for disaster relief and rebuild in the north island, there is no guarantee the promised funding will be made available from the government and we cannot afford the $23M+ to complete this project

2) the whole project started off on the wrong foot with the design being made before any consultation with the ratepayers! Millions of dollars of our money has been wasted on this project already - with the majority not wanting this cycleway. With proper consultation with the councillors in the area, I am sure a design can be agreed upon that all can be happy with.

557 - Deidre Fraser

I would strongly encourage a redesign of the Wheels to Wings cycleway on Harewood Road, not only for the cost but the practical use of the road. My family use Harewood Road most days in our commute to work and would be impacted by the reduction of a traffic lane to support a cycleway creating a choke point.

It already takes about 45 minutes on the bus from Northwood to town and further delays would be beyond frustrating. Harewood Road is a key egress for traffic, including many heavy vehicles. New residential developments on Gardiners, Claridges and Highstead Roads are growing traffic volume. The footpath, however, is underutilsed and could be reformatted to be a joint pedestrian cycleway for improved use.

569 - Suzann Baker (Eventionz)

However, the planned cycleway on Harewood Road should be redesigned to enable as much or nearly as much car parking on the road as is currently available. Businesses in the area eg. Copenhagen Bakery need customer parking and should not be impeded by this over-engineered cycle-path. Copenhagen and other businesses are an integral part of the community giving life and social opportunities to the area. There is absolutely no need for a concrete barrier to be built between road and cycleway, simple well-marked GREEN lanes for cyclists and running/walking pedestrians is all that is needed and will **save $millions**. There are other areas in Christchurch where this works very well. This cycleway is over-engineered and total overkill even if our current financial climate was more healthy. Ratepayers objected to this spend, but it still went ahead. Wasteful Council spending on town planning projects that have been shown to be against ratepayers wishes needs to end.

612 - Sarah Laxton

I strongly support the wheels to wings proposal, I have cycled this route several times and feel very unsafe as a cyclist on this road due to the high traffic volume and no cycle way. I now take alternate routes which are longer to avoid this route and I support making these changes sooner to make cycling in this area a viable and safe option for people traveling though and living in the area.

660 - Marie Gunn

I strongly support a PAUSE (the longer the better) on the Harewood Road Cycleway Plan

I live in Gardiners Road and frequently travel up and down Harewood Road on my way

to and from Bishopdale, Papanui etc. (both driving my car and walking)

Having been a cyclist for many years in my younger days (I am now in my eighties) I find

the suggestion that there is a need for a specific `cycleway` along Harewood Road almost unbelievable.

Until about 20 years ago I cycled in many parts of Christchurch, including Colombo Street quite frequently. I grew up in Manchester, England and cycled to both School and later work. I worked in the very centre of Manchester (in Deansgate) and travelled along the main road from just south of Oldham. The main road was

always crowded with both cars, cyclists, buses and also tram cars (on metal tram lines !!) I have also cycled with friends on holiday in France.

From a young age we were taught to respect and consider EVERY other road user.

That is precisely what is missing from the cyclists on Harewood Road!!! They ride as though there is a portion of the road which belongs to them ... and them ONLY! All that is required to enable ALL traffic to flow as freely as possible (and Safely !) is for EVERY road user to consider EVERY other one. - that is not happening at present....and that is precisely the problem!!

677 - Alaine Percasky

Regarding the changes to Harewood Road. We would like the plans to be reconsidered and put on hold
for 9 months.
We are residents of Harewood Road and would like the council to take our concerns into consideration.
We cannot understand how so much of the road is going to be used for cyclists. How come it takes up a
whole lane on either side, when they ride on the footpath, at times, not taking any care for pedestrians or
cars backing out of driveways.
We are not against the cycle way. We have concerns though: -
• There is nowhere to park our cars.
• Our driveway is narrow and to beat the traffic we park on the side of the road as it is safer to
Move into the traffic from the side of the road. This will be more difficult once the lights go up.
• We live in a back section and need to move our cars for any trades people and deliveries.
• We find it difficult to find carparks as it is, as the bakery across from us is extremely popular and
many carparks are used.
• Our family find it easier to park on the side of the road to get the children in and out of the car
seats.
• Trying to back out of our driveway is not easy as there is a lot of traffic, and this will make it even
more difficult with cyclists as well. It will be even harder when the lights go up on the corner.
Our suggestion is: -
To take the verge away from the footpath and give more room for parking cars. On the outside of the cycle
way.
Or put the cycle lane in the middle of the road as what has been accomplished in Nelson. Have sensor lights for cyclists to go down streets.

I cannot understand how cyclists have so much of the say. What about the children, elderly, disabled, sick.
Ambulances, Fire and Trades people and the public.
These are people who do not abide by the road rules, like going through red lights, not signalling when

they are turning or stopping, verbally insult people because they must stop.
To make it even better/safer have the cycleway on Sawyers Arms Road as it will not affect businesses.

764 - Beverley Goodall

My comments following are based on my experience of living since March 1990in Crofton Road and observing the effect of not only major traffic flow increase along Harewood Rd itself but also the increase of numbers of parents conveying children to Harewood
School.

*In line with my views I strongly register my request that the proposed Harewood Road Cycleway be scrapped altogether.

*If the Cycleway plans are not scrapped totally, I hereby state my request for a 'pause' on the Harewood Road Cyclway for one year. This would allow time for the Christchurch City Council to work with the community to eliminate outstanding issues in the design. Clearly a 'pause' is essential to get a better outcome for the local community.

[Transport>Roads]

*Whichever of these two options is decided on I request that the traffic lights at Harewood/Breens/Gardiners Roads go ahead without delay, not least to relieve pressure on the juncture of Crofton Road with Harewood Road where traffic banks up awaiting an opportunity to turn right into Harewood Road towards the Airport especially during peak traffic flow times.

Furthermore, the development since 1990 of several extra cul-de-sac type streets has added some approximately 40 houses, most with 2 vehicles, all leading out on to Crofton Road. Please note that a strong factor of this mix is the fact that Crofton Road measures just over 9 metres gutter to gutter whereas Gardiners Road measures a little over 13 metres; yet because of the holdups at the Harewood/Breens/Gardiners Roads intersection with vehicles waiting to enter or cross Harewood Road, there has been a significant increase in vehicles using Crofton Road as their conduit from Sawyers Arms Road to Harewood Road, often travelling at speeds well in excess of 50Kms which is a potential danger, given the children's play area (including games with children retrieving balls from the road) of Crofton Reserve halfway along Crofton Road.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coders Note: DPA = Disabled Persons Assembly

[Transport>Footpaths and Streetscapes]

DPA recommends that the proposed Wheels to Wings cycleway is parallel andseparate to pedestrian footpaths across the whole of its route and that the disabledcommunity are involved alongside stakeholders in the remaining planning processes.

>>>

Recommendation 5: that the proposed Wheels to Wings cycleway is parallel andseparate to pedestrian footpaths across the whole of its route and that the disabledcommunity are involved alongside stakeholders in the remaining planning processes.

789 - Michael Allan

I strongly urge that the Harewood Road cycleway project be deferred so Councillors may consultwith the Staff and Public to address design and cost concerns, but my over-riding preference is forit to be stopped completely because it is merely a Glory Project. Remember please, activists areselfish and interested in one thing only – achieving their goal. They could not care less about otherconsiderations or priorities such as business and commercial viability or the needs of aged andhandicapped folk. Forget the Glory Projects and apply financial caution.

Christchurch ratepayers have not elected Councillors to pursue the dreams of an elitist few;neither have they elected them to satisfy the ephemeral urge of an unproven patronage. Thiscycleway has nothing to do with the environment, it is merely the Nirvana of the Needless.

811 - Yvonne Palmer

Any further comments?

Support the Council Pause on the Construction of Wheels to Wings.

>>>

WHEELS TO WINGS PAPANUI KI WAIWHETU MAJOR CYCLEWAY (ADDITIONAL COMMENTS SUBMISSION)

- **AT PUBLIC MEETINGS HELD IN BISHOPDALE IN 2021** THE COMMUNITY WERE TOLD THAT CCC HAD WAKA KOTAHI FUNDING FOR THE WHEELS TO WINGS CYCLEWAY. YET IT IS A CONCERN THAT WE **HEAR THAT WAKA KOTAHI FUNDING** FOR THE CYCLEWAY IS NOT CONFIRMED.
  - FUNDING HAS INCREASED FROM $19 MILLION TO $23 MILLION AND TRUE CYCLEWAY COUNTS NEED TO HAPPEN.

- **COUNCIL SHOULD NOT UNDERTAKE ANY FURTHER BUILDING OF CYCLEWAYS UNTIL WAKA KOTAHI HAS REPLACED ROADS AND BRIDGES RESULTING FROM STORM GABRIELE FOR COMMUNITIES IN THENORTH ISLAND WHO ARE ISOLATED**.

- NO FURTHER **DESIGN WORK OR ANY TYPE OF PREPARATION OR EXPENDITURE SHOULD PROCEED DURING** THE WHOLE PERIOD OF PAUSATION.

>>>

- **PLUS, I HAVE SEEN EMERGENCY SERVICES STRUGGLING TO GET TO EMERGENCIES** WHEN ROAD CONES AT HAREWOOD GREERS INTERSECTION HAD REDUCED THE ROAD TO ONE LANE FOR TWO MONTHS IN 2022.

- **MORE CONSULTATION IS NEEDED WITH HAREWOOD ROAD RESIDENTS REGARDING SAFETY AND ACCESS** FOR LOCAL RESIDENTS. WHO FEEL THAT THE WERE NOT LISTENED TOO.

83 - PETER SMALL

[Transport > Transport (Operations)]

I AM TOTALLY APPOSED TO THE CYCLE LANE ON HAREWOOD ROAD, THERE WAS NEVER EVER ANY PUBLIC CONSULTATION WHERE RESIDENTS COULD PUT THERE POINT OF VIEW ON THE PROPOSAL, I FEEL THE WHOLE THING WAS RAIL ROADED THROUGH, THERE ARE SAFETY ISSUES FOR THE YOUNG AND ELDERLY, ESPECIALLY AROUND THE BISHOPDALE MALL AND BISHIOPDALE PARK AREA WHERE A PROPOSED CROSSING IS PLANNED, I ATTENDED ONE OF THE SEMINARS AND MADE THE COUNCIL STAFF AWARE OF THIS, HE WROTE IT DOWN BUT I CANNOT SEE ANYTHING HAS CHANGED, I AGREE THE CYCLE LANE SHOULD BE SCRAPPED OR AT LEAST DOWNSCALED, THERE ARE MORE IMPORTANT THINGS IN HAREWOOD ROAD THAT NEED ATTENTION, SUCH AS THE TRAFFIC LIGHTS AT HAREWOOD, BREENS & GARDENERS ROAD.

85 - Abigail Johnson

[Transport > Cycleways (Capital)]

Capital expenditure on cycle infrastructure is a great investment for the city. However some projects could be scaled back and simplified to better direct funds to further improvements (Wheels to Wings being the major example here). I would prioritise projects which improve safety for school students - as this is a major opportunity to cut down on emissions and traffic from school pick-ups- or areas cyclists have been asking for such as an alternative southern route besides Quarrymans Trail.

96 - Mui Nyuk Chin

Do not cut the 3 trees in front of z petrol kiosk on Harewood Road. There are beautiful trees. They take ages to grow to that size. Protect them.

No cycleway !!!

Other/General Comments

138 - Kerry Houston

However, in the long-term hope that Council will come to their senses and cancel the project. Money can be better spent on infrastructure, and roading. The current cycleway/footpath past our property, is not utilized enough to justify spending all that money upgrading it. Total lack of responsibility to Ratepayers by Council spending this money.

139 - Lynn Williams

[Transport>Roads]

WHEELS TO WINGS - I do not want this project to go ahead. However the lights at Breens/Harewood/Gardiners Road should go ahead

163 - Craig Winter

[Three Waters>Stormwater and Land Drainage]

The harewood Cycleway

I see its delayed

What I would ask is the council sorting out Aorangi rd drains from the shops on wairaki rd, 86A and 86B down to Number 72.

Every rain it floods and lake Aorangi is born.

Numerous council trucks have pumped out the drains to no avail.

The cycleway will see the old drains replaced with new curbs, which hopefully wont flood.

180 - Michael Wilson

[Transport > Cycleways (Capital)]

I object the Harewood Rd. Cycleway. It's not the time for vanity projects as money is urgently needed in other areas. These cycleways are mostly unused and they make the roads narrow. This makes it more dangerous to drive on the road.

193 - Kenneth Matthews

[Transport>Cycleways; Public Transport Infrastructure]

The Council should cease creation of cycleways and tourist walkways in favour of better public transport. The Harewood Rd cycleway plan should be abolished altogether. With an aging population that will never use a cycleway, the need is to revamp public transport with frequent widespread services by small buses, as is done in Timaru. Most of the large buses currently in use could be scrapped in favour of small (20 seat) electric buses covering a more intense network. This change could be financed partly by termination of further cycleway expenditure.

196 - Peter Fletcher

I would like the Harewood Road cycle lane to be scrapped.

The reasons:

1. There is already a sizeable shoulder on Harewood Road for cycle use.

2. A cycle lane will adversely affect traffic (especially on Bishopdale Roundabout and where 2 lanes down to 1). This will result in more carbon output...

3. The lane's tortuous route will not even be followed by some cyclists who don't have lots of time. They'll cycle on the road anyway! (funny: they can still do that, but I can't drive on a cycle lane!)

4. The construction will be unbelievably disruptive, not to mention expensive

5. Relatively few people cycle on Harewood Road, and that is highly unlikely to change after its construction - (despite what cycle groups will claim)

242 - Pip Greer

[Transport>Cycleways]

please continue working on the cycle network- the completed areas make commuting by bike so much safer and pleasant. Roads like harewood road are so unsafe for bikes that we wont ride down them - especially with our son even thoigh we want to get to places along it and biking is our primary mode of transport.

318 - Jennie Brittenden

THE CYCLEWAY BETWEEN BISHOPDALE AND UP HAREWOOD RD IS A VERY BAD IDEA.

Because:

1. As a family of cyclists the raised barriers that narrow the road are DANGEROUs. A family member cycles to work and he avoids roads with the new cycle lanes on. A white line gives space to everyone. Cars that hit the raised barriar are dangerous to the cyclist and other oncoming traffic.

2. I would avoid Harewood Rd altogether as I do other cycle lane roads as it is too narrow and windy. There is no wiggle room for driver mistakes. I say this as a motorist. This will increase my carbon footprint as it is not practical for me to cycle.

3. Putting in lights at the Bishopdale roundabout would slow down traffic and increase frustation at that area. I think it would make it more dangerous.

4. Lights at Gardiners Rd is sensible.

5. Businesses are going to struggle down Harewood Rd and residenal and visitor parking would be a nightmare.

6. With the addition of the bus stops we would have less space and overall I would avoid it on that count.

7. The cost is not going to outway the usefulness of the project.

8. I know many people staunchly against it and it would be done against many ratepayers wishes.

340 - PETER MACRAE

[Transport>Cycleways]

We strongly disagree with the proposed Harewood Road cycleway, lack of parking for home owners, businesses, living in the area we would be lucky to see a dozen cyclist a day, what an absolute waist of tax payers money!!!!!!!!!!!!!!!!

344 - Valerie Hobbs

I would like the Council to scrap the Harewood Rd cycleway..... I have lived in my property for 15 years and I would be lucky to see one cyclist in every two months.

345 - Kerri Hullen

This is a main road we car's definitely need 2 lanes. I am a cyclist DO NOT support this cycle way

393 - jeff scandrett

[Transport>Roads]

Stop Harewood cycle way but go ahead with the harewood rd/breens st gardiners rd lights asap.

399 - Miranda Luxton

Forget the cyclyway re development there as just an example of waste of rate payers money.

498 - Matthew Broughton

The harewood cylceway looks like a terroble waste of tax payer dollars and a headache for residents and all road traffic bound to cause more congestion and traffic problems

518 - Vicki Pigou

I know that funding is limited. But there is a lot yet to be done. Forget the cycleway down Harewood Road. There are much better causes that could do with the money.

522 - Michael Neville

[Transport > Other]

The Harewood Cycleway should be deferred. Well, actually, it should be cancelled. All the residents wanted, was traffic lights at Breens/Gardiners/Harewood. I have had eleven close calls this year driving through that intersection, all the result of careless, reckless and impatient drivers. Residents, business owners, and residents only, along with the affected councillors (and not councillors from

Heathcote or Spreydon) should be consulted. These are the people affected, and should have their voices heard without the Cycle Lobbyists and Spokes taking over meetings, as has happened in the past. As a user of that intersection twice a day, along with surrounding roads I can honestly say (and having lived in the area for fifty six years), that using the current proposed design will create congestion, as Harewood Road is a very busy road during the day, especially at peak hour. A reduction to single lanes will create congestion, and frustrated drivers will then divert through to an already busy Sawyers Arms Road. The same thing will happen at the poorly designed proposal for Bishopdale roundabout. The traffic flow will be impeded further, because traffic feeds off Wairakei Road down Farrington Ave for people to get to the North West suburbs, and for those trying to access the Northern Motorway via Johns Road.

527 - Dave Foster

[Planning, Strategic Transport, Urban Design and Urban Regeneration>Urban Regeneration]

we support the cycle way as i bike to work each day as my job is near the airport, but the cycling is getting more dangerous. The cars parked at the Copenhagen Bakery are always parked along the stretch of road pushing cyclists into the first lane. That facility was never designed as a bakery, it was a fuel station where parking was never required. Have the bakery moved elsewhere, there's plenty of room at the Bishopdale mall and plenty of parking.

528 - Chris O'Brien

I am adamantly opposed to the Wheels to Wings cycleway in all its forms and want it scrapped.

At the time of the initial consultation you may remember that a petition was arranged by myself, my wife Janet and our neighbour Jennifer Butler collected signatures from 425 households along Harewood Rd, Leacroft St, Murmont and surrounding streets. All of the people who signed were totally opposed to this cycleway. We only struck one person who was for it and two others who were ambivalent about it. That speaks volumes. I am quite aware that your scheme draws support from cyble lobby groups around this country. Most will never ride on this cycleway.

Yet at the meeting at the church on the cnr of Sails St where we met with you, you stated that the Council did not take any notice of petitions only submissions.'

I want to make it quite clear that in advancing this cycleway you are going against virtually every resident in the local area.

We see your plan as simply a way of advancing the Green agenda to get rid of cars.

I would like to address this issue in person

[Transport > Other]

I would also like to see the traffic lights at the corner of Harewood/Gardeners/Breens Rd go ahead as soon as possible, and not as some adjunct to this unwarranted cycleway scheme.

I would like to be heard in person concerning my submission.

572 - Barry Hopkinson

[Our Proposed Spending]

The proposed cycleway is a complete waste of ratepayers money. There is no justification for it and the model that suggests it will be used by cyclists will be proven to be complete rubbish.

This is the council spending a ridiculous ammount of money on a completely over engineered proposal that will significantly reduce road side parking for residents on Harewood road

I strongly oppose this project

683 - Donna Thomsen

[Transport>Cycleways], [Planning & Strategic Transport, Urban Design & Urban Regeneration>City Planning]

Cycleways and in particular the Wheels to Wings cycleway should not be funded, by rate payers, for mainly weekend folly, and especially not to boost the funding by government subsidies and capital involvement in this current inflationary environment. The cycleways are overly engineered, dangerous in many converted inner city cycleways and extremely over budgeted and expensive. The council planning departments would be better to put their heads together and efforts into putting in place future proofing further developing subdivisions for strategic cycleway options within the planning resource consent stages, and not redesigning already formed road routes. Criteria for cycleways should be part and parcel of any future developments in any community going forward, paid for by the developers - and not copy pasting a dangerous cycle design route ad hoc into existing thoroughfares that service many businesses and residents.

687 - David Boone

The proposed Harewood Rd Cycleway - opposed outright and opposed in current format.

- It is stated the proposed Harewood Rd Cycleway plan is unjustifiable as it will not add any benefit to pedestrians/the neighborhood from its current arrangement. It is stated the current shoulder of Harewood Rd, from Farrington Rd (Bishopdale Mall) travelling N/NW to SH1, the average minimum width of the shoulder is 1+ metre on both sides of the road currently which is more than enough for cyclists and pedestrians alike to travel safely and remain separate from traffic. It is stated the

proposed cycleway works will not achieve any additional benefit to users and would be a misappropriation of rate/tax payers funds.

It is stated the current design of the proposed cycleway is shortsighted and does not overtake the negative consequences several years absorbed by residents and visitors/sports enthusiasts who frequent Harewood and Nunweek Parks for the duration of construction, several months. Families who attend Harewood School while transferring children before and after school to be conducting pick-ups and drop-offs in a lengthy construction zone

730 - Jane McKenzie

Harewood Rd: Cycle way has been rejected on so Many levels,. Why, is no one listening?

Listen to the Rate Payers.

753 - Dale Deavoll

build the wheels to wings cycleway. It is needed, and will be used.

793 - Cathy Harlow

Wheels to Wings

This has already been consulted on. I really do sympathise with the people directly affected by the cycleway because change is hard and threatening, particularly when it feels like we are losing something. However, this smacks of a group demanding that a matter keeps being revisited until they get what they want.

The Council needs to be providing diversified transport solutions that take account of predicted population increases and that tackle the drivers of adverse climate change. Good quality cycleways seem to be one of those solutions (please be guided by evidence here not personal preference).

Additionally, the Council needs to be thinking long term: no, you will not see immediate large-scale changes in transport preferences. Changes take time but they won't be possible if the appropriate infrastructure is not in place.

In its leadership role, the Council should be trying to find ways to help us all get on board with initiatives that drive forward its strategic priorities, not polarising communities by framing issues as cyclists against motorists.

Please think about the whole of Christchurch, not just now but in the future, and do what is best for that city and its communities.

799 - Karen Couch

[Transport>Footpaths and Streetscapes (Capital)]

I live on the corner of Sails St and Harewood road.

A personal concern is with turning our Street into a one way system from Harewood Rd it will become busier to get out of our drive safely.
A personal concern is having to do right hand turns onto Langdons Rd which is an extremly busy road with Northlink and Papanui high and Northlands mall traffic.
Otherwise it will be a left hand turn and doing a trip through Northlink to get on the other side of the road facing northlands.

This will effect the older persons as well from Golden Age with having to do right hands turns. We are told
to avoid right hand turns as we get older because of more traffic both ways!! All this for a cycle track which I hardly see anyone using as I look out on it from My kitchen window and when outside for a cuppa.

I have nothing against a cycle way, but for the amount of time I have seen it being used and the problems it
is going to cause for the people who go daily to work at the rest homes needing parks Charity hospital needing parks ,retirement homes needing parks, restaurants needing parks.

Has anyone actually sat for the week and counted how many times cyclists use Harewood Rd??
How many cyclists will then use it IF it happens??

IF the cycle way goes ahead, will the foot paths beside it all be removed of all lumps and bumps with walker on walkers, sticks, sight impaired making the path as smooth as the cycle ways which will not have over hanging branches in their way!!

[FULL ATTACHMENT AVAILABLE]

801 - Janet Orchard

I would like the Harewood Road Cydeway scrapped altogether. It's a waste of money and is completely un-negessary.

810 - Gloria Gibb

I wish to submit my reasons for the Wheels to Wings' project not to proceed.

I have resided ~~over~~ on [redacted] for over 20 years so understand the flow of traffic well.

My reasons for abandoning the project are —

Having one lane of traffic would make it very difficult for entering or exiting properties.
At present it is possible to signal one's intention to turn left into a driveway. Often the car behind is able to transfer to the right lane, and in doing so not stop the flow of traffic especially at peak times.

Many residents need to back out from their driveways. This would be extremely difficult and dangerous to execute with a footpath, then a cycleway plus trying to get into a single flow of heavy traffic.
This would affect many residents as there are many houses on back sections as well.

The loss of carparks would have a very detrimental effect on residents and businesses along the road including The Canterbury Charity Hospital, also the Copenhagen Bakery which is an important community gathering place.

I have a weekly Mahjong Group consisting of elderly people meeting at my place. They would find it very difficult to get parks. Crossing a busy road with cycleways would be very dangerous for them to negotiate. These people are unable to bike or get buses here.

>>>

It seems terrible to think that the lovely tree lined road could be dug up in this way after the Hawkes Bay and Auckland floods have wrecked havoc with so many roads. This money could be spent helping to rebuild and repair those many severely damaged up North - not ripping up perfectly good roads.

Emergency vehicles such as ambulances, fire engines and traffic control cars would have great difficulty navigating their way with cycleways and single lane traffic. This could be very serious.

If it is thought essentials to have a "Wheels to Wings" route, then Memorial Avenue would be the obvious choice as it is the most direct route to the airport. I don't know of anyone who presently or intends to bike to the airport to catch a plane.

Lobby Groups from all around New Zealand who are pushing for this cycleway will not be the ones being affected on a daily basis.

It is not too late for this project to be scapped altogether as there has not been a spade dug yet.

86 - Helen Hessey

[Transport>Cycleways (Capital)]

Spending any money at all on the Proposed Cycleway on Harewood Road is a total waste of millions of dollars, This money could be better spent on footpath maintanence, rubbish bins and other important necessary repairs.

>>>

Please stop the Harewood Road Cycleway, it will be a huge white elephant. It will certainly not encourage more people to cycle. I am not against cyclists, however, if cyclists don't feel happy cycling on the road, then they are obviously not confident and capable enough to even be on a bike at all. The cycleway alongside the Northern Corridor is fantastic, perfect. A Cycleway like that would be great, it does not interfere with the general flow of traffic. The proposed one on Harewood Road, will cause many, many, many, more accidents, particularly with drivers reversing out of driveways. It is a disaster just waiting to happen. People will be very badly injured and die.

95 - Phil Brady

The Wheels to Wings project has been deferred and should cancelled and the Government funding be applied to roading repairs in the area effected by Cyclone Gabrielle.

Amyes, Awatea, & Springs Intersection Improvements

General Comments

Nine submissions addressed the Amyes, Awatea and Springs intersection improvements.

Seven supported the improvements.

One provided an alternative proposal, requesting traffic lights at the intersection. One general comment was received also supporting traffic lights as part of the improvements.

Officers Response

Submitters would like to see works prioritised and brought forward at these intersections. Traffic lights have been specifically mentioned as a preference. There is concern that the existing layout, markings and signage is causing conflict and confusion.

This project is a part of the Metropolitan Road Safety Improvement Programme which aims to address the high-risk sites on the Christchurch road network. The process of identification of high-risk sites incorporates the KiwiRAP risk assessment process. The process is reactive to the crash history of individual sites and is founded on the knowledge that crash outcomes vary based on relationships between speed environment, site geometry and control type. The appropriate interventions and their costs are identified based on the unique characteristics of each individual site and types of the crashes occurring. Amyes Road / Springs Road has been identified as a medium high-risk intersection in Christchurch. This project aims to improve safety and reduce death and serious injury crashes at this intersection and also Awatea Road / Springs Road intersection. Investigations are underway, including modelling of different options. The project also includes implementation of High Friction Surfacing at the approaches to the intersections.

Support

227 - Dani Atanasova

please bring forward the development of Awatea/ springs rd/Ameys rd junction. The traffic and the incidents on this intersection are ridiculously way too much. Do something about it quickly please

229 - Sophie Morton

Please consider bringing forward the upgrade of the Amyes/Awatea/Springs Rd intersection. It is a very dangerous piece of road that sees a lot of traffic

232 - Patrick Nolan

I am writing to bring to your attention the concerning situation surrounding the intersection of Aymes Road, Springs Road, and Awatea Road. The current intersection is unsafe and causes numerous problems that affect the well-being of our community.

The intersection is notorious for causing crashes that occur well above acceptable levels. The current layout of the intersection is confusing for drivers, and the road markings are inadequate, leading to increased confusion and risk of collisions. Furthermore, the intersection generates excessive noise and pollution from vehicles idling at the stop signs and congestion caused by the awkward layout of the roads.

The problematic intersection has also resulted in increased stress, anxiety, and road rage for drivers who regularly use this route. The current layout is not working, and it's causing unnecessary frustration and negative emotions for drivers.

Therefore, I strongly recommend that the stop lights be replaced with stop signs at the intersection. The new design should prioritize the safety of all road users and reduce the risk of accidents. The road markings and signage should be clear and comprehensive, ensuring that all drivers are aware of the rules of the intersection.

In conclusion, I urge the council to take immediate action to address the issues caused by the unsafe intersection of Aymes Road, Springs Road, and Awatea Road. Thank you for your attention to this matter.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

2.11 In its submission on the 2022-23 Annual Plan the Board pointed out the need for the **Amyes Awatea and Springs intersection improvement**to be advanced. This was originally proposed prior to the 2011 earthquake, but was reprogrammed to start in 2025. The Board is grateful that this Plan makes provision for this important work to commence in the 2023-24 financial year.

538 - Kim Anning

need to continue with the Amyes Rd/ Springs Rd / Awatea Rd intersection review & changes. This has been put off for a number of years and with the housing in Wigram and surrounding areas, has caused Amyes Rd to become a very busy thoroughfare. We frequently can not get out of our driveway or need to go around the block to join Springs Rd. With additional multi dwelling housing planned for Amyes Rd this intersection is going to continue to worsen. the intersection is dangerous with the bend & traffic trying to turn right out of Amyes Rd, along with traffic turning left and going along Springs Rd being blocked by traffic turning into Awatea. Cycling through the intersection is precarious. Cars frequently turn left from Springs to Amyes at high speeds and I am surprised someone hasn't been seriously injured near the intersection particularly when the dairy was an operating business.

560 - Marc Duff

While personally I believe the Springs Road/Awatea Road and Springs Road/Amyes Road will do little to improve the Hornby Traffic flow, it will greatly benefit that corner and the flow of traffic between Halswell and Hornby. Would ask that any upgrade that is considered sees high consideration for pedestrians and cyclists through these intersections as a number of students that attend South Hornby Primary cross this road and with a planned Cycleway between Hornby and Halswell lets do it once and do it right. The intersection is one of the pressure points with workers coming into Hornby to work in both the retail and industrial hubs.

653 - Marie Gray

I support the proposed changes to the AmyesRoad/Springs Road intersection especially improving safety for cyclists and pedestrians. This is adangerous intersection for everyone and I'm glad to see this brought forward.

Alternative Proposals

214 - Kristen Smith

Amyes Rd/Springs Rd intersection needs traffic lights.

Other/General Comments

386 - linda corkill

Amyes road and springs road intersection really needs traffic lights as it a nightmare to get out on to springs rd from Amyes there is always minor accidents. also traffic builds up real bad at times an i think having traffic lights would be good for children to cross safely as well .

Gloucester Street Upgrades

General comments

Two submitters commented on the Gloucester Street upgrades.

One supported the proposed upgrades, while one provided an other comment encouraging the project to proceed as originally planned without further delay.

Officers Response

There are two submissions that have identified changes to Gloucester Street as being important to the improved revitalisation of significant pedestrian areas in the city, especially noting the proximity of the Isaac Theatre Royal and the yet to be built Court Theatre.

Staff briefed Council on the Gloucester Street project in February. Due to the changes to the planned use of the street since the development of the Streets and Spaces Design Guide – particularly the removal of the planned parking building on Gloucester Street – it was considered appropriate to consider a low speed zone with more space for street activation, to better reflect the strategic location as part of the Performing Arts Precinct, as the main link between New Regent Street and Cathedral Square, and the proximity to Tūranga, Te Pae, the planned Catholic Precinct, and the East Frame. The Streets for People element is funded at 90% by Waka Kotahi and is to trial a street layout to gauge how the street would be used by the public, and also refine that layout based on feedback. The information gathered through this process would guide the design of the permanent project, which would be completed ahead of the opening of the new Court Theatre.

Staff are currently working on providing feedback to Council on options for moving forward. This will address:

- the anticipated timing of any trial,
- the expected benefits of a trial,
- the anticipated form of the changes and interventions,
- any city events that would assist with the activation of the site for the trial, and
- update any information available regarding surrounding central city developments.

It is anticipated that this will be back to Council following feedback from ELT and Legal by the end of the financial year.

Support

610 - Karen Colyer

Although it is not really appropriate here, I am going to say that I am strongly in favour of the proposed changes to Gloucester Street and Lichfield Street.

To bring about enhanced spaces in such vital areas once the stadium and Court Theatre are completed is a must. Central Government has done Christchurch a favour. It is not for developers to tell our council what to do.

Anywhere in the world where areas such as this have been pedestrianised benefit hugely.

Alternative Proposals

548 - Mark Darbyshire

Gloucester Street

The “Streets for People – Gloucester Street Shared Space” project must proceed as originally planned, including funding from central government, with no delay. I have often been to the Isaac Theatre Royal, both as an audience member and a performer, and crossing the road after a show is a nightmare because of all the traffic. It absolutely needs to be streamlined and made pedestrian-friendly, with one-way traffic and a low speed limit. The area between Tūranga, Te Pae, and the Performing Arts Precinct should feel like a world-class space, not a leftover street from before the earthquakes.

New Brighton Public Realm Improvements

General Comments

Eight submitters commented on the proposed funding for the New Brighton Public Realm improvements.

Four supported the proposed funding for the improvements.

Four offered alternative proposals, with a couple encouraging more to be spent on the area, while others expressed concern about spending money in New Brighton where there is a risk of sea level rise. One general comment suggested that careful thought should be given to how the money is spent in New Brighton.

Officers Response

Submissions covered the following themes:

- General support for funding to upgrade the mall.
- Suggesting more than $300, 000 should be invested in the New Brighton Mall area for streetscapes.
- Concern was raised over the effectiveness of project work in the revitalisation of New Brighton.
- The issue of managed retreat was also raised.

Urban Regeneration in New Brighton

Suburban commercial centres are important economic and social hubs for local communities, being focal points for business, employment, community activities and the transport network.

New Brighton is both a Neighbourhood Centre and Key Activity Centre in the city's hierarchy of commercial centres. Neighbourhood Centres serve the weekly and daily retailing and community facility needs of local residents primarily in the immediately surrounding suburbs. They can, in some cases (including those that are Key Activity Centres), offer a broader range of activities, including guest accommodation, residential, entertainment, recreation, and office activities. If people's access to such goods, services and activities are diminished, they have to travel further to meet their needs.

Policy 15.2.2.1 of the Christchurch District Plan therefore acknowledges the need to maintain the role of Neighbourhood Centres. Other strategic documents - the draft Greater Christchurch Spatial and Ōtautahi Christchurch Plans - recognise both the challenges east Christchurch (including New Brighton) faces in terms of vulnerability to natural hazard risk and the opportunities that investment in the Ōtākaro Avon River Corridor (a sub-regional scale recreational area) may catalyse. There is also a need to ensure existing residents are still supported by quality services and active/public transport provision.

Responsibility for revitalising New Brighton is shared. Council investment in capital works there (e.g. to enhance the public realm and provide community facilities, as identified by the community in the New Brighton Centre Master Plan) may be necessary to provide the confidence private land and business owners need to invest to this end.

Following public investment in New Brighton, we are now starting to see private investment in residential development. There is also community driven investment occurring adjacent to the Mall and the Council is aware of private interest in commercial investment on both sides of the Mall in the vicinity of the upgrades.

New Brighton Mall Public Realm Improvements

In the draft Annual Plan it is proposed to bring forward $300, 000 to support improvements to New Brighton Mall's public realm. The New Brighton Public Realm Improvements project supports the Brighton Mall upgrade action identified in the New Brighton Centre Master Plan. It enables an earlier start to implementation of the Brighton Mall upgrade actions identified for the implementation of in the New Brighton Centre Master Plan. It is anticipated this funding will be used for initial planning and design works to upgrade the mall between Oram Ave and Marine Parade coordinating with the proposed development by the Greater New Brighton Group on the site adjacent to the mall.

Additional funding will be required to deliver the improvements and this will be considered as part of the 2024 -2034 Long Term Plan. As per the 2021-2031 Long Term Plan, the wider construction programme budget for the Oram Avenue extension as part of the New Brighton Public Realm Improvements is scheduled between FY 26 to FY 29. There may be opportunities to use this funding to deliver the Mall upgrades.

At this time the Council is not considering managed retreat from New Brighton. There will be further consideration of natural hazard impacts on the area in the future, but this future consideration should not prevent decision at present. The design will include climate change impact considerations.

Support

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board supports the following capital programme projects:

- New Brighton Public Realm – bringing some of this forward to financial year 2023/24 as proposed (45165).

659 - Martha Baxendell

I support bringing the $300k for the New Brighton Pedestrian mall into budget so planning can begin. The Mall upgrade needs to be started as soon as possible to work in line with the proposed CEAT funded Greater Brighton plan.

720 - Fiona Bennetts

I support bringing forward the re-development of New Brighton Mall.

759 - Phillip Ridge (North Beach Residents Association)

NBRA supports the proposed investment in transport infrastructure, including roads, public transport,walkways and cycle ways. In particular, NBRA supports and seeks the retention of funding for thefollowing projects:

New Brighton Public Realm Improvement: Project ID 45165. The $15,296,000 budget wasallocated many years ago to assist Development Christchurch Ltd with the revitalization of theNew Brighton CBD. It has been continually pushed out in all APs and LTPs. However, due to thecurrent building activity in the area and further MDH developments proposed and underway,NBRA strongly supports the complete budget being brought forward so that the public realmimprovements can align with these new developments. Now is the time for Council, in goodfaith, to further honour its commitment to the revitalization of the New Brighton CBD so thecurrent momentum may continue. This not only brings value to New Brighton but to NorthBeach, all surrounding communities in the Coastal Ward and the city as a whole.

Alternative Proposals

144 - Brian Donovan (New Brighton Residents Association)

The NBRA believes the current $300,000 to be spent in the New Brighton Mall area for Streetscapes should be more but because of Council lack of spending in the past it is time to front up and actually put money where it is long overdue.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board wishes to flag the following for the Long Term Plan:

- CEAT needs - $3M of funding for paving of NB Mall to make the CEAT project work.

697 - Mel Graham

I have been concerned for the investments going into New Brighton. Much of the new projects there have been built on the coastline, which seems short-sighted given the risk of rising ocean levels.

85 - Abigail Johnson

[Other/Special Interest Topics>New Brighton Public Realm Improvements]

1I would not invest additional money in promoting New Brighton retail area. A lot has already been put into revitalising the area to little effect, it was only such a popular destination in its heyday due to by-laws on shopping hours. Sumner is considered a nicer beach suburb and yet it still has minimal spillover into nearby retail and hospitality -so why would New Brighton be different? Not to mention the unfortunate imminent threat to New Brighton due to sea level rise.

Other/General Comments

29 - Sarah van der Burch

The money being spent in New Brighton for the Mall had better be thought about very carefully relative to managed retreat.

Disposal of Council Owned Land

General Comments

258 submitters provided feedback on the potential disposal of anticipated surplus Council owned properties.

64 supported the proposal to dispose of the surplus properties.

10 opposed this proposal.

166 provided alternative proposals, with many of these highlighting that they did not support the disposal of 2M Waipapa Avenue in Diamond Harbour.

21 provided general comments.

Officers Response

Submitters presented mixed views on the disposal of Council's property. There are general themes either for or against disposal, as well as other matters. Key themes from the general responses include:

For disposal:

- if the land is not required for a specific purpose, then it should be sold;
- the Council should seek the greatest return from the properties and us this for reducing rates, reducing borrowing or funding projects (eg South Library);
- use the return from disposal in the community in which the property is located;
- target all funds realised for social housing purposes; and
- dispose of more property, including community housing and parks.

Against disposal:

- the Council should provide more green space / community gardens / community centres / youth centres / social housing / tree planting sites / other infrastructure;
- retain the land until after local government reform;
- the land is needed for growth / open space is at a premium / Council should be buying more property for facilities and parks;
- lease out property to generate revenue as an alternative to sale (examples of types of leases suggested include urban agriculture / community gardens);
- these properties can help reduce climate change impacts like flooding; and
- disposing of property is not a priority and we should "fix infrastructure first"

There were also submission on specific properties or classes of properties including:

- 2M Waipapa Avenue Diamond Harbour;
- 2H Waipapa Avenue, Diamond Harbour;
- 26R Glencullen Drive, Casebrook;
- 62 Wordsworth Street, Sydenham;
- 1640 Christchurch Akaroa Road, Gebbies Valley;
- 36 Union Street, New Brighton;
- Urban Forest Plan / 5E Palinurus Road, Woolston;
- Housing properties generally;
- Port Hills Redzone Generally;
- 73b and 93a Bowenvale Avenue, Cashmere; and
- 96 Bridle Path Road, Heathcote Valley.

There were also questions about process (these have not been addressed in this summary response):

- several submitters indicated that they could not access information about the property list;
- a desire to see more targeted consultation on a property specific basis; and
- process does not allow sufficient time for the community to come up with alternative uses for the site.

This is a summary response to the matters raised. A more detailed briefing note is in preparation and will be circulated to Councillors at a later stage.

Supporters saw that if the land was not required for a purpose, then it should be sold. For those who support disposal financial matters are important. These submitters want Council to seek the greatest return from the properties and us this for reducing rates, reducing borrowing or funding projects.

For those who oppose the disposal of land there was a desire for Council to provide more facilities (green space / community gardens / community centres / youth centres / social housing / tree planting sites / other infrastructure). Council has approved retention criteria, which are used to screen properties no longer being used for their original purpose, before they are recommended for consultation. These retention criteria are:

- Is the full property still required for the purpose for which it was originally acquired?

- Does the property have special cultural, heritage or environmental values that can only be protected through public ownership?
- Is there an immediate identified alternative public use / work / activity in a policy, plan or strategy?
- Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership?
- Are there any identified unmet needs, which the Council might normally address, that the property could be used to solve? And is there a reasonable pathway to funding the unmet need?

Where a property has been specifically identified as needed within any plan or strategy, then the property is not put forward for consultation. If there may an alternative use that has not been specifically identified, we look closely at financial plans to see if there is reasonable path towards funding. We've adopted this approach to ensure that:

- there is balanced consideration of outcomes;
- we select properties for consideration based on Council approved criteria consistently applied;
- the public and Community Boards can provide community comment through a formal consultative process; and
- decisions about the future of properties are tied to funding decisions, reducing the possibility of Council holding land without funding.

Officers recommend that the Council disposes of any land that is not being used for its originally acquired purpose and does not have an identified purpose and funding.

An idea put forward by some submitters is that Council could lease out property to generate revenue as an alternative to sale. Examples of types of leases suggested include urban agriculture / community gardens. The Council does consider leasing out land, particularly when there is a long term strategic benefit in retaining the land. Leases for low value uses can involve tying up capital that could be used elsewhere to better meet community needs. Officers recommend that we continue our practice of leasing out land when there is a long term strategic reason for holding it, and disposing of land to release capital when there is no strategic need for a property.

The next part of the response looks at specific properties and classes of properties.

2M Waipapa Avenue Diamond Harbour (Recommendation: Retain)

There has been several submissions opposing the disposal of this property on the basis that it has the characteristics of a park and should be held as a reserve. This property has not previously been categorised or managed as a park. The property has received a low standard of mowing for general amenity and safety sake. From submissions it appears that this has been supplemented by adjacent owners carrying some maintenance.

Following receipt of the submissions and discussion with Council's Parks and OpenSpace Unit, officers recommend that this property be categorised as park and managed for this purpose. The

opportunity cost of this recommendation based on rating valuation is estimated as being in the range of $100,000 to $150,000

2H Waipapa Avenue, Diamond Harbour (Recommendation: Dispose)

One submitter opposes the sale of this commercially leased property on the basis that it could be used for a postal service. Council owns the land, while the building is owned by the lessees.

Given this situation, officers recommend that this property be declared surplus and sold.

26R Glencullen Drive, Casebrook (Recommendation: Dispose)

There were two submissions requesting that the Council retain this property. The property is a walkway that goes nowhere. Officers recommend that this property be declared surplus. If Council decided to sell it, then the property would be offered to the adjacent owners for inclusion in their gardens. If desired, conditions could be attached to the sale around retention of tree canopy cover.

62 Wordsworth Street (Recommendation: Dispose)

Some submitter have requested that the public toilets at 62 Wordsworth Street be reopened or rebuilt. Others have suggested it be turned into a “free public service of some sort”.

The public toilets in Wordsworth Street in Sydenham have been a site for inappropriate behaviour and constantly vandalised. The cleaners were often abused and sometimes could not get into clean as it was unsafe for them to do so.

On the basis that there are alternative ways to achieve Council’s objectives, this property is no longer required for its original purpose and there are no planned alternate uses, officers recommend that this property be declared surplus and sold.

1640 Christchurch Akaroa Road (Recommendation: Dispose)

Several submitters have suggested that this is critical reserve land. Others have suggested it can be converted into native wetlands.

The Parks and Open Space unit have no interest in this property.

On the basis that there is no current or foreseeable Council use of this property, officers recommend that it be declared surplus and be sold.

36 Union Street, New Brighton (Recommendation: Dispose)

There have been requests for this site to be used for social housing / youth work / community hub / bookable space if possible. There is current application to use the building for blanket storage.

The Council does not currently have any requirements for the facility and there are other facilities for community support type activities elsewhere in the local area. On this basis officers recommend that the council dispose of this property.

Urban Forest Plan

Several submitters have requested that the Council take into account the draft Urban Forest Plan as part of decision making about properties. While the draft Urban Forest Plan does not include any projects on the properties identified for consultation, the Council has taken this plan into account and removed properties from consideration if these properties had values consistent with the draft Urban Forest Plan.

After discussion with the Parks and Open Space Unit officers would also recommend that the property at 5E Palinurus Road, Woolston be retained for this purpose.

Housing Generally

There are many submission asking the council to use the land for social housing.

Selling land to community housing providers is the best way to assist the development of social housing under current Government and Council's current policies.

Port Hills Redzone Generally

The list of properties for disposal included full or parts of Port Hills Red zone properties. Those who specifically mentioned Port Hills Red Zone land either sought conditions or opposed sale.

The main condition sought was that persons who land was redzoned should have the first right of refusal for a property. Other focused on making sure that any risks were acceptable, including some wanting the Council to identify safe building sites before putting the property on the market.

Officers recommend that the red zoned properties not be offered back to the former owners and be disposed of using normal processes, on the grounds that most former owners are likely to be well settled, and that the original process created no expectation that the property would ever be offered back.

73b and 93a Bowenvale Avenue, Cashmere (Recommendation: Dispose)

Submitters have suggested that these properties should be retained as parks or as fire protection.

Council has specifically reviewed these two properties for these needs and does not require them for this purpose.

Officers recommend that these properties be sold

96 Bridle Path Road (Recommendation: Defer Decision)

This 9,751 m2 site was acquired as part of the Global Settlement Agreement and was originally Port Hills Residential Redzone land.

The local community board has requested that the suitability of this site for use as a dog park be explored.

While Council's retention criteria require that Council should have plans in place to justify retention of land no longer required for its original purpose, in this case, officers recommend that Council defer making a decision about this property until the investigations into its potential use as a dog park are

completed. Based on the existing rating valuation this recommendation is likely to have an opportunity cost of about $400,000.

Financial Impacts of Recommendations

A key principle underlying the property retention and disposal process is that Council should be informed of the financial consequences as part of the decision making process.

For the properties recommended for retention, the additional maintenance cost is estimated at $11,000 per annum. The planting costs for the Palinurus Road property are estimated at $50,000, however, the Parks and Open Space Unit advises that the capital cost can be addressed through existing budgets. Officers recommend that the Council increase the Parks budget by $11,000 amount to ensure that the property is maintained to the relevant standard. Based on current rating valuation, the opportunity cost of retaining these properties is estimated as being between $630,000 to $680,000.

While full market valuations have not been undertaken for the remaining general land, officers recommend that the capital revenue budget be increased by $1,000,000 for FY 23/24 to reflect the disposal of the remaining general properties.

Support

100 - Neil Rossiter

Sell them, keep rates down.

11 - Elaine Klava

Sell the properties and re-invest in basic services.

126 - Daria Martin

I don't think the council should be in the business of providing community housing so I agree that these properties should be transferred to community providers. I agree that vacant land should be sold. Land is at a premium Christchurch and vacant land should not be left unused growing weeds.

13 - Vivienne Allan

Sell them

140 - Bill Carroll

Sell what is not required and use it to (permanently) reduce the level of borrowings

146 - brian donovan

Get rid of for greatest possible return or use

149 - Julie Kidd

The proposed process seems reasonable.

158 - Paul Young

Surplus properties should be sold

16 - Tyler Cleverley

sell them off/rent them out no point in having properties going to waste and costing tye CCC money each year

17 - Mark Penrice

yes, sell them to developers for as much money as you possibly can. Use this to pay back debts so our rates don't get spent on interest.

170 - Glen Whittaker

Agree with disposal

176 - Doug Soper

These properties have been paid for by ratepayers. If they are no longer being used for their intended purpose, then SELL them and use the funds to further offset rates rises

177 - Glen Ford

These are ripe to be sold, although market conditions have changed over the last 12 months and we may not be able to achieve the best prices

180 - Michael Wilson

Sell them. We need the money now.

181 - Bob Nicholls

Sell.

195 - David Quested

We need to sell them,

197 - PAUL DAIGNEAULT

Its simple...sell them.

202 - Murray Jones

Sell the properties if they are no longer required

206 - Roger Davidson

I fully support the sale of redundant properties.

220 - Sian Ruth (Marshland Hall Trust)

Sell them!

25 - John Batchelor

If no longer required, sell and reduce the rates.

27 - John Noble

I believe properties owned by the council that are no longer "needed" should be disposed of. Each represents a rate payment loss, totally unsatisfactory at a time when there is a major aim to reduce rate increases. The sale of these properties should provide a net gain for the CCC rate coffers.

270 - Donald Fraser

[Borrowing>Borrowing & Debt management]

Sell and reduce borrowing.

286 - Marianne Erickson

sell them

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora supports using Council owned properties to deliver the outcomes of the Housing Policy that was adopted in 2016. Te Mana Ora suggests that Christchurch City Council considers investing in and growing its portfolio of social housing or housing for low income families, and buildingsustainable, energy efficient, and high-quality houses that cater to range of population groups.

300 - Brooke McKenzie

Get rid of them. whats the sense in keeping them. But they should be disposed of by public tender to ensure above board transactions, not an old mate getting a deal.

301 - barbara whitaker

Sell Them

331 - Jonathan Mathias

Sell all unused properties

41 - Mat Morrow

rent or sell

45 - Chris Sloss (No)

Sell the things and reduce borrowing to fund projects

46 - Jacqui Hilton

sell them

47 - Jan Edwards

Sell them

51 - Paul May

sell them

518 - Vicki Pigou

Sell them to finance some of projects that need to be done.

52 - Boyd Kedzlie

I support the disposal of these properties, providing any persons whose land was red-zoned has first-right-of-refusal

521 - Russell Lamond

Sell them

522 - Michael Neville

Any properties either underutilised or not generating income, and no longer fit for purpose should be sold off.

537 - Patrick Kennedy

I'm fine with the idea of selling off useless or derelict council properties, provided they are in fact no longer providing value (either monetary or social) to the community, and their sale could free up space for a worthwhile use that adds value to communities.

543 - Derren Macnicol

Sell

559 - Ruth Grey

Sell them, realise the asset and stop paying for the maintenance of empty or under utilised properties.

570 - Helen Mann

It makes sense to sell these and create revenue. End of story.

573 - Bill Greenwood

I fully agree with the Council disposal of properties no longer benefiting our community.

58 - Margaret Forward

No feedback, but go ahead with the proposal.

6 - Gerry Mitten

Sell them,

613 - murray victor

Sell them!

62 - Janny Webb-Walker

If it makes financial sense and the property isn't making money, or needed in the future, it would be better sold.

621 - Joyce Gardner

I'm in favour of selling these. Let someone else use/develop the space and free up some revenue.

63 - Ross Williamson

If there no longer used sell them

637 - Marie Byrne

totally support these

642 - Greg Hay

If it has been identified that these properties are not required for future use I'm supportive of the sale of these properties

658 - Helen Reason

Generally I support the council selling these properties or redesignating them for another purpose after consultation with residents and ratepayers in the local area

659 - Martha Baxendell

Sell them

664 - Trina Mora-Kelley

Sell them

67 - Rose Cavanagh

If properties are not being used or generating revenue they should be sold at fair market value

679 - Jezreel Pritchard

sell them to compensate for your ludicrous spending instead of raising rates

701 - Joe McCarthy

Rationalise, get rid of them.

703 - Nrian Enright

If not required sell.

71 - David Robinson

There should be sold if there is no via le community use for them.

711 - Patricia Hira-Creagh

If the properties are those specified in https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/LTP-2021-final/LTP2021-Vol1/1-9-Disposal-of-Council-owned-Properties.pdf, then I am very supportive of the sale of these properties, and would encourage prioritising the sale of vacant lands at Quarry Road, The Brae, Cliff Street, Hills Road and Maffreys Road – so engage an agent and offer these lands for sale sooner rather than later.

747 - Allan Taunt

I'm not familiar with the properties, but I am supportive of their sale if there are no other options for them.

789 - Michael Allan

Unused Council Properties

I agree that the small number of unused Council-owned properties should be sold if there is nofurther demand for their use as when they were originally acquired.

790 - Penelope Wright

Definitely sell all

8 - Lucy Gibbs

If they cannot be brought back to their intended use, I think they should be sold to those who are using them for different purposes.

89 - Connor McIver

I support council disposing of land that no longer has any strategic purpose for Council.

Oppose

152 - Rob Ingram

I strongly object to the sale of red zoned properties for residential development, especially those in the Port Hills. If the land has been red zoned due to instability or danger of rock fall I don't see how it has magically become more solid since the earthquakes. Clearly this will lead to developers making millions of dollars in profit by building on these desirable plots without having to be concerned about whether they literally fall off a cliff in a future event. If the land is to be sold it should include encumbrances that strictly prevent any residential or commercial buildings on the site.

218 - Fraser Beckwith

retain these for the future.

349 - Joseph Fullerton

I oppose the sale of Glencullen Drive on the basis that this purpose reserve should be preserved for public use. I also oppose the sale of 1640 Christchurch Akaroa Road.

550 - Paikea Ormsby

Don't sell them.

555 - Karen Whitla

i dont support the sale of land.

>>>

[Other/Special Interest Topics>Asset Sales; Social Housing]

at all times land should be used for social housing.

i dont support the sale of land.

I dont support the sale of our assets

599 - Oliver Huggins

Retain them. There remains a shortage of community spaces for art, music and social development. Rent them at cost back to the people of christchurch

719 - Celia Hogan

Don't sell them, make money from them another way.

720 - Fiona Bennetts

[Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning]

Please don't dispose of properties. We need more green spaces, especially as developers build more dense housing.

Thank you for reading my submission

750 - Pubudu Senanayake

They should be retained in public (council) ownership.

816 – Robert Peacocke

Selling council assets should only be considered as a last possible resort if the council is facing a significant shortfall of funding. We are building a state-of-the-art stadium and so this doesn't appear to be an issue right now - selling these properties shouldn't be considered this year.

817 – Heather and Ken Watson

Ken and I would like to agree with Nancy and the community association about the use of the land mentioned above to not be sold but kept as a natural native belt. This piece of land needs more natives planted on it. We live next to the playground and opposite the medical centre (Snowdrop Cottage). Now that the ngaio in the above playground reserve has been removed, this would make a great space for a community garden. The medical centre extension is going ahead which means the medical new car park is going to run parallel to the lane which we use as our entrance to our drive way. We share this with 4 other properties. The playground, medical centre and shared access to our properties are already in our view to close and busy. The lane leads into the public car park which is shared with Stoddart Cottage, rugby/cricket/soccer groups etc, toy library and Memorial Hall. We now also have a living in Motel on the corner coming into the car park. During peak times the car park and road lending into car park from Waipapa Ave gets very busy with the elderly, adults/children, dogs, cars and buses. Ambulances and the fire truck also need room. I would also like to mention that the Westpac Helicopter lands in the Domain/sports field in front of the Memorial Hall when needed to pick up patients. Unpredictable events and lack of space to drive safely, or walk or play at the playground already is a day to day issue. We have no footpaths or safe separations between any of the spaces and areas already. We believe that the above issues need to be made safer before even thinking about selling 2m Waipapa. And for the reasons Nancy Vance and others have viewed plus our concerns for safety to the public and the ambience of our community village, we would not like to see this land sold.

97 - Rick Mansell

Do not sell them off or give them to developers

Alternative Proposals

10 - Jig Dhakal

Keep them until at least after local government reform. Look at leasing the land for investment.

102 - margaret ripley

Develop them into living accommodation

104 - Elizabeth Ough

[Other/Special Interest Topics>Social Housing]

1) Sell the properties and use the funds for more Social housing.

2) Use the properties for Social Housing if suitable.

109 - Sarah Edwards

I have only looked at a couple of the properties so don't feel I can comment on all. If they can be used for public good - a shared space/community garden, for example, that would be wonderful.

112 - Donna Currey

I do not agree with the 'disposal' of the land at 2m Waipapa ave, Diamond Harbour. This land should not be sold to commercial developers but rather have a 'reserve status' put on it and the mature trees on this site should be left there. As we have seen even with the 'flattening' of the land that is now the rugby field as well as the terraced cemetry in front of it, there is significant flooding in these areas when there is a downpour of rain. Taking the trees off this land and flattening it out for development would run the risk of increased flooding in this area and erosion of the land as well as taking away the natural habitat of many birds in this area too.

There is currently a new commercial development at the Church bay end of Diamond Harbour of which are still barely tenanted. As this is already up and running I think it would make better sense for anyone wishing to undertake a commercial enterprise to use one of these buildings. Also, there are many sections still available at this end of the harbour as well, for people who wish to live there.

114 - Rosemary Neave

[Other/Special Interest Topics>Social Housing]

We must priorities social housing builds

115 - Angela Nichols

Please do not sell off any "reseve areas". They provide a green space for our communities that are being taken over by infill housing and homeowners who add parking spaces on their properties because most houses now have 2 or 3 cars!

121 - k Hay (SSRA)

Sell them and use funds in the community the are in.

123 - Paul Chapman

Submission in relation to 2M Waipapa Avenue, Diamond

l beleive this land should be is retained by the council and held as reserve for the community. The council-supported Diamond Harbour village plan in 2017 proposed the same designation and I would like to reiterate those findings. The land consists of a track which is entrance to 5 long-standing properties . It has a mains sewer running through the middle and is a natural amphitheatre for water runoff from 10+ houses so quickly becomes waterlogged over winter.

Possible amenity uses could include community orchards or a plant nursery for revegetation of other areas, for example. Meanwhile, as it stands, this land is a haven for birdlife, with Keraru, fantail, warbler and bellbird always present. I have even spotted a tui there. This type of habitat is of high value sited so close to the medical centre and community halls. With considered tree management this habitat can be enhanced and enjoyed by the wider community.

141 - Annaliese Fisher

Housing

144 - Brian Donovan (New Brighton Residents Association)

Depends on property but either sell to highest bid or donate/sell to an organisation able to make best use of the space.

147 - Kate McKenzie

Green space or reserves where possible, communal gardens, community areas, always good for mental health.

153 - Brendan Ross

I WOULD SELL THEM ON A CASE BY CASE BASIS AT A DESIRED PRICE IF NO NEW USE CAN BE FOUND

164 - Jemma Harnett

SOCIAL HOUSING

167 - Linda Nicolson

Phil Mauger implied in his election campaign that these unused properties were worth a lot of money. Publish what they are worth and what people are willing to pay and let people know. It will be very disappointing if any cronies get a bargain.

169 - Peter Dobbs

No specific comment.

However I would encourage council to retain properties that may facilitate light rail transport (or similar) to be built in the future (basically to land/ property bank)

174 - Samuel Thompson

It would be a far better use for many of those properties to build social housing projects on them, rather than disposing of them for what is obviously the least value to the community. Increased social housing stocks benefits literally everyone in the community, and would not incur anyof the council's own costs that a private developer would.
Even parks can be converted fairly easily.

175 - Karen Carcamo

More community centres please

179 - Hammond Peek

Look at how the community or community groups could make use of these properties rather than selling them to the highest bidder simply to maximise income for CCC.

18 - Phillip Heslop

That depends entirely on the nature of the properties - can some of these be retro fitted as multi-use buildings creating space for living, business and socialising? Or are they in areas that this is desirable?

Could the council stomach redeveloping these properties into new multi use buildings?

185 - Andrea Mead

Community lead initiatives, for youth or elderly.

187 - Clare Hall

Submission in relation to 2M Waipapa Avenue, Diamond Harbour

I oppose the selling of this piece of land and beleive it should be retained by the council and held as reserve for the community. In 2017, the council and community worked together to create a Diamond Harbour village plan and in the final document both parties agreed this piece of land should be designated as a reserve for community use. Now it seems the council is reneging on this commitment, after spending all that time and money creating the document. What a shame and what a waste of council resources and the communities time!

The land in question consists of a track which is entrance to 5 long-standing properties dating back to the 1940s. It has a mains sewer running through the middle and is a natural amphitheatre for water runoff from 10+ houses so very quickly becomes waterlogged after heavy rains, particularly during winter. This is only likely to happen more as our weather becomes more extreme. It is however, a haven for birdlife, with Keraru, fantail, warbler, and bellbirds always present. This type of natural habitat is of great value to surrounding amenities such as the medical centre and community halls. With considered tree management this habitat can be enhanced and enjoyed by the wider community.

Thanks for the opportuntiy to provide feedback.

19 - Michele Laing

there are multiple community groups with low resources that need council and community support

190 - Tasha Tan

I would like for us to offload any properties that do not bring value in the future, but would like to see these go to someone with a productive plan for them and not Wilsons parking :)

198 - Janice Donaldson

Seek feedback from affected parties but avoid being lobbied by interest groups where the value proposition cannot be upheld - like the Edgeware Pool

20 - Raymond Lum

Depending on where they are ask the community on what they want

209 - Lynette Bay

By leaving properties as they are they are depreciating and there is no income from them. Wouldn't it be better to utilise/ or find another avenue for using them? Or even sell them and put the finance from them to top priority community projects in the community?

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board would support the Council using some of these properties to restore pockets of natural bush. This would help increase our tree canopy, and if left as natural bush should also require minimal maintenance.

In cases where a Community has identified a need for additional capital expenditure, and there is un-utilised Council land in that Ward, the Board would support the Council selling that land and allocating a budget equivalent to the sale proceeds to go towards new projects in that community.

212 - Liza Hewison

avoid land banking

213 - Richard Suggate

[Coders note: Submission based on submission #382]

Do not sell 2M Waipapa Avenue, Diamond Harbour. Detailed submission is attached.

>>>

My name is XXXX and I liveat XXXXXXX, Diamond Harbour. I present this submission to oppose 2M WaipapaAve listed as Land for Disposal in the 2023/24 Annual Plan.

I was a member of the DH CommunityAssociation Committee for ten years and for five of those I was the Chairpersonand I have a good feel for community viewpoints on many local issues. Thissubmission is largely based upon the submission of a local landscape architect,Nancy Vance.

A physical description of 2M Waipapa Ave (the site) is critical forconsideration of disposal/retention.

Thesite is part of a valley landform that projects from upper Waipapa Ave out tothe northeast tip of Stoddart Point, via the Historic Weir. The site is avalley floor, and the surrounding catchment drains a significant amount of stormwater,so the ground is wet year-round (an approximate 300m2 area) and has stagnant waterpuddles in winter. It is a cold site in winter and frost sets where there arenot trees. Refer to Figure 1.

Itis relatively sheltered thanks to the eucalyptus trees (Stoddart Cottagewindbreak and landscape setting) and the row of poplar trees planted aswindbreak in the early 1970s. These trees provide shelter for both the 15 valleyresidents (from the Nor'easterly) and for the Hall/Cottage (from the Sou'westerly).The NE/SW orientation of the valley limits sun penetration into the site. Thisis a relatively dark site – summer or winter, with or without the trees.

Beinga valley, the west side is sloped within the site; the remaining sides aresloped in the surrounding residential properties creating a natural compact amphitheatre.Voices and noise in this space are magnified. Surrounding residentialproperties are raised 5m+ and all look into the site in this lower central location,like looking at a stage.

While the Property Status ReportLocality Description states that "The site adjoins a small commercialdevelopment at Diamond Harbour" and "is adjacent to parks and recreationalareas", this land parcel is approximately 200m away from the village centre, isperceived as a reserve within a residential area, and the bulk of the propertyis not adjacent to the Hall/field/playground. It is a dead-end and shares itsboundary with 10 properties which encircle it – there is a medical centre tothe north, and 9 residential properties to the south, east and west. It "sharesthe valley" with an additional 5 properties at the top and bottom end. Refer toFigure 2. Five of these residents access their properties via a shared drivewayon the site as their Purau Ave frontage is too dangerous for access, and 4 ofthese residents have wastewater infrastructure through the site. Refer to Figure3.

Thesite has informal trees and plants that, with neighbouring residentiallandscapes, support the diversity of birdlife along the ridge of StoddartPoint. There are many bellbirds, wood pigeons, wax eyes, fantails and otherspecies. A tui have recently been sighted here as well. Both the dawn chorusand dusk chorus here are loud, rich and lengthy – this birdsong is one of the treasuresof this neighbourhood. The vegetation onsite also benefits both visitors to the Hall/rugby grounds and the residents bycreating an informal transition or buffer between the two which, during anysporting event is necessary for residents' privacy, and offers a cleardelineation for the extent of the Hall and Medical Centre parking areas.

<u>Conclusions</u>

The land parcel2M Waipapa Ave has physical features which preclude it from most land useoptions and there are already relevant strategies/initiatives for its futuremanagement. it currently supports

abundant birdlife, and it does not meet thecriteria for “Council land for disposal”. It should therefore be removed fromthe 2023/24 Annual Plan.

2. The land shouldbe granted reserve status and the Council should work with adjacent residentsto ensure its biodiversity restoration, public access, and local participationin its management.

215 - David Duckmanton

I think the red zoned properties should be offered back to the original owners who owned them at the time they were red zoned, and had to take the Government offer for them to move on (for the same price that they were paid out)

216 - Ben Norman-Larter

No issue with landbanking for future use, but there needs to be economic case for it.

219 - Christopher Charlton

Red Zoned properties should be first offered back to the previous owner at a negotiated price and they should have the first right of refusal.

If the previous owner has declined, the red zoned land should be offered to the surrounding neighbouring properties at a negotiated sale price and amalgamated into the neighbouring properties. This will lead to better neighbourhood outcomes.

If the council put the Red zoned property on the open market the property should be remediated and an safe house site engineered and identified. If this does not happen then what has changed since its purchase by the Government when it was deemed unsafe for building and surely it is still unsafe. Selling the property without establishing if and how it can be built on is a credibility issue and will be viewed as irresponsible and undermine the confidence in the Red zoning of land

222 - Lana McLeod

do not sell them, re purpose them

227 - Dani Atanasova

Rent to the government for housing if you can

235 - Harrison McEvoy

These properties should first be offered to community groups, unless their removal from use has a negative impact on local services. Only once all groups have been exhausted and no other appropriate use is found should they be taken to the private sector

236 - Jono de Wit

Lease the land to community housing providers so affordable housing can be built on it. Require the housing to be dense and potentially include retail space for cafe or convenience store for example.

247 - Ged Robinson

create hubs for our at risk and teenagers to have a place to connect

253 - Matthew Rout

I think the Council should wait to sell these properties after 2030 when they will not have to share the profits with the Crown.

254 - james ensor (boatsafetyatnavalpoint.org.nz)

community in engagement or community board workshops with the community

258 - Charlotte Cooper

turn them into something functional that benefits the community or sell them.

26 - Marilyn Yurjevich

[Other/Special Interest Topics>Social Housing]

Use them for soial housing

261 - Keith Harris (Akaroa District Promotions)

Council Properties Proposed Disposal – The Board support the identified Councilproperties within the Banks Peninsula ward. The Board wishes to remind theCouncil that the Board does not support the disposal of the Council owned land inHunters Road, Diamond Harbour being available for disposal and support the workof an outline development plan that is currently being developed.

264 - Josh Johnson

sell them to developers if not being used or turn them into cost free public spaces e.g. sport rooms (like bars but without alcohol) which can be used for big events under cover but are always on ect

267 - David Pigou

No. Not without knowing more about it. As long as they are being used constructively I guess is okay.

271 - Mark Radford

[Other/Special Interest Topics>Social Housing]

if sold money to go back into social housing

28 - Andrea Davis

encourage community gardens at these properties to give families food security. This is about the best thing CCC could do heading into the tough times ahead.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Te Mana Ora recommends that Council owned parks remain undeveloped.Green spaces are valuable assets for climate change mitigation and adaptation, such as for limiting flood damage by slowing and storing water and countering the effects of urban heat islands[1]. Te Mana Ora recognises that leasing Council owned land can reduce the costs of managing land and suggests that Christchurch City Council considers leasing surplus land to community groups. Community groups could be supported to use green spaces for community gardens or urban agriculture, increasing the City's food security. Te Mana Ora suggests that Christchurch City Council uses the Integrated Planning Guide when working with community groups to consider how projects can build stronger, healthier and more resilient communities[2].

[1]Graça, M., Cruz, S., Monteiro, A., & Neset, T. S. (2022). Designing urban green spaces for climate adaptation: A critical review of research outputs. Urban Climate, 42, 101126.

[2]Health in All Policies Team, Te Mana Ora/Community and Public Health (2022). Integrated Planning Guide for a healthy, sustainable and resilient future - version 3.2. Christchurch. New Zealand: Te Whatu Ora

29 - Sarah van der Burch

I am not sure because a number of these properties can probably help reduce climate change issues - like flooding. What we can easily see from Cyclone Gabrielle is that it is important to develop properties with climate science at the forefront.

292 - Dominic McKeown

can they leased for commercial gain to council and make up any shortfalls due to pet projects.

293 - Eva Ross

Youth and community hubs!

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The Board asks that properties are prioritised as social housing in general and maintaining ownership of property in public hands.

The Board suggests that the Sandilands and McGregor's Road properties should only be divested to Otautahi Community Housing Trust or Kainga Ora. If not, it should only be leased to housing providers, rather than sold for private housing use.

No.	Street	Current use	Legal Description	Title Reference	M2
2 & 4	Griffiths Avenue	2 Cross leased flats 3 & 4 DP 42270	Lot 17 DP 13232	CB 19F/282 & 283	766
23 & 25	Griffiths Avenue	2 Cross leased flats 1 & 2 DP 42282	Lot 17 DP 13233	CB19F/270 & 271	1231
29 & 31	Griffiths Avenue	2 Cross leased flats 1 & 2 DP 42303	Lot 27 DP 13232	CB19F/284 & 285	1001
6 & 8	Nicholas Drive	2 Cross leased flats 1 & 2 DP 42270	Lot 16 DP 13232	CB19F/280 & 281	814
3 & 12	Griffiths Ave & Nicholas Dr	2 Cross leased flats 3 & 4 DP 42269	Lot 1 DP 43784	CB23A/576 & 577	789
14 & 14A	Nicholas Drive	2 Cross leased flats 1 & 2 DP 42269	Lot 38 DP 13232	CB 19F/272 & 273	799
11 & 13	Griffiths Avenue	2 Cross leased flats 1 & 2 DP 42301	Lot 33 DP 13232	CB 19F/276 & 277	1069

15 & 17	Griffiths Avenue	2 Cross leased flats 3 & 4 DP 42301	Lot 32 DP 13233	CB 19F/278 & 279	1069
18 & 20	Griffiths Avenue	2 Cross leased flats 1 & 2 DP 42281	Lot 24 DP 13232	CB 19F/262 & 263	753
22 & 24	Griffiths Avenue	2 Cross leased flats 3 & 4 DP 42281	Lot 25 DP 13232	CB 19F/264 & 265	632
9 & 11	Coulter Street	2 Cross leased flats 3 & 4 DP 42281	Lot 10 DP 13232	CB 19F/266 & 267	880
18	McGregors	Single Dwelling	Lot 13 DP 13209	CB499/34	873

The Board supports the retention of:

No.	Street	Current use	Legal Description	Title Reference	M2
5E	Palinurus Road		Lot 13 DP 47055	CB28F/78	3767

The Board asks that staff investigate the possibility that this land be used to support the Tree Canopy/Urban Forest strategy.

Note: Plunket rooms to be used for a community purpose if possible.

No.	Street	Current use	Legal Description	Title Reference	M2
36	Union and Collingwood Street	Vacated Plunket Premises	Part Lot 66 DP100	CB320/299	506

297 - Paul Broady

Ensure that sufficient of these are used for community housing to enable homelessness in Christchurch to be a thing of the past.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

Potential disposal of Council owned properties

20. The Chamber is pleased to see that the Council is engaging in asset recycling and would like tosee this continue at a greater scale. The Council must take the opportunity to review theirownership of assets and whether the rationale for owning each or as sole owners is still valid,particularly given the current importance of facilitating economic growth, and whether betteroutcomes can be achieved for the city by investigating strategic investors/partners who couldadd value to the assets and increase the Council's return on investment.

304 - Jan Bierman

Any properties deemed to be surplus to **community** requirements should be disposed of.

324 - Nikki Griffin

get rid of them if it is going to be of benefit long term and not just a quick fix to solve the rates increase this year

325 - Oliver Hutchison

[Other/Special Interest Topics>Social Housing], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Build social housing, urban farms and forests.

330 - janice Ford

Maybe put something on one of them for the children in Templeton so they have something fun to do

338 - Anthony Planicka

Make a business choice on them.

348 - Will Vere

Public benefit, food markets, night schools and general improvements to the potential of the chch populace that may not be traditionally profitable

351 - Riley Brosnahan

Depending on the location, sell them to developers wjo can build affordable housing at high density

354 - Richard Smith

With housing intensification happening and the reduction of green areas on private land consideration should be given to using appropriate properties as parks or urban forests.

355 - Murray Horton (Keep Our Assets Canterbury (KOA))

CCC must only sell its assets such as Andrews Crescent, Sandilands and any other (deemed unfit for purpose) CCC owned social housing site to not for profit social housing agencies. This request includes every social housing site which is listed in the DAP which CCC desires to sell.

To use the phrase that we all became familiar with during the earthquakes - "like for like".

Christchurch has many citizens who are homeless, as well as being socially disadvantaged and impoverished.

373 - Alana Harper

Depends what these are. If they can be used at a gd return keep them but if not sell them and use the funds in a better way to support chch residents

377 - Kristin Mokes

Offer them to the communities/groups to see if there is something that they can use them for to better their direct community.

379 - Pat Annett

[Other/Special Interest Topics>Social Housing]

Social housing is desperately needed. Sell the properties and put money into social housing needs.

382 - Nancy Vance

Re: Annual Plan 2023/24 Council Land For Disposal at 2M Waipapa Ave, Diamond Harbour

Hello, my name is Nancy Vance and my family lives at XXXXXX, Diamond Harbour. I present this submission to oppose 2M Waipapa Ave listed as Land for Disposal in the 2023/24 Annual Plan. We have lived adjacent to this land parcel for nearly 18 years and are familiar with its features and opportunities.

A physical description of 2M Waipapa Ave (the site) is critical for consideration of disposal/retention.

The site is part of a valley landform that projects from upper Waipapa Ave out to the northeast tip of Stoddart Point, via the Historic Weir. The site is a valley floor, and the surrounding catchment drains a significant amount of stormwater, so the ground is wet year-round (an approximate 300m2 area) and has stagnant water puddles in winter. It is a cold site in winter and frost sets where there are not trees. Refer to Figure 1.

It is relatively sheltered thanks to the eucalyptus trees (Stoddart Cottage windbreak and landscape setting) and the row of poplar trees planted as windbreak in the early 1970s. These trees provide shelter for both the 15 valley residents (from the Nor'easterly) and for the Hall/Cottage (from the Sou'westerly). The NE/SW orientation of the valley limits sun penetration into the site. This is a relatively dark site – summer or winter, with or without the trees.

Being a valley, the west side is sloped within the site; the remaining sides are sloped in the surrounding residential properties creating a natural compact amphitheatre. Voices and noise in this space are magnified. Surrounding residential properties are raised 5m+ and all look into the site in this lower central location, like looking at a stage.

While the Property Status Report Locality Description states that "The site adjoins a small commercial development at Diamond Harbour" and "is adjacent to parks and recreational areas", this land parcel is approximately 200m away from the village centre, is perceived as a reserve within a residential area, and the bulk of the property is not adjacent to the Hall/field/playground. It is a dead-end and shares its boundary with 10 properties which encircle it – there is a medical centre to the north, and 9 residential properties to the south, east and west. It "shares the valley" with an additional 5 properties at the top and bottom end. Refer to Figure 2. Five of these residents access their properties via a shared driveway on the site as their Purau Ave frontage is too dangerous for access, and 4 of these residents have wastewater infrastructure through the site. Refer to Figure 3.

The site has informal trees and plants that, with neighbouring residential landscapes, support the diversity of birdlife along the ridge of Stoddart Point. There are many bellbirds, wood pigeons, wax eyes, fantails and other species. A tui have recently been sighted here as well. Both the dawn chorus and dusk chorus here are loud, rich and lengthy – this birdsong is one of the treasures of this neighbourhood. The vegetation on site also benefits both visitors to the Hall/rugby grounds and the residents by creating an informal transition or buffer between the two which, during any sporting event is necessary for residents' privacy, and offers a clear delineation for the extent of the Hall and Medical Centre parking areas.

While the plan measure of the site is 2,705m2 it should be noted that approximately:

- 800m2 is shared access/driveway with residents of 6-14 Purau Ave (5 adjoining properties)
- 200 m2 is the poplar windbreak footprint
- 100 m2 is wastewater pipe, and
- The 300m2 centre is wet year-round

Maintenance-wise, the Council presently mows the small, grassed area twice a year. Neighbouring residents regularly mow and weed the area.

Site values:

- Abundant native birdlife
- Landscape setting/backdrop to public recreation area, and for all properties looking into it
- Physical access driveway to 5 residential properties
- Physical access for wastewater infrastructure for 4 residential properties
- Privacy, shelter and amenity for 15 residents in a compact valley landform
- Visual/audio buffer for 15 residents – from each other and from rugby club/playground
- Windbreak shelter for Hall/Cottage (from SW) and for residents (from NE)

The physical context and values described above begin to reinforce several strategic needs and initiatives of the community that can only be supported through public ownership of this land; these are outlined below.

Four Council strategies/policies/initiatives currently apply to this parcel of land.

1. The site is currently zoned Open Space Community Park (OSCP) and offers the surrounding residents: amenity, privacy, shelter, access and opportunity for interaction which the zone offers. It is however a dead-end and completely surrounded so does not attract further visitors. As it is largely undisturbed due to its landform, climate and setting it attracts many birds. Conservation Activity is permitted in this zone (18.4.1.1. P3) and while not formally observed, this land parcel is currently providing habitat and roosting for many indigenous avifauna. https://districtplan.ccc.govt.nz/pages/plan/book.aspx?exhibit=DistrictPlan

2. The Stoddart Point Reserve and Coastal Cliff Reserves Network Diamond Harbour/Te Waipapa Management Plan 2013 outlines the values and management objectives of local reserves and coastal spaces, including those of Stoddart Point, of which this land is physically a part of (though not as reserve status). https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/parkmanagement-plans/stoddart-point-and-coastal-cliff-management-plan

3. Getting to the Point – prepared by the Stoddart Point Regeneration Ideas Group (SPRIG) after the 2010/11 earthquakes outlining issues and ideas that the community wished to see progressed – effectively a community design and planning document. This parcel of land is identified as windy and perceived as reserve in this document's analysis. https://drive.google.com/file/d/0B2jCygY8- HlpLWE5QUFxRUdKejg/view?resourcekey=0-DarFmxyipWj6Vz99epUliA

4. Village Planning Diamond Harbour Concept Plan 2016 – progression of SPRIG work and an action plan from the community saw Council prepare a Concept Plan for the village centre, considering primarily the future of former Godley House site. This parcel of land is identified

as Activity Area 3 and suggested as “Alternative Community Garden area and management of existing trees to be considered”. https://diamondharbour.info/local-politics/village-planning/

2M Waipapa Ave for Council Retention

Given the physical features preclude the site from warm dry occupation, building construction, easy access, privacy, noise control, adequate climate or space for a community garden or recreation activity -> the land use with greatest potential to influence its best feature (the birdlife), and least environmental effects on the 15 neighbouring residents, would be to provide land status and land management that enhances native birdlife.

I would like to see this site retained in public ownership and be protected with a reserve status (eg. Local Purpose Reserve – purpose being native revegetation and enhance biodiversity with retained access lane) or receive protection for native revegetation and biodiversity enhancements efforts in some other way.

While the current Open Space Community Parks Zone can support enhancement of indigenous biodiversity, including birds, (Objective 18.1.1 a. viii. “recognises and provides for the district’s indigenous biodiversity”) a reserve status would better support such an initiative.

Reserve land status would also go a long way to support the Stoddart Point Reserve and Coastal Cliff Reserves Network Diamond Harbour/Te Waipapa Management Plan, adding another ‘habitat patch’ to the ecological network being implemented by the local Reserves Management Committee and the Council. It would also support the SPRIG work that was undertaken by the community post-earthquakes and would provide the tree management that the 2016 Village Concept Plan proposed.

On Monday April 3rd several adjoining residents attended a neighbourhood meeting about this proposal and all in attendance expressed interest in the land remining in public ownership, retaining the public driveway entry, and it being planted to enhance biodiversity and bird habitat. Neighbouring residents also expressed interest to participate in the control and management of the reserve in a formal way (eg. community association) for the land’s long-term management and would be keen to discuss options for this with the Council. I am a landscape architect and would be happy to prepare a landscape plan to support these efforts.

Review of criteria for potential disposal of Council owned properties (vs Council retention)

1. Whether the property is being used for the purpose it was originally acquired for? Yes – currently used as OSCP = amenity, privacy, shelter, access and opportunity for interaction, in addition to bird roosting and feeding.

2. Cultural, environmental or heritage value that can only be protected through public ownership? Yes – environmental value as roosting and feeding habitat for bellbirds, kereru, fantails, tuis, wax eyes and more. The potential for environmental improvement high on this compact valley floor.

3. Is there an immediate identified alternative public use/work/activity in a policy, plan or strategy? Four relevant public strategies/plans/initiatives are listed and supported above.

4. Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership? Ecological potential to support existing native birdlife and to provide for more, in the wider Diamond Harbour, Banks Peninsula, landscape context.

5. Are there any identified unmet needs, which the Council might normally address, that the property could be used to solve? And is there a reasonable pathway to funding the unmet need? Regarding long-term management, the neighbouring residents are keen to participate in a society/committee to manage and maintain this land as reserve. There is potential for the community to prepare a plan, apply for funds and grants for native vegetation/tree planting, and for volunteer planting days and maintenance days. I/we would be open to discussions with the Council to arrange this.

The land parcel 2M Waipapa Ave has physical features which preclude it from most land use options, there are relevant strategies/initiatives for its future management, it currently supports abundant birdlife, and it does not meet the criteria for “Council land for disposal”. It should therefore be removed from the 2023/24 Annual Plan.

The land should be granted reserve status and the Council should work with adjacent residents to ensure its biodiversity restoration, public access, and local participation in its management.

Figure 1 Stoddart Point Landform Context

Figure 2 District Plan Zones (Green=Open Space Community Park, Red=Residential), 3 Waters Infrastructure (pipes), 15 neighbouring residents and the medical centre.

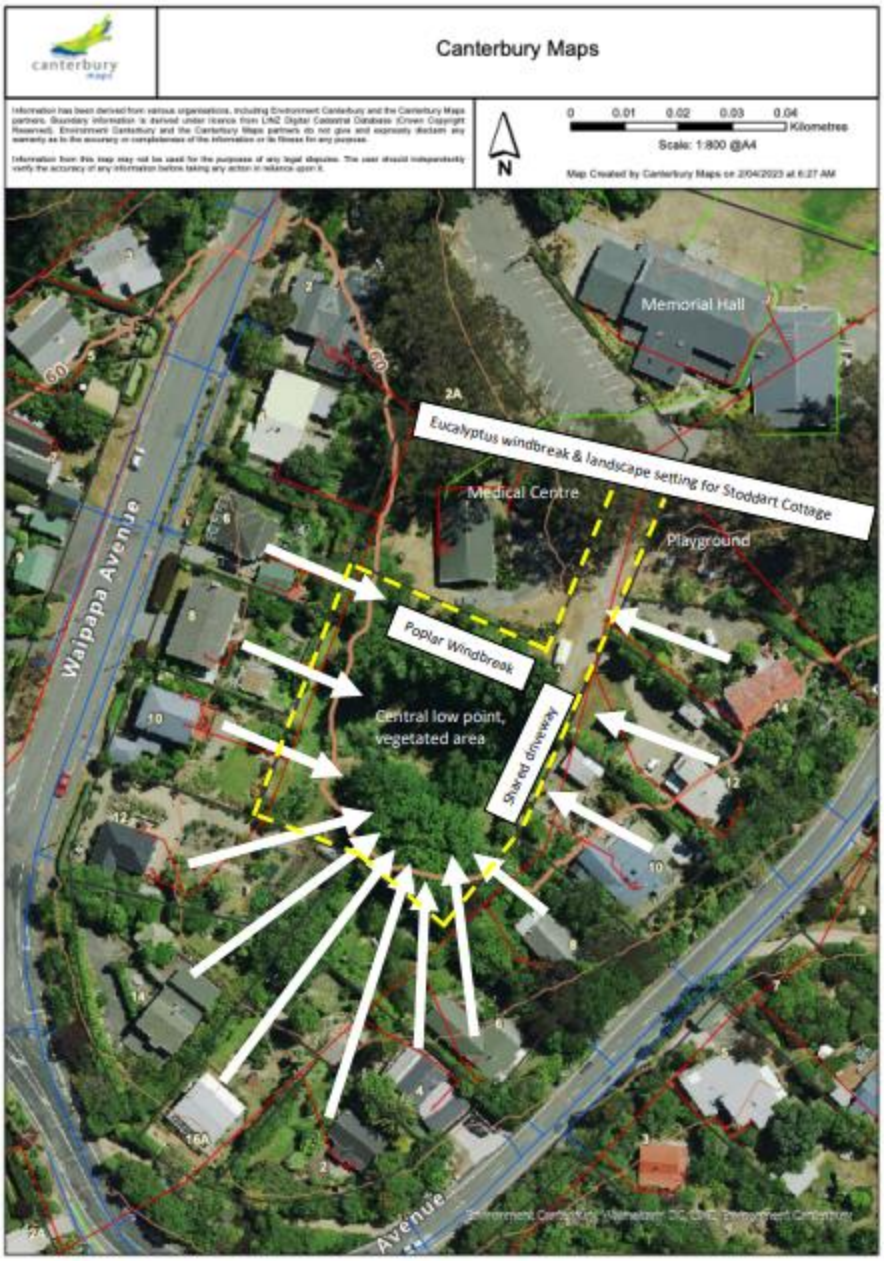

Figure 3 Aerial photo with contour overlay showing surrounding slopes and central low point (the site) of the valley landform. Site features are labelled including arrows to demonstrate immediate neighbouring views into the site.

[Full attachment available]

384 - James Allan Kay

They should be redeveloped to suit the needs of the community and should not be sold in dodgy back room deals :)

388 - Stephen Farrell

Personally, not happy with leasing green spaces for other use for any reason. Sell it if you don't want it and can convince people the local area is sufficiently serviced.

You might consider swapping some of the properties under consideration for vacant land considered more useful in those neighbourhoods where vacant land is being discussed as a rates issue in another section.

389 - Jeff Hadfield

Offer them to housing associations and allow development of low cost living accommodation on these sites or within these properties perhaps even Council owned and rented.

396 - Trudi Bishop

Do not sell the red zone hill side properties to property developers. We need less development on the Port Hills/Banks Peninsula not more (development will only benefit a small handful of people not the city as a whole). CCC should gift the land to the city and invest in regeneration of the land so that future generations can enjoy native forests and hear native birdsong come back to the hills. Not developing the land and regenerating it instead will also reduce erosion, sediment etc, lower fire risks which all go to saving future costs and directly works with the city's climate adaptation plan.

>>>

Do not sell the red zone hill side properties to property developers. We need less development on the Port Hills/Banks Peninsula not more (development will only benefit a small handful of people not the city as a whole). CCC should gift the land to the city and invest in regeneration of the land so that future generations can enjoy native forests and hear native birdsong come back to the hills. Not developing the land and regenerating it instead will also reduce erosion, sediment etc, lower fire risks which all go to saving future costs and directly works with the city's climate adaptation plan.

>>>

We must not ever change the reserves in the CCC property list to be disposed such as

LAND STATUS REPORT 1640 CHRISTCHURCH AKAROA ROAD SH 75

- this is critical reserve land and must be preserved not sold off to developers. We must not change the reserve act to make a short term monetary gain when the reserve is vital for biodiversity and reducing the impact of climate change.

2M WAIPAPA AVENUE, DIAMOND HARBOUR should not be sold on. Banks Peninsula is a unique landscape but is subject to erosion, etc and must be preserved or regenerated but not sold on to be built upon. Any properties in the BP area including Lyttleton must be maintained by the council or donated or sold at a nominal fee to trusts such as the Banks Peninsula Conservation trust so that the land can be saved, regenerated, and we can welcome back wildlife to the area. With climate change affecting the peninsula already in the way erosion, sediment, excessive and more frequent rain storms we must not think short term and sell off property that can help to mitigate climate change, regenerate an area back to outstanding natural beauty that future generations will be able to enjoy and thank the current generation for not being shortsighted.

397 - Victoria Andrews

Retain the BP Meats site in Akaroa for public use, it is the only flat piece of commercial land available in the township.

4 - Vanessa Irvine

turn them into parks and greenspace,

40 - Cyndy Carey

Depends if residential or commercial sites really.

More safe council flats to help house the elderly that struggle on pensions would be great to see.

400 - Robert Fleming

Consider on a case by case basis. No objection to a partial sell off, particularly where it will cost in the long term to hold a particular property.

403 - Braden Harford

Turn some into parks and if they are in areas that would benefit from additional green space and or use for community gardens. Some could be developed as housing.

404 - Susan Stewart

Annual Plan submission 2023/4 on the proposed disposal of land at 2M Waipapa Avenue.

This area has ecological benefit to our community. It also borders my property of 8 Purau Ave and is an agrred access point for my home.

with regard to the detail of the site, please note:

While the plan measure of the site is 2,705m² it should be noted that approximately:

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Site values:

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The physical context and values described above begin to reinforce several strategic needs and initiatives of the community that can only be supported through public ownership of this land.

As a vibrant community & after dicussion with neighbours it was agreed we seek "it be retained in Council ownership and given reserve status for biodiversity restoration as it is unsuitable for most other uses and has significant local amenity values."

48 - Alison Allsop

Sell them or turn the land into community centres or parks with fruit trees .

480 - William Stewart

Surplus property should be accessed first on its suitability to provide affordable housing with appropriate tree cover. If not suitable for affordable housing, property shoud be planted with natives and turned into green space.

491 - Peter Galbraith

Sell them for housing

497 - Vanessa Simpson

sell them unless listed properties

5 - Elle Evans

Keep all recreational/parks areas - get rid of community housing.

503 - Bronwen Summers

[Other/Special Interest Topic>Social Housing]

Any land currently owned by our Council that is suitable for housing should have community housing built which is desperately needed.

506 - Lerks Stedman

Sell or change use with local community benefit as priority.

508 - Lindsey Conrow

Sell them with transparency - meaning that sales are publicly and well-advertised, at market value no matter which approach to their sale is being taken.

513 - Graeme Fraser

Regarding the disposal of the section at 2M Waipapa Ave, Diamond Harbour, it is my opinion that this should not be sold off for residential development, but instead be turned into some form of public reserve. The site's biodiversity value could certainly be improved, and there would be a small addition to the Council's maintenance schedule, however its environmental value would seem far greater than any financial benefit that could be derived from its sale.

On a practical level, I also doubt that the site could be developed without significant disruption to the access of the nearby medical centre, which is soon to be extended, never mind that of some of the existing residential properties.

514 - Anne Cook

This submission is opposing the proposed 'disposal' of council land at 2M Waipapa Ave, Diamond Harbour.

I know there are comprehensive submissions which will have already been made, highlighting the significant natural importance of this reserve land which has allowed birdlife to flourish, at a time when many previously forested areas have been cleared and levelled for housing. My partner and I are in agreement with the importance of retaining reserve areas for the purposes of nature, community enjoyment, and a point of interest for visitors (especially those on foot who we see wandering up the laneway looking for something else to see after visiting Stoddart Cottage) These comprehensive submissions have been made by community members with long standing associations with Diamond Harbour, and know that area better than us, so I will not repeat the 'nature based' implications should this land not be able to be retained as a reserve.

Our personal interest in this proposal is being a property owner who would be significantly impacted should any changes be made to the existing lane way access.

We purchased the property of XXXXXX, Diamond Harbour five years ago. The real estate agent was transparent with regards to the laneway access, being that it has been a historical agreement, albeit not legally attached to our property. We did the due diligence we could prior to purchasing the property by contacting the Council to see whether any potential changes to this lane way access was known, however were told that this has been in place for the many years since these houses were built in the fifties and sixties, and there was no indication of changes (we are aware that a verbal answer is not a legal document, however, we did feel that this was in essence a very historical 'gentleman's agreement' especially with these homes being built with this laneway access in place, so felt assured enough to purchase the property) We were therefore very shocked a couple of weeks ago to see a post on Face book regards this potential land 'disposal' without even having had prior official or 'heads up' notification from the Council despite there being only five home owners impacted by these access issues.

The stretch of road on which the properties of 6-14 Purau Ave are sited, has significant safety and access issues. The sloping stretch of road is narrow, has blind corners at both ends, and is busy with a high flow of vehicles going to Purau and beyond. The land facing the road is heavily bushed with large trees and drops sharply down at the road edge. This means that in the 70+ years these homes have been built, there has never been parking areas, or vehicle access to the houses from Purau Ave. Our address is in name only, and we have detailed instructions for any visitors, emergency services, postal/couriers, power or telecommunication workmen, tradespeople, furniture removals etc on how to actually get to our home. Everyone enters and parks at our property via the laneway as there is absolutely no safe parking on Purau Ave without blocking the whole street. Even access by foot would be steep and slippery.

We are currently travelling in Australia, so have been unable to attend community meetings, send photos with areas of concern regarding access, nor will be able to attend Council submission meeting. But we appreciate having the opportunity to make this submission as rate paying homeowners who wish to retain safe, and the most reasonable and practical access to our property. We look forward to any correspondence in the near future with what we dearly hope will be a positive resolution for all parties involved.

516 - Cynthia Roberts

Retain those that provide access to green spaces and improve canopy cover - in particular retain those where there are few open spaces nearby.

Retain those that could provide social housing or could be given to agencies that provide social housing

Getting all our citizens housed is essential to a healthy and functioning city

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[Other/Special Interest Topics>Asset Sales]

I don't support sale of our large assets but open to appropriate dispersal of property that is not able to be used for housing or green spaces

517 - Timothy Rowlands

If they can be easily and without high cost be re-purposed then keep them and use. If there would be high costs involved in keeping them, put them on the market.

533 - Katie Gallagher

sell lazy assets and put towards capital expenditure budget

536 - Pam Richardson

Our Banks Peninsula surplus land for disposal needs to be considered carefully with the community where located .
As a community we have to be realistic in what we want to retain and look for other options/ alternatives . Maybe its time to make serious decisions in that we can’t save evetything - we have to be realistic .
Discussions re disposal of Banks Peninsula Meats site needs to be undertaken eith the community. Today there maybe some innovative options available for use of the site .

54 - Bono F Beeler

think outsidecthe box- what else can these properties be used for for small incomes?

545 - Jotham Barmentloo

It makes sense that most of these are sold off looking at the map, however if no parks are nearby a conversion to park may be beneficial - gotta live up to that garden-city hype.

553 - Jocelyn Papprill

Definitely ensure a comprehensive and timely consultation process is entered into so different perspectives are captured before properties are put up for sale.

554 - Dianne Downward

If these properties cannot be used to bring in income (rent), or if no future use can be imagined, than it would be better to sell these assets than spend money on them simply to keep them.

557 - Deidre Fraser

they should be sold if they are surplus and without future purpose.

56 - Greg Urquhart

Sell all property including council housing- this is a state role not a council role

560 - Marc Duff

The time from a City Council property being declared not required and the decision to sell is too short. It does not allow for the community and the concerned Community Board to have meaningful discussion/consultation around if there is a need for this site in the Community going forward. Would love to see more time and input be given back to the Community Boards to consider these sales. Seems like CCC property sales are entered in a Sail GP race to see how quick we can get them sold and disposed off with no looking back.

575 - Donelle Gryphon

[Other/Special Interest Topics>Social Housing]

The revenue from the disposal of council housing needs to go directly toward improving existing council housing or acquiring new council housing. The number of unhoused people in the city is truly alarming.

579 - Tanya Didham

Small residential properties that are not being used could be disposed of. So long as any beneficial community or not-for-profit use has been ruled out first. The example of 46A Vogel St (gifted to the Richmond Community Garden) is a good one, and shows what the community can do with a little help.

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[Other/Special Interest Topics>Consultation Process/Engagement and Communications]

It's not clear what the original purposes for these properties were and why they are no longer being used for those.

597 - Cameron Bradley

I support re-evaluating ownership of these properties however would urge you to consider intangible strategic value in addition to looking from a purely financial lens.

600 - Bronwyn GRAHAM

2M Waipapa Ave should not be disposed of and should remain in council owenership.

601 - Bronwyn Graham (Diamond Harbour Medical)

[Coders note: Submission based on submission #382]

My name is Dr Bronwyn Graham and I am submitting on behalf of myself and Diamond Harbour MedicalLimited to oppose 2M Waipapa Ave listed as Land for Disposal in the 2023/24 Annual Plan. I am one of thelocal doctors who works in the property adjacent and I live at 38 Purau Ave, Diamond Harbour. I acknowledgethat this submission draws on the work of Nancy Vance, a local landscape architect with her permission.

2M Waipapa Ave borders the site of the Diamond Harbour Health Centre. The Health Centre is a communityowned resource which makes it viable to have a medical practice within Diamond Harbour, prior to the buildingthere was no medical practice in Diamond Harbour. Therefore the use of 2M Waipapa may directly impact onthe operation of this community health hub. Currently the site of 2M Waipapa Ave is home to a mixture ofplants and many native birds can be seen and heard here. There is also a shared access/driveway for residentsof 6-14 Purau Ave and contains wastewater pipes. There is a windbreak (poplar trees) on the boundary nearestthe medical centre.

>>>

Conclusions

1. The land parcel 2M Waipapa Ave has physical features which preclude it from most land use options and there are already relevant strategies/initiatives for its future management. It currently supports abundant birdlife, and it does not meet the criteria for “Council land for disposal”. It should therefore be removed from the 2023/24 Annual Plan.

2. The Council should work with adjacent residents to ensure its biodiversity restoration, public access, and local participation in its management.

3. Private use of the land at 2M Waipapa Avenue would likely result in the loss of privacy and noise protection for the community owned health centre, which would negatively impact the utilisation of this community resource.

[Full attachment available]

602 - Nathan Graham (Diamond Harbour Community Association Incorporated)

[Coders note: Submission based on submission #382]

This submission is on behalf of the Diamond Harbour Community Association, and opposes 2M Waipapa Avelisted as Land for Disposal in the 2023/24 Annual Plan.The Diamond Harbour Community Association Committee seeks to represent the community's views on issuesaffecting our area. Members of our community have discussed their opposition to the proposal for the Land forDisposal in regards to the property at 2M Waipapa Avenue, Diamond Harbour. Nancy Vance, a local landscapearchitect has given permission for us to draw on her research for this submission. A number of residents whose properties adjoin the site attended a neighbourhood meeting about this proposal and all in attendanceexpressed interest in the land remaining in public ownership, retaining the public driveway entry, and it being planted to enhance biodiversity and bird habitat.

>>>

Conclusions

1. The land parcel 2M Waipapa Ave has physical features which preclude it from most land use optionsand there are already relevant strategies/initiatives for its future management. It currently supportsabundant birdlife, and it does not meet the criteria for "Council land for disposal". It should thereforebe removed from the 2023/24 Annual Plan.

2. The land should be granted reserve status and the Council should work with adjacent residents toensure its biodiversity restoration, public access, and local participation in its management.

[Full attachment available]

604 - Irinka Britnell (Englefield Residents Association)

Open up consultation especially for this - there may be some good ideas for development. Council needs to collaborate more with the people and listen.

610 - Karen Colyer

I would like to argue against the disposal of two properties in Diamond Harbour

1 - the Post Office building - this has the post office boxes in it and it is still h oped that someone could once again run a postal servcie from this building in conjuction with another building. Better that it stays in Council hands.

2 - 2M Waipapa Ave - The land in question is not suited for anything else but being a space for community use. It may be able to be used for a community garden. It is fairly wet but is home to lots of trees which encourage bird life.

613 - murray victor

[Libraries>Libraries (Capital Building)],[Recreation, Sports & Events>Pools; Recreation Centres]

Find funding for the rebuild of the South Christchurch library-any short fall can be funded by selling surplus Council land and buildings or reduce spending on community recreation such as swimming pools, sporting facilities

618 - Anna Stevenson

obviously context dependent. There are many needing co-working spaces or cheap rent offices for community development groups. Please ensure they are used for community development purposes.

623 - Glen Koorey

There is a growing need for more public spaces that can act as community focal points for play, recreation, socialising, etc while also providing additional trees and greenery for connecting birds habitats and providing public fruit and shade. Please consider options to develop some areas in these ways if a means of disposing them for other purposes (eg additional land for neighbours) is not an option.

627 - Sue Patterson

would favour community use.

635 - Chloe Armour

The Open Space Community Parks land should be retained for future use as park and recreation space and the public toilet should be retained (or another one installed at a near by location.

645 - Luke Baker-Garters

The council should look to redevelop these sites as mixed-use properties that support both business and housing before selling. Asset sales provide short-term revenues to cover spending but often repurposing can provide more income over the medium to long term.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

Do your research properly and engage fully with the public in the affected zones.

650 - Finn Jackson

For properties located in the Port Hills (particularly around Bowenvale Ave), I'd like to see an investigation into their potential use for fire protection through construction of firebreaks, or the planting of green firebreaks of native trees and plants, which can be fire-resistant.

For 62 Wordsworth St, I'd like to see the public toilets on the site reopened.

651 - Marie Gray (Summit Road Society)

Port Hills Red-zoned properties

We note the council is considering selling 16 Port Hills red-zoned properties for housing. We areconcerned about the potential risks of this decision. We know first hand the challenges aroundmanaging rockfall hazard. Rocks are most likely to come down during two periods: seismicactivity and during and after heavy rain. We also know that as our climate warms, there isincreased risk of heavy rain and coastal erosion. We favour red-zoned land on the Port Hillsbeing repurposed for ecological restoration and where safe, recreational access – not housing.

We would also draw the Council's attention to two red-zoned properties on Horotane ValleyRoad. A decision has yet to be made on the future of this land. The Summit Road Society wouldbe keen to work with the Council on ideas and options, including a possible entrance way toLinda Woods Reserve. Horotane Valley is a hidden gem. It sits below Castle Rock and includes astream, rocky bluffs (a naturally uncommon eco-system), rare flora and stunning vistas. We aregetting started on the restoration of Horotane Valley this winter with the planting of 3000 nativetrees with volunteers. Horotane Valley also links the popular Bridle Path Walk with Duncan Parkand Avoca Valley. We are committed to developing a comprehensive track network forrecreational users with multiple access points.

656 - David Moorhouse

Do not sell strategically important land.

665 - Sue Bye (Lower Cashmere Residents' Association)

Offer buildings to community groups. Sell land.

667 - Jonathan Nicolle

Public auction seems sensible.

668 - Melissa Wright

Yes in principle. Can not find document outline what properties. I object to parks being sold for housing development as parts are needed in higher density areas where land sizes are smaller.

669 - Mark Gerrard (Historic Places Canterbury)

Toi Auaha Rolleston House Community Arts FacilityHPC commends the CCC for the Toi Auaha Rolleston House Community Arts Facility. It is a greatexample of adaptive reuse where the community has found a use. HPC has in past submissionsargued for actively seeking Community input on possible uses for a building.HPC requests that actively seeking Community input on possible uses be the default positionfor a CCC building instead of demolition or sale.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

Un-utilisable vacant lands and vacant properties should be considered as our "non-performing assets". They should fetch revenue and should be used by the Council.

674 - Claire Coveney

[Other/Special Interest Topics>Social Housing]

Social housing or creating green spaces or community gardens I would support.

683 - Donna Thomsen

The council should be purchasing more land to enrich our facilities and parks, not selling the land in these environments which in turn encourages more residents out to gain fitness, wellness and the great outdoors.

ie:This land should not be sold.

73b Bowenvale Avenue RRZ Vacant Section Lot 1 DP 340607 166930 1,054m2

93a Bowenvale Avenue RRZ Vacant Section Lot 1 DP429441 515224 759m2

We should be discouraging more development of land for housing on fertile or rich environments that are finally seeing the return of fauna and flora, like the Kereru, Tui, Rifleman, and Kea, with more pest control, less domestic animals and native regeneration. We are seeing the effects of climate change with more extreme weather patterns, flooding and erosion and added stress on council and community utilities, like storm water drains and sewerage, water in the communities like the port hills and the Heathcote River. The council should be restricting or notifying public of any Housing developments in certain areas that should be protected, enhanced or reserved for public use.

689 - Gillian Waterhouse

2m waipapa avenue - I oppose this land for disposal, our property (amongst many others) backs on to this land. It is damp - a natural course for water to flow through and thus is a poor site for any development. Other property owners surrounding this land have submitted opposition and I support their submissions.

69 - michelle combe

Before worrying bout this there is more infrastature to be fixed first, ,,, after that then mayb community gardens, trees walkways

690 - Mark Waterhouse

There have been a number of replys regarding the (opposition to) disposal of 2M Waipapa ave, Diamond harbour. I simply write to agree and account that our property would be directly affected by any change of use. Simply put, the amoount of geotechnical interference with the land would be very costly to the buyer, and a long, on-going irritation to diamond harbour central.

692 - Kay Robertson

Regarding the Andrew Crescent property. I would only support the sale if the property goes to a social housing provider, e.g. an NGO, or the Otautahi Community Housing Trust.

If it's just going to go to a private developer, then definitely NO!

This is a prime piece of real estate - not something that was red-zoned or a small residential property. We still have a shortage of social housing. This property could be redeveloped to provide more housing for low-income, pensioners or those with accessable housing needs.

Please don't let the developers just build the rubbish that's going up all over the city. They don't need another super yacht or airplane!

696 - Nicky Sarson

Consult to see if there are appropriate community uses. If none and they are not of heritage status then sell them.

697 - Mel Graham

1640 Christchurch Akaroa Rd - Convert into native wetlands.

4 Moncks Spur Rd & 8 Moncks Spur Rd - Remove invasive plant species on the plot, and replace with native plants if no other project comes about.

304 Port Hills Rd - Convert into green space that is accessible to the public.

36 Union & Collingwood St - Refurbish and use for social housing/youth work/community hub/bookable space/etc.

62 Wordsworth St - Perhaps convert into space for a free public service of some sort?

700 - James and Philippa UPton

Make sure you look for other community use before you even remotely consider selling them, now and in the future. The planned increase in population will bring a higher need for community facilities, parks, playgrounds etc.

702 - Mel Himin

Could they be used for other community groups?

706 - Rob Battersby

The council should have full disclosure and public consultation about these properties before any sale is considered. If the properties are located in the Red zones, the previous owners should be given first option on re-possessing their properties.

708 - Jessica Adams

There needs to be specific consultation regarding the properties which the Council holds and may want to dispose of. If these properties are the result of RED ZONE buy out then the properties should be given back to former owners in the first instance, NOT ONSOLD.

710 - charlot hudson (Sumner Community Residents' Association)

We only have one area in Sumner which is part of this programme of works. After discussion with locals about the land (on Scarborough Hill) some thoughts might be pertinent to other areas in wider Christchurch. Some of the land was compulsorily purchased after the earthquakes as part of settlement. There is an emotional responsibility to those who had to vacate their land/property that still exists. From our conversations we believe that initial engagement with the former owners of the land to have first right of refusal - and even to those who were adjacent to the land/property would be appropriate. Many owners still grieve the loss of their homes and the communities in which they lived and to offer them the first chance to purchase and return would acknowledge this loss.

714 - Andreas Derwahl

Regarding Annual Plan 2023/24 Council Land for Disposal at 2M Waipapa Ave, Diamond Harbour

Hello, my name is Andreas Derwahl and I have been living with my wife Antje Duda and our 5 children at XXXX, Diamond Harbour since July 2013. I present this submission to oppose 2M Waipapa Ave listed as Land for Disposal in the 2023/24 Annual Plan.

I am writing to express my opposition to the proposed sale of 2M Waipapa Ave, Diamond Harbour. I believe that this land is unsuitable to be sold and should be preserved for public use as a reserve.

The land in question is an important part of our community and has been used for many years as a public park. It provides a valuable green space for residents to enjoy and is an important part of Diamond Harbour's heritage. It contains many mature trees, some of which to my knowledge were introduced by the Stoddard family. The proposed area serves as nesting grounds for many birds, including fantails, kereru and bellbirds. and I have even sighted a tui in our flax this season. I am afraid that the sale onto private hands would lead to the elimination of the old heritage trees and the decline/disappearance of these birds.

The trees and bush also serve to provide shelter from the prevailing easterly winds for the surrounding properties, their disappearance will have a negative impact on the adjacent houses and their gardens.

I find that the land fails to meets the requirements for residential development, as it is a gully with frequent standing water and little sunshine owing to the NW/SW orientation.

Selling this land would be a short-sighted decision that would have long-term negative effects for our community. I urge you to reconsider the proposed sale, and instead work to preserve this land for future generations. There are many ways this land could continue to benefit our community, and it would be best protected if the land was retained in public ownership and a reserve status considered.

722 - Don Gould

anything that's not being used should be sold in the open market to help reduced rates help reduce debt and also make those assets available to be wider community to do something useful with

As far as I'm concerned at council doesn't need to sit on public assets for the never never when it is quite positions to be able to purchase back any asset that it needs at any point in time

724 - Rosalee Jenkin

[Other/Special Interest Topics>Social Housing]

Not sure - depends on the property. If they could be made available for social housing I would support that, or community facilities, youth hubs etc.

725 - Emile Reiser

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>Urban Regeneration]

Generally, if properties remain unused, they should be dedicated to planting natives/removing invasive species and generally maintaining greenery in Christchurch.

I am against the Glencullen Drive sale, and broadly the sale of any of these unused properties.

Here are some ideas for specific properties:

1640 Christchurch Akaroa Rd - Convert into native wetlands.

4 Moncks Spur Rd & 8 Moncks Spur Rd - Remove invasive plant species on the plot, and replace with native plants if no other project comes about.

304 Port Hills Rd - Convert into green space that is accessible to the public.

36 Union & Collingwood St - Refurbish and use for social housing/youth work/community hub/bookable space/etc.

62 Wordsworth St - Perhaps convert into space for a free public service of some sort?

726 - Eddie Costello

Hi i am the owner XXX. You are planning to rezone and sell thr plot of land backing into my poroperty and my neighbours.

we currently maintain this property as it is

only mowed twice a year by the council. We would like it to be zoned as native hapitat. There is many birds that will roost feed and sing. There is even a tui bird there of late.

i am happy to continue maintaining the land aslong as it is put aside as either a native habitat or bird sanctuery or reserve. I am happy to plant the native bush required for this. the land is suitable for nothing else. Our sewer pipe runs through it . I would very much not like that to be privetly owned.

if you put buildings innthe area you remove the following

Site values:
• Abundant native birdlife
• Landscape setting/backdrop to public recreation area, and for all properties looking into it
• Physical access driveway to 5 residential properties
• Physical access for wastewater infrastructure for 4 residential properties
• Privacy, shelter and amenity for 15 residents in a compact valley landform
• Visual/audio buffer for 15 residents – from each other and from rugby club/playground
• Windbreak shelter for Hall/Cottage (from SW) and for residents (from NE)

i would be happy to bring my case to the council. I oppose any sale if this land for private use.

727 - Aoife Costello

I opose the disposal of 2m Waipapa Avenue Diamond Harbour. This land is home to a lot of wildlife and trees and shoukd be kept for reserve and community purposes. This land is not suitable for any other use.

733 - Angel Faith Booth Beynon

These are the sales I oppose and what I think should be done with the properties instead.

Glencullen Drive which should be kept as a public reserve.

1640 Christchurch Akaroa Rd which should be converted into native wetlands.

4 Moncks Spur Rd & 8 Moncks Spur Rd, which should have invasive plant species on the plot removed, and replaced with native plants if no other project comes about.

304 Port Hills Rd, should be converted into green space that is accessible to the public.

36 Union & Collingwood St, refurbished and use for social housing/youth work/community hub/bookable space/etc.

62 Wordsworth St, to be converted into space for a free public service of some sort?

734 - Sonya Hodder (Spreydon Neighbourhood Network)

With regard to the Council selling the social housing complex in Andrews Crescent in Spreydon, Spreydon Neighbourhood Network want to ensure that this site would only be sold to a **social housing provider** as once this land near the inner city, close to schools, services, the river, cycle ways ad the hills goes it is gone forever, meaning children especially will not have access to public housing that they should.

738 - Natalie O'Connell

[Other/Special Interest Topics>Social Housing]

focus on cheap accommodation or rent to buy schemes for young people and other demographics who are less well off. Mixed used development. Community spaces.

739 - Eline Thomson

Consult with the local community before making decisions about these properties. In Hoon Hay, the old children's library became a community centre. People in other communities may have good ideas about potential uses for properties.

74 - Alexandra McDonough-Killick

Develop as community facilities or co-housing.

Consult NZ Institute of Architects.

745 - Colin Meurk (creative transitions to sustainable futures)

it must be ensured that right of ways, potential green infrastructure, etc are not compromised. public assets should only ever be god rid of if it is for the purposes of acquiring other more strategic public assets - not just to reduce rates.

746 - Des Patterson

Seriously, you have several layers of management and you are asking ratepayers this? If they can be rented or leased as is to the private space, it should be explored first. Then made available to CHPs and the private market.

75 - John Lieswyn

When I tried to see the list, it was not in a format that is easy to understand. In general I'm against disposal of residential housing unless it is replaced with an equal or greater number.

755 - Mary O'Connor

Andrews Crescent I request that Andrews Crescent remains in CCC ownership and used for social housing as it is close to schools, services and the inner city.

Wordsworth Street to have a new toilet block.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Properties for Disposal

A. Tree Canopy

The Board request that assessment of properties proposed for disposal takes into account theUrban Forest Plan, and includes criteria in the assessment process for the current or futurepotential of the property to make a contribution to canopy cover.

B. Wordsworth Street Toilet

One of the properties proposed to be disposed of is on Wordsworth Street, which includes apublic toilet that was closed about two years ago. The Board wishes to express concern aboutnot having toilet in this area, which has a growing population, however they support thedisposal of this property due to ongoing safety issues.

C. Andrews Crescent

The Board supports the proposal to sell this property with the condition that anyredevelopment will be family oriented and have a mix of tenures.

D. 96 Bridle Path Rd

In May 2022 the Linwood-Central-Heathcote Community Board turned down a proposal for adog park in Birdseye Reserve because of issues with parking and conflicting interests withenvironmental planting. The Board asked staff to investigate possible sites for a Dog Park inthe South East of the city, and to date an alternative has not be identified.

The bulk of 96 Bridle Path Road, was part of the Crowns Port Hills Residential Red Zone landpurchase and transferred to Council on 31 May 2021. Only the front portion (that nearest BridlePath Road) is being consulted on in the Annual Plan for potential disposal, the rear portionremains subject to rockfall hazard and is to be retained.

The “strip” bisecting these two parcels was declared surplus via the 2021 – 2031 LTP process. Itwas originally acquired for land drainage in 2008 but was later found to be unsuitable for thispurposes. No action was taken to dispose of this smaller piece until the future of the largerportion adjoining Bridle Path Road was determined.

Requests from the 2023/24 Annual Plan

That staff investigate the suitability of 96 Bridle Path Rd for a dog park, and that it is notconsidered for disposal until this has been completed.

758 - Julie and John Sims

We wish to support the submission by Nancy Vance in apposing the disposal of 2M Waipapa avenue.We have been ratepayers and have lived on this site for 51years at 11 Waipapa Avenue.We are aware that ourneighbours in the immediate vicinity of 2M have legitimate problems with the council’s proposal.

76 - Benn Dickie

I note that CCC has consulted with the Parks team who have declined these locations.

Can I please suggest that these are entrusted to Te Ara Kakariki? A number of these properties are on land that would need significant remediation or would not be great to build on. These would be ideal as Greendots/planting instead!

- Aglaia Place
- Carrs Rd
- Rockcrest Ln and Bowenvale Rd
- Rapaki Rd
- Stronsay Lane
- Avoca Valley Rd

Particularly Rapaki and rockcrest/Bowenvale are in bush-adjacent areas and would contribute towards more space for native bush.

785 - Philippa Drayton

[Coders note: Submission based on submission #382]

My name is Philippa DRAYTON and I live at XXX Diamond Harbour. I have been a bach holder and now home owner and permanent resident in Diamond Harbour for over 55 years. I present this submission to oppose 2M Waipapa Ave listed as Land for Disposal in the 2023/24 Annual Plan.
I am Secretary of the Diamond Harbour and Districts Historical Association and a member of a number

of local groups including Civil Defence. I am in touch with many in the community and I have a good feel for community viewpoints on many local issues. This submission is largely based upon the submission of a local landscape architect, Nancy Vance.

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Conclusions
1. The land parcel 2M Waipapa Ave has physical features which preclude it from most land use options and there are already relevant strategies/initiatives for its future management. it currently supports abundant birdlife, and it does not meet the criteria for "Council land for disposal". It should therefore be removed from the 2023/24 Annual Plan.
2. The land should be granted reserve status and the Council should work with adjacent residents to ensure its biodiversity restoration, public access, and local participation in its management.

[Full attachment available]

793 - Cathy Harlow

Did the assessment criteria for retention factor in:

- likely urban intensification and consequent loss of trees and whether the sites could be used to mitigate that loss; and
- whether the community had a feasible use for the properties?

If not, the criteria should be amended and the assessments redone. If so, then it sounds reasonable to move to sell.

If properties *are* divested, there should *never* be any departure from the policy of doing this openly and transparently, regardless of the objective.

802 - Ruth Falconer

I'm not in favour of selling 'the family silver' but if there are properties that aren't serving a useful purpose & are more liability than income, then sell those, yes.

803 - James Nieman

[Coders note: Submission based on submission #382]

My name is James NIEMAN and I live at XXXX Diamond Harbour, where I have been a permanentresident for 55 years. I present this submission to oppose 2M Waipapa Ave listed as Land for Disposal in the2023/24 Annual Plan.

I have been a permanent resident of Diamond Harbour for over 50 years. I have been a member of the DHCommunity Association Committee for the last six years and am Chair of the Diamond Harbour and DistrictsHistorical Association. I am in touch with many in the community and I have a good feel for communityviewpoints on many local issues. This submission is largely based upon the submission of a local landscapearchitect, Nancy Vance.

>>>

Conclusions

1. The land parcel 2M Waipapa Ave has physical features which preclude it from most land use optionsand there are already relevant strategies/initiatives for its future management. it currently supportsabundant birdlife, and it does not meet the criteria for “Council land for disposal”. It should thereforebe removed from the 2023/24 Annual Plan.

2. The land should be granted reserve status and the Council should work with adjacent residents toensure its biodiversity restoration, public access, and local participation in its management

[Full attachment available]

806 - Margaret Robb

Hello, my name is Margaret Robb and I live XXXX I am writing this submission to oppose the 2MWaipapa Ave land for disposal. I have lived at XXXX for at least 17 years. My property is the at the top ofthe laneway that runs beside the doctor’s centre. I feel very strongly that disposing of the land would have anegative impact on wildlife and to do anything with this land except leave it for the native birds that live there, forexample, wood Pidgeon, quail, fantails, tui and others, the birds are safe there and really seem to thrive in theirnatural haven, would be good. In winter that section of land becomes very wet, and I would question the logic ofanyone that would consider building a dwelling on it especially as our weather patterns are becoming more andmore extreme.

808 - Kari Hunter

In general, do not sell council owned land. We need the council to use land that is appropriate:
a) To build public housing, where the land is high enough and stable enough to be likely to be safe from sea-level rise, storm surges, floods, and severe liquefaction, etc.
b) To develop modular or portable public housing and provide space for moveable short and medium term housing. This applies to land that is good now, but may become floodprone with 2+m sea-level rise.

c) For tornado shelters
d) To Public food-growing gardens, where the soil is suitable
(e) To develop more urban forests etc. suitable to the future conditions in areas unsuitable for growing food
(f) To develop future sanitation facilities to replace the current gravity-driven and lowlying waste-water treatment system.

811 - Yvonne Palmer

acquired for. Do you have any feedback to help us decide the future of these properties?

Build Community facilities Housing or Neighbourhood parks which could provide

812 - Rosemary Martini

USE SURPLUS PROPERTY FOR HOUSING, COMMUNITY FACILITIES WHERE THERE IS A SHORTAGE OR SMALL NEIGHBOURHOOD PARKS. WHY ARE THERE 2 CCC HERITAGE HOUSES SITTING EMPTY IN BELFAST FOR A NUMBER OF YEARS WHEN THERE IS A HOUSING SHORTAGE.

815 – Michael Galambos

Given the housing affordability crisis properties, especially residential land should be sold by ballot at a fixed price and to people who are not yet on the property ladder.

85 - Abigail Johnson

I would sell vacant urban land to property developers for medium-density residential housing. Or sell/gift to OCHT for community housing.

86 - Helen Hessey

What properties? Are they able to be sold or redeveloped? If so, then that would be good.

94 - KEVIN DEAN

[Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning]

plant trees on them, once sold you cant get them back, Open space is a premium, especially with in house filling. Communial space will be even more important for mental health and social interaction.

Let the developers pay for enhancement when they chop down all the trees on their sites to gain maximum housing density. The option in your plan where they can nuke the site and pay for ehancement else where which one can only assume every developer will do so.

So much for protection of existing neighbourhood character and lifestyle

95 - Phil Brady

[Other/Special Interest Topics>Social Housing]

This unused land could be donated to charity organisations who could fundraise and construct Social Housing and managed the complex separate from Otautahi Community Trust housing.

99 - Amanda Neil

[Planning, Strategic Transport, Urban Design & Urban Regeneration>Coastal hazards adaptation]

The Council also has a large number of properties which are no longer used for the purpose they were originally acquired for. Come and check out where the government decreed the bulldozing of about 500 houses on land in Brooklands during the five years after the earthquakes. Now they spend a fortune on mowing/weed whacking all the grass intermittently, and much of this is on built up sections where it has never been subject to flooding. People in flood-prone areas should be urgently relocated - managed retreat - onto such higher ground, as it is CCC and government responsibility that they issued expensive resource management consents and building permits to people on land where they turned a blind eye to some people bringing in landfill to protect their properties, while they have also refused to allow other landowners to protect their properties in similar fashion. The hypocrisy and double standards out here have to be seen to be believed, but very few official people come out to look for themselves. They sit in their ivory towers in their highly-paid positions, and fail miserably at continuing to play God over defenceless citizens.

Other/General Comments

113 - Pat McIntosh (Redcliffs Residents Association)

Cannot comment without more detail.

154 - Jessica Smale

Fill them with community projects! Especially ones Council want to support and thrive.

162 - Bowen Abraham

rhecereation

21 - Emma Jamieson

we keep selling off properties shich we had kept to allow for growth. We already have met infrastructure limits. We are again limiting our future options. We need solutions. Where are they,

237 - James Rice

Without further details on the properties, it would be unwise to make comment. Perhaps some details on them should be released to the public before making any major decisions?

255 - Laurence Freeman

They will always appreciate in value, but probably more so if they are being used rather than left to decay. If there is a community or council use for them, they are still a useful asset, otherwise they could be disposed of if they can return a fair value

310 - Blair Kenton

Sell or lease them?

313 - Derek Marshall

[Planning, Strategic Transport, Urban Design and Urban Regeneration > City Planning]

The Council has a small number of properties which are no longer being used for the purpose they were originally acquired for. Do you have any feedback to help us decide the future of these properties?

PRESERVE PARKS AND RESERVES - MUST NOT BE SACRIFICED FOR THE INTENSIFICATION OF HOUSING. NO SALE OF "RED ZONED" LAND UNLESS ITS STABILITY IS ASSURED - OTHERWISE LIKE THE "LEAKY HOMES" DISASTER IT WILL RE-BOUND ON COUNCIL/RATE PAYERS

319 - Kim Willems

Need more information to be able to comment

38 - Reuben Campbell

If business properties then replace with new business ventures, maybe community buildings or halls

393 - jeff scandrett

[Other/Special Interest Topics>Social Housing]

Sell the lot for low income housing, not social ghetto units either

399 - Miranda Luxton

Depends on which facilities we are talking about?

504 - Alex Cornford

I don't have enough information to form a useful opinion. Please detail these properties and suggest alternative use or recommend sale. Put this out for feedback with the issues on the table.

529 - Marion Leary

what are the properties???

546 - Michaela Allen

If they are able to be sold off, at a healthy profit then sell them. Otherwise if they generate an income I really don't mind how they are being used.

576 - Matthew Reid

[Strategic Framework>Community Outcomes]

Prioritise uses that connect and include all residents, especially for those with less means and communities that are often excluded or marginalised.

653 - Marie Gray

I am concerned about the sale of red-zoned land on the Port Hills for housing. This land was red-zonedfor a reason and risks around coastal erosion and rockfall danger are only going to increase with extremeweather events.

730 - Jane McKenzie

Will Ngai Tahu, or other Maori affiliates be given the option to having first buying rights which has happened previously when Council has sold before?

The properties, if the word is to sell, Must be open to Everybody to have the option to buy.

742 - Phil Grey

Where are they located?

777 - David Close (Christchurch East Labour Electorate Committee)

[Transport>Footpaths and Streetscapes], [Grants and Funding>ChristchurchNZ Funding], [Parks>Heritage], [Other/Special Interest Topics>Provincial Chambers]

(iv) It is ironic that almost the only mention of housing is a proposal to sell some housing which the Council is reluctant to restore or redevelop. It is ironic that, in a budget where money is tight, the Council has set aside three tranches of $2m for nice-to-haves: $2m for a roving footpath repair crew, $2m for attracting events to Christchurch, and $2m for advancing the restoration of the Provincial Council Stone Chamber.

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That the Council restore the housing or redevelop housing on the land it is proposing to sell.

82 - Luke Thomas

Which properties? How can anyone answer this in any meaningful way if they are not told what the specific properties are and their circumstances?

Provincial Chambers

General Comments

Two submissions were received on the Provincial Chambers.

They both provided other comments, questioning the advancement of $2 million for the Provincial Chambers.

Officers Response

Submitters were not against the project going ahead but questioned why the Provincial Chambers Project was going ahead when other projects were being deferred.

Bringing forward the restoration work will help to prevent any further deterioration and preserve the buildings.

Alternative Proposals

777 - David Close (Christchurch East Labour Electorate Committee)

[Transport>Footpaths and Streetscapes], [Grants and Funding>ChristchurchNZ Funding], [Parks>Heritage], [Other/Special Interest Topics>Disposal of Council Owned Land]

It is ironic that, in a budget where money is tight, the Council has set aside three tranches of $2m for nice-to-haves: $2m for a roving footpath repair crew, $2m for attracting events to Christchurch, and $2m for advancing the restoration of the Provincial Council Stone Chamber.

793 - Cathy Harlow

Canterbury Provincial Chambers

Why when everything else seems to be getting pushed out to later years or cut back is the Canterbury Provincial Chambers getting “early commencement”? I don’t necessarily oppose this but would like to understand why this project is apparently being prioritised when others seem to be getting “rephased” the other way.

Revaluation

General Comments

11 submitters commented on the recent citywide revaluation.

Five indicated that they opposed the new valuation for their properties.

One provided an alternative proposal. Six general comments were received, including expressing an understanding as to why rates valuations had to increase, or questioning their rates revaluation.

Officers Response

Some submitters noted their valuations were too high. Some of those had made objections to their rating valuation. Others noted this was due to the fact that property market peaked just before the valuation's effective date, and prices had dropped since then. Others were concerned that their own valuation increase would mean a broadly equivalent increase in rates.

- The residential property market peaked at the end of 2021, before the effective date for the revaluation of 1 August 2022. Property prices have fallen since then.
- However, it is only the relativity of rating valuations that is important for rating purposes.
- The revaluation does not mean that Council's rates increase. Rather, valuations are used to work out who pays what share of rates. So a 47% increase in valuations does not mean there is a 47% increase in rates.
- A free objection process was available for ratepayers. There have been 2,951 objections received (1.6% of rating units).

Oppose

102 - margaret ripley

excessive and unfair .The resale price we would get for our home would be considerably less than the value on our rates statement. The land value has more than doubled since the previous valuation and is wrong.

102 - margaret ripley

The property rates increase is also excessive. We could never sell our home for the value of our property on the rates statement.

28 - Andrea Davis

[Rates>Residential Rates]

Not happy to pay more rates. The house values which were done when there was a big blip of inflated house prices in 2021/22. This means that when we get our flood, the house will not be worth 1 million but the insurance or CCC or EQC will have to buy us out at the elevated price.

339 - Amy Evans

[Rates>Residential rates]

I understand the need for an across the board rates increase. I think the valuation increase in my property - a 50% increase was way too big a jump!

708 - Jessica Adams

[Financial Policies>Rating Policies]

The value of a property DOES NOT determine the usage of Council services or facilities and it would be more equitable to have a flat charge for all ratepayers. Many ratepayers are facing ridiculous valuation increases which are a direct result of inflation not because the property is spectacular. The Council should be doing more to change the rating system so it is not based on property value.

In fact it is a fact that homes in newer subdivisions, which have relatively high value, cost the Council less to service and maintain because the infrastructure is new and therefore rates should reflect this.

>>>

The Council should be reducing the impact of the excessive new valuation rates of properties for ALL ratepayers. Just because a person owns a house of lower value than someone else DOES NOT meant that the person with the higher valued property is on a higher income. The current revaluations have lost sight of reality and are a direct result of inflation. Many property owners would not be in a position to purchase their home if having to borrow in the current financial climate. Rating based on property valuation is not equitable in terms of paying for services and facilities and is grossly Unfair!

Alternative Proposals

304 - Jan Bierman

[Rates>Residential]

Any rates increase is difficult during a cost of living crisis, especially for people on fixed incomes. And, the latest property valuation has given my property a capital value increase of 62% - a higher capital value than the average (and significantly higher than neighbouring properties)! (An objection has been raised with QV). As you tag rates to the valuation the future will not sustainable for me.

At the very least I think at this time, to keep faith with your populace, the LTP 2021-31 should remain your benchmark.

Other/General Comments

109 - Sarah Edwards

Though I have not enjoyed receiving my new valuation, I understand why it is necessary.

295 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board Submissions Committee)

The effects of re-evaluation and resulting redistribution of the rates burden will be felt particularly in the East of Christchurch.

308 - Diane McInnes

[Rates > Residential]

Disagree, rates are already to high complete to other cities. Also the recent valuations are too high resulting in inflated rates charges

530 - Michael Brathwaite

They [Coder note: Rates] are about to increase because in the latest valuation you have almost doubled the value of my land since the 2019 valuation. I'm aware you have done the same thing to a lot of other people. This will increase our rates by much more than 5.79%, and I don't believe my land has increased that much in value.

57 - Joni Bigelow

[Rates>Residential Rates]

i dont understand this. Is it 5.68% on my old valuation or my new valuation? My house valuation has gone up a huge amount but my income has not. I can barely afford the rates i have now. They dont leave me with enough money to survive as it is. I am not eligible for a rates rebate but as a single woman working as a tecaher aide and youth worker in education i am struggling to manage the high rates. I would like to know what the amo7nt will be so i can say how i feel about it. Even 5.68% ontop of my current amount is too much!

637 - Marie Byrne

[Rates>Residential Rates]

I am concerned about the proposed rate rises and feel that the figures given of 5.68% are somewhat misleading. Phillipstown QV valuations are higher than the average increase, at around 56%. This translates to a rates rise of approximately 8.5%. However, I do understand that if we wish to have the levels of service we need, some rate rises are needed.

Water Reform

General Comments

12 submitters commented on the government-led reform of New Zealand's drinking water, waste water and storm water services.

One submitter supported the reform programme, two opposed.

Two suggested alternatives, encouraging the Council to take control of Three Waters. Seven general comments discussed the Water Reform, with some questioning how it will impact the Councils costs, or why the issue has not been resolved yet.

Officers Response

A number within our community addressed the Government's Water reform Programme with submitters sharing views across the spectrum, from fully supporting the reform through to vigorous opposition.

The mixed views of the Governments Affordable Water Reform programme reflect the diversity of our community and their engagement in how Council and Government care for critical water assets and infrastructure.

The Council does not support the mandatory transfer of the Three Waters assets and activities to the Governments proposed Water Services Entity and continues to seek to influence the decisions made by Government as it progresses its proposed changes through the Parliamentary process.

Council staff will continue to engage with the reform programme to advocate for our communities across Christchurch and support the best outcome for the future of water services. This includes responding to requests for information and contributing to working groups on the transition of services from Council to the new entity.

Support

610 - Karen Colyer

I support Three Waters.

Oppose

313 - Derek Marshall

Oppose 3 (4?) waters and government usurping the democratic functions of local authorities

95 - Phil Brady

The Central Government's Three Waters legislation should be vigorously opposed.

This infrastructure is owned and paid for by previous and current ratepayers and it is undemocratic for Central Government to transfer control to unconstitutional appointed boards.

Alternative Proposals

38 - Reuben Campbell

We need to get back control

658 - Helen Reason

Water - 3 waters is still a contentious issue, mainly because central government has not listened and instead pursued its divisive agenda. I encourage the council to keep looking for initiatives that keep the water under the control of the council

Other/General Comments

13 - Vivienne Allan

[Rates>Residential Rates]

If you are able to achieve what you have identified in the plan, then I dont have a problem, except - why is CCC continuing with 3 Waters when we dont know what is going to happen with that project?

174 - Samuel Thompson

[Other/Special Interest Topics>Consultation Process/Engagement and Communications]

The description of the financial changes due to the three waters project is inaccurate and disingenuous. The council will still own the services, as part of the collective entity. The way it's written makes it seem like whomever wrote it either does not really understand the proposed changes, or is deliberately trying to mislead the public about them.

216 - Ben Norman-Larter

Hard to comment on this with the 3 waters debacle still not being sorted. CCC has invested heavily and wisely in 3 waters infrastructure, yet is going to be penalised and worse off if 3 waters legislation is kept in place.

254 - james ensor (boatsafetyatnavalpoint.org.nz)

water zero support 4 3water current proposal

375 - Jeremy Lynn

I support 3 waters and wish the council would too.

519 - Kay Mintrom

When the water entity takes over, we will be paying for these services out of central government taxes. I look forward to our rates being reduced a comparable amount!

730 - Jane McKenzie

[Other/Special Interest Topics>Governance]

The Three waters Reform has been an absolute outrage. For the majority of the people of New Zealand to reject it, with the Councils initially saying they wanted nothing to do with it and STILL it was accepted. I have Very little faith in a Council that just bows down under pressure. What, did Mahuta have over you. Because this whole debacle has been outrageous and down right egregious!

Excess Water Charge Limit

General Comments

233 submissions commented on the proposed increase to the excess water charge limit.

53 comments supported increasing the excess water limit to 900 litres.

121 indicated that they oppose the increase in the limit and would rather it remain at the current limit of 700 litres.

50 alternative proposals were suggested, including comments that the water limit should depend on how many people occupy a dwelling, or that the excess water limit is currently too high or low.

14 general comments were received with some not supporting the excess water charge at all.

Officers Response

There are mixed views on the excess water use charge limit for residential properties.

There are a large number of submissions that support an increase in the allowance. Equally however there are also a large number that oppose the increase.

Comments received range from

- The limit not being enough to maintain gardens and Garden City image, (especially on large sections vs. townhouses for example).
- One size doesn't fit all
- There should be more emphasis on reducing leaks,
- Shared connections not fair
- More water conservation needed,
- Get households to instal water tanks,
- Better education needed,
- Consider alternative charging methods

The excess water use charge is a key component of our efforts to ensure the sustainable use of our water resources and is focused on managing peak summer demand. The issues raised around large families and gardens on free draining soils have all been canvassed previously; and the threshold for excess water use is well above the average household use, providing a generous allowance before the charges apply.

To address the concerns raised, we made remissions available for repaired leaks, personal medical conditions and very large families.

Since their introduction we've heard a range of feedback from residents. Overall, we've been heartened by the significant reduction in water use we've seen since charges were introduced.

Shared connections have also been addressed and recent analysis shows a very small number of those shared connections would receive a bill.

It has long been signalled that this is the reason why we implemented excess water charges. One of the key benefits of successfully reducing water use is reducing capital expenditure in the future.

As just reported, Peak water use has reduced significantly since excess charges were introduced which could see savings in future Capital and Operational expenditure, as well as improving the city's sustainability.

Support 900L Limit

100 - Neil Rossiter

To be fare 700ltr is a little light. 900ltr sounds about right. It would help no end with the vege garden.

104 - Elizabeth Ough

The 700 litres of water per day is just a little low for large households.

106 - Rowan Gibson

We won't be much of a "garden city" if residential properties are charged to much for water use.

126 - Daria Martin

We seem to have plenty of water but its the pipes that are the issue. Its reasonable to increase the allowance.

134 - maria Smolar

I think this is a sensible option.

148 - Randal Law

I support the increase to 900 ltrs per day

15 - Lisa Wright

I wholeheartedly support this increase to the limit.

150 - Lonnae Skachill

We are known as the garden city and Christchurch has always been proud of this reputation and our beautiful city. The cost of living is already extremely high and water is a fundamental right.

159 - Marc Gibson

We are known as the Garden City so having water to keep it beautiful would be ideal especially when you have a larger property.

16 - Tyler Cleverley

i think this is important to do as ideally no one should be paying for water at all, as the water charges have taken place the garden city has changed so much to the dry brown dust bowl. definitely not as apealing to anyone as it used to be, not to mention the added strugle for households so keep lawns green and vegetable gardens watered.

163 - Craig Winter

Yes spt to 900 L- thats good.

That is better average water use than the 700L, which is too low of an average family property.

170 - Glen Whittaker

Existing limit appears low even for normal/moderate usage

179 - Hammond Peek

I support the following proposed changes:

- A recommended change to the Excess Water Supply Targeted Rate that would see the average daily allowance increase from 700 to 900 litres for residential properties.

>>>

I would actually prefer no water charges at all.

But 900 litres of water a day is more bearable, whereas limiting it to 700 litres a day was totally unrealistic, as I discovered when I monitored my own water use over a week long period for a family of 3 in the non-summer months. 700 litres a day was not really enough even at that time of year, so I question what the CCC based their "average of 700 litres per day" data on.

193 - Kenneth Matthews

Christchurch must value its green and garden spaces, particularly these days as the concept of 'sponge cities' develops. Charging for water use discriminates against homeowners who are maintaining large gardens, thereby contributing to the biodiversity of the city. Savings in rates must be found elsewhere within our overpriced Council system.

194 - John Walsh

We support the proposal to raise the daily limit for excess water charging from 700 litres to 900 litres.

195 - David Quested

seems rather silly that some properties do not have meters (4 homes on one meter) the annoucement of the charge however has reduced water useage. 900 is fair to all.

202 - Murray Jones

I live on a corner section which has a large boom Council Property. (approximately 116m2 I have a watering system in which also waters this area. I receive garden awards each year as I take a pride in my lawns and gardens.

Being the garden city I believe we should have a greater allocation of water.

209 - Lynette Bay

In relation to water, people require education which takes time for change.

The many leaking pipes in the city need much more urgent attention so they're not left for weeks. Householders also need to do their part eg sorting out leaking taps, toilets etc

210 - Jason Middlemiss (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports the increase to 900L to allow more comfort for larger households, and does support the overall intention of this policy to encourage more responsible water use and provide an incentive to find and fix leaks.

243 - Murray Jones (Belfast Bowling Club Incorporated)

The amount set for residential properties is too low. If you want to have pride in your property ie garden / lawn.

254 - james ensor (boatsafetyatnavalpoint.org.nz)

the old level too low

26 - Marilyn Yurjevich

Most people wouldn't use that much

297 - Paul Broady

This might somewhat reduce the resistance to the charge. I think there would be less resistance, and presumably less need for a charge, if leaks from the city-wide piping infrastructure could be greatly reduced. A more intense information / education campaign on how to use less water would also help, especially where water use is in gardens. All the behaviours that are accepted and well-known by a probably smallish proportion of the population could be encouraged, e.g. mulching, watering at the base of stems, watering only in the early evening, using drought resistant ornamentals and especially natives etc. etc. Incentives (grants?? rate reductions???) to install rainwater tanks to hold roof run-off would help too.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

[Revenue > Excess Water Charge]

19. In a previous submission we supported the introduction of an Excess Water Supply Targeted Rate and, in principle, we support the increases in average daily allowance to 900 litres, especially as this rate could result in an estimated $17 million in capital expenditure being deferred in the next 10 years.

309 - Sarah Hamzah

I support this because I think the current limit is too low for families. The current threshold of 700 litres is good for households of up to 3 people, but it is too low for families of 4 or more people.

317 - Kirsty Hunia

320 - Keith Osborn

We support the increase in water useage to 900 l per day.

34 - Amanda Evans

the level of water for larger families is unfair. Theres no fairness in how this is calculated with hiw nany live in a property. The whole system is unfair and water is not a scarce resourse here.

360 - Justin Murray

Yes I support an increase to 900 litres daily, but this should not require a specific increase in rates, which are already too high

367 - Jonathan Gregg

its clear this had worked in reducing water use. We need to encourage further reductions in use rather than enabling, normally wealthy, households to keep socialing their costs whilst privatising their benefit.

water should be charged from 0l

38 - Reuben Campbell

I strongly agree with this

41 - Mat Morrow

700 is far too low. We arnt a 3rd world country

42 - Tracey Mclean

sell them

522 - Michael Neville

700 litres is unrealistic, and the increase to 900 litres would actually and indirectly, aid with the rates increase.

528 - Chris O'Brien

Around one cubic metre per day for residential properties seems fair to me hence I support the 900 litres per day charge

536 - Pam Richardson

This appears a reasonable proposal.
Maybe landowners should also be looking at seeking advice and indtalling some extra storage eg to collect rain water .

553 - Jocelyn Papprill

[Three Waters > Other]

Whilst I support the increase to reduce the burden on larger household, I would encourage the council to continue educating citizens on the need to reduce their water usage, to be less profligate with our precious water by ensuring all new builds incorporate rain water capture while older properties are supported to retrofit rainwater capture to be used to water gardens, clean cars etc.

62 - Janny Webb-Walker

I still see a lot of water leaks, often recurring, on council lend that doesn't get fixed properly or timely. Properties with larger gardens with families with bowel issues cannot keep to that limit. 900 would definitely help

627 - Sue Patterson

the city has a heritage of well maintained gardens to safeguard.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

EXCESS WATER CHARGES
The GHRA supports the residents in their overwhelming support for the water allowance to be increased to 900 litres with 78% of respondents agreeing to this. The Greater Hornby area is river bed, not silt, as in the East of Christchurch and therefore has a different usage requirement. This point was so well articulated by Cr Keown in a recent Council meeting.

677 - Alaine Percasky

This would allow the residents to maintain their properties. If something did occur i.e.: new water tank. and have a large family you could easily use the quota of 700 Litres.

692 - Kay Robertson

[Revenue > Excess Water Charge]

Some people will have teenagers or vege gardens on sandy soils. They will use more water and so they need a break.

How much do commercial water users get charged? What is their limit? Are residential users subsidising the commercial users or are they paying a fair charge for their share?

710 - charlot hudson (Sumner Community Residents' Association)

I would want to caveat this support with the need to customise individual circumstance. Where households are larger, need to support planting that reduces water run off and flooding issues and even vegetable gardens. Not all water use is wasteful on a larger scale and an ability to apply for an extended daily water allowance under the headings of larger families, sustainable practice and environmental resilience would reward behaviour change.

72 - sonny van der Krabben

[Revenue > Excess Water Charge]

I agree with the increase however I have a few points below.

I have many friends that for various reasons will not receive a bill. neighbors that have a shared meter, group of 6 flats 1 meter solo mum with blow up pool filling on a weekly basis 5000L+, people up the hill big 20000L self topping up pools and the CCC cannot locate the meter so are not charging, just because the property is small does not mean that they are not high users. this is ridiculous and not in the interest of fairness and community.

I have a huge amount of difficulty understanding why power to my meter costs less then $350PA in line fees that is to generate, transmit(Transpower), then distribute(Orion) and in my rates portion that I pay to get the free resource from the ground to my gate Tested and chlorinated is $395. and now the CCC want to charge me based on a 23YR old meter that is not certified, Calibrated and or tested for the purposes of collecting revenue. that's a bit rough now I understand that it is not covered by the weights and measures act 1987. so hiding behind legislation...But

I honestly thought that the CCC was better then this but I am mistaken now they want to raise our rates again...

I contacted the CCC to receive a my quarterly usage so that I could track our usage and was told that they do not do that but we will receive a reading if we are an excessive user????

So what we get for our $395 portion of rates (based on where we live and the value that the CCC put on the property) Plus the excessive water use charges is "water" an essential to sustain life. essential to grow our own vegetables so we can save money on groceries and feed my family good food. As the cost of living is becoming untenable.

Why not use the rates increase for the sole purpose of water supply and leave the public to struggle on.

744 - Jenny Healey (Cass Bay Residents Association)

It is important that our water supply is not wasted and people use it responsibly. However, this increase in allowance seems sensible, especially in these tough economic times.

789 - Michael Allan

[Grants and Funding>Capital Endowment Fund]

support raising the daily water allowance to 900 litres from July 1, 2023, and support Option 1 for community grants.

792 - Colin Ong

Excess water charging - 700 litres is insufficient for properties with larger sections that have gardens to be tended to; or for larger households with more under roof.

798 - Lorraine & Roger Quail

We would like to submit that the water charges limit be raised to 900 litres per day, as we rely on the nation super it is important to us that we grow vegetables to survive and this requires constant use of water.

811 - Yvonne Palmer

Comments: Strongly support 900 Litres. We are not supporting large families - Gardeners.
No charges should happen till all residential properties have metres.

We're proposing a change to how we use our Capital Endowment Fund (CEF) to fund community grants in 2023/24 -

83 - PETER SMALL

ALOT OF THE WATER METRES WERE FITTED WELL OVER 10 YEARS AGO, I DOUBT THE METRES ARE NOW CALIBRATED CORRECTLY AND THE READINGS ARE NOW NOT ACCURATE.

95 - Phil Brady

The Canterbury plains have a good supply of freshwater. residents should be encouraged to plant vegetable gardens for self use. A good supply of water will enhance Christchurch's reputation as the "Garden City".

96 - Mui Nyuk Chin

A lot of water is used outside the house. It is for watering the plants and garden. Christchurch was renowned for being The Garden city to the world. Lets keep it that way.

By limiting water usage andcharge excess wayer will put a stop or limit home gardening a tivities. That include growing own food in our own backyard and growing flowers and plants for beautifying our environment.

Lets keep Christchurch beautiful by encouraging gardening not stopping it.

98 - Andrew Brown

some properties are larger and 700 litres is not enough water to maintain gardens, lawns and vegetable patch

Oppose 900L Limit

103 - Brenda O'Donoghue

Please do not change the allowance of 700 litres of water a day to increase to 900 litre per day.

>>>

Water tariffs and charging mechanisms are important tools for water conservation and management. Changing the allowance from 700 litre to 900 litres of water a day would result in the Christchurch City Council sending a socially and environmentally irresponsible message to those in Christchurch and New Zealand that high consumption of a limited resource is acceptable, when it is not. This will devalue the emphasis on the value of water, and blunt a useful conservation incentive. As indicated on the CCC website "*Since charges were introduced we've seen water use decrease by more than 10%. It's great to see the reduction in water use across the district. Millions of litres of water have been saved since we started a campaign to encourage residents to check and reduce their water use. It's been particularly encouraging to hear from residents who have found and fixed leaks on their properties. Some of these leaks were resulting in hundreds of thousands of litres of water being wasted each week*". It would be disheartening to see these gains undone. The water charges are also a way to incentivise more people to plant geographically appropriate gardens. It is outdated for Christchurch to think it can be an English garden, with plants that are not suited to the Ōtautahi Christchurch environment. I personally want to see roads, footpaths and walls not being watered so that a patch of grass that isn't suitable to the location can be grown, and then be treated with fertilisers, pesticides and mowed back down.

109 - Sarah Edwards

As I understand it, the reason for the excess use charge is because this charge is shown to reduce water useage. Given that we are attempting to reduce water useage (and need to), it does not make sense to increase the limit to 900 litres. I strongly disagree with doing this.

>>>

We could also incentivise businesses and residents to use high-efficiency appliances to increase water efficiency.

The UN Water Conference has shone a light on this incredibly important issue and we need to invest now for the future.

113 - Pat McIntosh (Redcliffs Residents Association)

700l is high enough

12 - Arthur McGregor

I do not support this because I think 700L is already generous and high water users should be paying their fair share for the water they use.

129 - Matt Smith

people shouldnt be needing more water we managed with 700 most could manage with less and as technology advances more and more things are becoming water efficient meaning people should be using less

14 - Adelaine Hansson

700 is already a lot over average use and I would rather that excess user pays. If it was possible I'd rather actually that the user pays for all water use, not just excess, like electricity. Water is a valuable commodity and we need to recognise that.

146 - brian donovan

Prefer 700 litre cap and more education around conservation of water

149 - Julie Kidd

We have to limit our water use and, with a climate/weather pattern change to El Nino, the temptation for households to use more water will increase. The CCC should continue to provide households with information/suggestions about how to reduce water useage eg not having a grass lawn. (Although I'm aware this takes no account of the vast amounts of water used/wasted on the Canterbury Plains)

152 - Rob Ingram

I don't see why the majority of rates payers should subsidise a small number of privileged home owners with large gardens who want to run their sprinklers all day long. 700l is more than adequate for the vast majority of residential properties.

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Papanui-Innes Community Board’s 2021 submission on the draft Long Term Plan 2021-2031 included the following with respect to the excess water targeted rate:

“The Board supports the excess water targeted rate for the purpose of incentivising water conservation. We note the need for clear communication with residents around this.”

It is the view of the Waipapa Papanui-Innes-Central Community Board that water conservation should be incentivised. A household allowance of 700 litres a day is a greater incentive than the proposed increase to 900 litres, and retaining the 700 litre allowance also avoids a 0.10% increase being imposed on ratepayers citywide. The Board therefore does not support increasing the allowance to 900 litres.2.16 The Board highlights again the need for clear communication with residents. The Board also expresses concern about some properties still not having individual water meters, which creates a real or perceived inequity across the city.

158 - Paul Young

Research is clear that charging for water will reduce water usage, and we have also seen this in christchurch already with the proposed water charges. 700 litres is sufficient for residential households and the water charge above this level is very small. The allowance should be decreased rather than increased

164 - Jemma Harnett

Water is one of our most precious resources and is already taken for granted enough in NZ.

165 - Richard Abey-Nesbit

I support a user pays model in principle for services that are easily quantifiable and where demand is significantly elastic. A large amount of water usage is discretionary - people can keep plants that require less watering, or take shorter showers.

Any concern on the impact for low income households should be addressed through measures more directly related to that, like reducing fixed components of rates that apply to all households, or having a threshold of owned land or improvements per residential unit that incur no rates, and only value owned above that incurs rates.

168 - Keri Hodgman

If you use the resource and, by extension, put greater strain on the network then you should pay accordingly.

169 - Peter Dobbs

700 litres per day is a generous amount of water.

raising this value will not encourage wise use of water.

The charge for water use in excess of 700 litres/ day is modest.

171 - Scott Butcher

900 litres is a large amount of water. In these times of climate and ecological crisis, we need to encourage people to use less resources and therefore I would support the maximum allowance of 700 litres a day for residential properties.

173 - Benjamin Greenway

If the purpose of the original 'paying for high water use' proposal is to encourage lower consumption and reduce burden on council infrastructure, I think the original limit of 700L is reasonable. Increasing the cap to 900L would likely send the wrong message.

It would be interesting to know what proportion of water consumers have needed to pay the excess water charges. Perhaps the allowance could be based on a proportion of how many consumers it would affect?

174 - Samuel Thompson

The point was to ensure water supply and make higher than necessary users pay for their excess. 700 liters a day should be more than adequate for almost everyone. Others in special cases like residences with a larger than anticipated number of people should be able to apply for extension of the limit maybe, but a greatly increased cap ceases to do what it was instituted to do.

175 - Karen Carcamo

I strongly oppose this. We must take care of our water. 700 litres per day is already generous enough. If rich people wish to have a well maintained giant lawn they should cover the cost themselves.

181 - Bob Nicholls

It is too much water, going down the plug hole.

190 - Tasha Tan

i don’t support this, as people need to be more vigilant with their water use. This is a finite resource and Cantabrians have long abused this. I don’t think that CCC should bend over for a minute population and subsidise them. Also if we keep it to 700, I still wish to see a rates increase but to channel that difference towards utility upgrades and maintenance. I find that the currently goal with limiting water use was achieved and this has helped Cantabrians realise that this resource is finite, and also helped with identifying water leaks in the network. Why change something that’s already making a good change to people’s perspective? :)

192 - Daniel Holland

700 L of water per day seems like a reasonable amount. We should all do what we can to minimise water use and this policy helps encourage that.

199 - Hank van Til

In this day and age, gardens should be designed to minimise the use of water.

We should be planting native grasses and bushes instead of watering and mowing thirsty lawns.

213 - Richard Suggate

700 litres is ample

217 - Liam Byrne

700L per day is already a lot of water, keep the limit where it is rather than subsidising heavy users

223 - Genesis Buckley

900 is too high. 700 is already too high in my opinion

224 - Ester Vallero

please do not go back on water saving measures.
We need to accelerate and resource measures to address climate change, not to slow them down or defund them.

225 - Trev Garrett

that's a lot of water. people using that much should be paying

231 - Ashley Campbell

This is one area where you definitely do NOT need to increase rates. Increasing the allowance means those of us who use less than the limit will be subsidising those who use more. The 700L a day is perfectly adequate for a normal healthy life (including gardening) of most households. Those who choose to use more should pay their way – just as we all have to pay for our choices. Learning how to live well without squandering water is part of adapting to a changing climate – it’s not difficult.

233 - David Palmer

700 litres is plenty.

234 - Linda Osborn

We need to be encouraging residents to value our water, to use it efficiently, and to collect and store rainwater.

Keep the limit at 700 litres, and keep the rates increase but use the extra income for education and subsidise components for rainwater collecting.

236 - Jono de Wit

I think 700 litres is a good limit. It will encourage some people to use water more efficiently.

237 - James Rice

700 litres already sounds very generous. Even a family of 4-5 wouldn't easily go through that with a large garden to water. Just keep fixing the pipes and make sure the aquifers are clean.

238 - Holly Fletcher

900L per day for a residential property is an extreme amount of water. The only properties who should be using such a large quantity of water without being billed for it would already be covered by the remissions that are available.

There also hasn't been any information (that I am aware of) regarding changes to the minimum amount to bill, so presumably properties could use up to 1100L per day before they are billed.

Permitting an increase to the already generous quantity of water (700L) that is exempt from excess water charges, is effectively passing on the charges of the few to the vast majority of ratepayers who are already using water responsibly.

It also sets a precedent that the water allowance can and will be increased if it makes some ratepayers uncomfortable. Who is to say that there won't be future outcries and requests to increase the allowance.

The goal of this project was to reduce the strain on the water network during high use periods, increasing the base allowance runs counter to that objective.

My family of four uses less than 400L per day.

Disclosure: I work for CCC, I was involved in the Excess Water project. The information I have used in my submission reflects my personal views and uses information that is widely available to the citizens of Ōtautahi.

248 - Jack Halliday

The 700 litre allowance is appropriate. Increasing this limit will only increase rates for everyone - effectively subsidising high users.

257 - Teresa Allpress

Water conservation should be encouraged. Canterbury's aquifers are an incredible but finite taonga

264 - Josh Johnson

the earth has never been in such a bad state, having cost for water makes people reduce their consumption even if it isn't by much, the council needs to make their stand and keep it at 700

266 - Elise Arnst

The limit of 700 L is reasonable, especially given that high users are not charged until they use over 900 L.

27 - John Noble

I do not feel it is necessary to adopt the 900 L/day average as opposed to the 700L/day option. I feel the lower limit will have a better effect on encouraging people to be a little less wasteful. I feel the 700 L/day limit is already approximately double the average and providing the payment rate per litre is not ramped up annually this is a fair balance. No doubt the cost to read the meters has been significant so it is essential user pays applies and some profit is achieved.

272 - Simon Trotter

700 litres is more than enough for a household

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

1. Currently, Te Mana Ora does not support increasing the average daily allowance of water to 900 litres.As stated in the Draft Annual Plan 2023/24 Consultation Document, reducing

demand on the water supply will mean that less money will need to be spent on upgrading and building new infrastructure to cope with demand. In addition, keeping the limit at 700 litres will benefit ratepayers because the overall rates increase will decrease.

2. Keeping the current daily allowance of 700 litres will send the message to residents that water is a resource that should be conserved. It is important to encourage households to conserve water due to climate change and increasing pressures on our water supply. Te Mana Ora suggests that Christchurch City Council assess whether the proposed change to the daily water allowance limit aligns with its Climate Resilience Strategy.
3. Christchurch City Council's website states that the daily allowance of 700 litres is plenty of water for use inside the home, and responsible outdoor use, even for large households and families[1]. The Draft Annual Plan 2023/24 Consultation Document does not provide a rationale for increasing the daily allowance to 900 litres. This information would be useful to provide feedback on this proposal.
4. Te Mana Ora suggests that Christchurch City Council closely monitors household water use over a one-year period to assess what is a sustainable and reasonable daily water allowance. Te Mana Ora also suggests that Christchurch City Council considers how to equitably set daily water allowance limits. For example, larger households may require more water than households with fewer occupants. Therefore, exemptions to the Excess Water Supply Targeted Rate could be offered to larger households, such as by setting a higher daily allowance, to ensure that they have enough water for drinking and for hygiene.

[1] *Christchurch City Council. (2023). Excess water: Your questions answered. Accessed from: https://newsline.ccc.govt.nz/news/story/excess-water-your-questions-answered*

29 - Sarah van der Burch

Larger households should be supported but not larger users. That defeats the desired outcome of reducing water wastage.

290 - Nina Koele

This is completely ridiculous, 700 liters per day is already insanely high and should be charged for anyway. I do not understand why there would need to be an increase. Rather in our current climate I would argue strongly for the council encouraging strong decreases in water use, through pay-per-liter or similar. People water their lawn at the height of summer during the day, wash their cars for no good reasons, waste water through leaky taps. Similarly I have seen so many broken pipes the last years that don't get repaired, water just being wasted by the minute.

We have a huge water problem and encouraging higher usage is counter to everything sensible. Water infrastructure is under pressure, freshwater use is under pressure, droughts and floods are commonplace, we need to prepare to be much more sustainable including in water use. Chch

residents have coped with the earthquakes saving on water, we know how to do it if we need to, make use of that adaptability and use our water sparingly and wisely.

3 - Hayley Young

Water allowances should be at 700 litres a day for the sake of our environment. It is also quite easy to maintain that. 900 is too much. I have tried very hard to save water this past year and others should try to do the same. I also think the rates need to come down so this would be a big help to single people like me who are facing a big financial crisis this year.

30 - sean milner

Re the water charges being put on all rate payers a shift away from high users. The proof has been the fact that with the targeted high users being charged for excess water and the drop in usage of 10%, then it was successful as the aim was to curb the usage. However now with the increase in amount aloud and the fact all ratepayers to pay, then I foresee the usage going up as I for one wont be trying to save (already low usage) as if I'm to pay, then I will not hesitate to use more. I think other rate payers would think the same way, so the goal to save water will be negated.

318 - Jennie Brittenden

[Three Waters > Three Waters (Operations)]

I do think that extreme overusers of water should be monitored and helped to be more frugal. It should not be that everyone is punished for certain individuals behaviour.

[Coder Note: For context *"The root of the problem continues to be the condition of the pipes and I have seen reporting from CCC of the millions of litres wasted before it arrives at the householder's dwelling. I feel that it would make much more sense to fix the pipes and then the problem would be much less prevalent."*]

32 - Yao Yao

I do not support the increase of the water allowance, this is not fair for families who do not consume a lot of water.

327 - Jason Lea

700 seems like a generous amount per property, so I don't think it needs to increase.

339 - Amy Evans

700 is fine. If you use more than that then I believe it's quite acceptable to pay extra. It doesn't need to be raised to 900. We used a more than 700 due to our spa and extra guests etc over Xmas and we're quite happy with the extra charge.

346 - Andrew DC

A lower allowance is better for encouraging less water use - this can be achieved successfully with good public education, prompt fixing of leaks and clear/fair exemptions for large households and medical use. The limit should not be increased to let heavy water users unfairly continue to use large quantities of water at the expense of other ratepayers.

348 - Will Vere

What residential property is using 900L of water daily that cant afford to pay for additional water costs?

349 - Joseph Fullerton

700L is more than sufficient for the average household. People who use more should be fairly charged for it, and not spread their costs to others in the form of the rates burden, especially in current economic conditions. Careful stewardship of natural resources, including water, should be a high priority for any authority.

354 - Richard Smith

The council should be encouraging people to use water carefully. Keeping the limit at 700 litres per day will help that.

378 - Joshua Bywater

700L is already a ridiculous amount of water for one household, I don't see the point in increasing it when the limit already impacts such a small percentage of households.

384 - James Allan Kay

All residents of the city should learn to be more efficient with their water use as it costs energy to create and move and our horizontal infrastructure needs work.

385 - Cameron Paintin

No, I do not support increasing the allowance to 900L. I support the excess water charges and believe 700L is more than sufficient for all households who responsibly manage their daily water use. The excess charge means people will manage their water use more responsibly and find and fix leaks. The excess charges are not expensive for those who do want to use more than 700L per day.

Most of the rates increase relates to water supply and wastewater, noting that general rates are decreasing, so encouraging lower water usage is beneficial in reducing rates and targets those who are irresponsible.

392 - Stephen Judd

Water conservation is good. Lawns are a luxury. If people want extra water for recreational horticulture, let them pay either for excess water or (better) rainwater storage. We should be gardening to reflect local conditions, not trying to recreate the climate of another country.

4 - Vanessa Irvine

My house of 3 people and 1 dog only use 276l per day. 700l is already double what we use! 900l just lets people abuse the system, making all of us other ratepayers pay for their selfishness. Do not increase the allowance, even better, reduce it to 600l.

400 - Robert Fleming

700 litres is generous for most residents. Others will be less incentivised to become aware of what their water usage is if the rate allowance is increased. This further dilutes the purpose and expense of the 'charging for excess usage' programme in the first place. Council made a decision, please stick with it.

401 - Merav Benaia

In a world looking at a climate crisis we need to encourage people to save water and decrease usage. 700L per day is a very generous allowance, way beyond what a normal household requires. Absolutely no reason to increase this allowance.

480 - William Stewart

The water limit for individual properties should stay at 700 litres.

491 - Peter Galbraith

700 litres a day is fine. If you use more than this, pay for it.

492 - Rachel Smith

I do not support increasing to 900 litres per day. As a family of four with a vegetable garden that requires watering we can easily keep within the current allowance of 700 litres per day using simple water saving techniques. Charging for water over 700 litres has shown reduced water usage across the city - people are more likely to be aware of the water they use when this lower limit is set in place. We need to be using this resource sustainably.

5 - Elle Evans

Keep the allowance at 700 Litres/day - user pays above that

50 - Jerome Dufor

Water is a scarce resource and we should have a user pays model particularly for those who wish to use excess water. The current model already provides a huge daily allowance for each household.

516 - Cynthia Roberts

As a city we are very wasteful of water - I support being incentivised to plant and grow the appropriate plants for the region that are not dependent on large watering systems. Swimming pools and spa pools are a luxury and the use of water for these should be rightly charged.

My only caveat is would it be possible to have exemptions to the charges if a household showed that they had a special need for more water ie more than 6 people in the household?

>>>

5. I support maintaining 700 litres a day for water usage

52 - Boyd Kedzlie

I do not support Council increasing the daily water supply allowance from 700 l/per day. Continuing Council education and support for low income/large household families is encouraged.

525 - Ian Chesterman

700 litres per day is plenty. It is much fairer for high users to pay for what they use, rather than expect general ratepayers to cover it. The evidence is that introducing high user water charges has reduced water use which is the desired outcome.

https://i.stuff.co.nz/the-press/news/131207813/water-use-falls-in-christchurch-as-residents-fear-new-charges

Council already doesn't charge residents if their bill is less than $25, so the charge point is effectively 900 litres already- this should not be increased.

53 - Megan Halligan

Why should everyone pay extra rates to cover those who use extra water. User should pay.

537 - Patrick Kennedy

700 litres a day is a very generous allowance. There are very few properties where the use of 700 litres a day would be commonplace.

54 - Bono F Beeler

it should stay the same or lower

why increwase water usage in the facecof climate change????

540 - graeme woodward

700L is ample. Fresh/clean drinkable water is a scarce resource which should be valued more. If people need/want to use more than what is reasonably required for a family, then they should be willing to pay. It is still very cheap.

546 - Michaela Allen

People will value what they potentially have to pay for.

548 - Mark Darbyshire

It’s better to adopt a user-pays model that raises revenue from high water users and encourages people to cut back on water consumption.

550 - Paikea Ormsby

I don't think that poorer people should pay for rich people to water their gardens.

566 - Geoffrey Sugden

Keep excess water charge at 700 Litres per property, 900 litres is excessive and people in larger properties using this amount of water on average daily should not be subsisdised by those in smaller properties or with more resonsible water use habits. Better yet reduce this for smaller properties. e.g. We currently don't have a water metre connected to measure our usage (cross-lease property) but when we do, as a small 2 person household there is no reason we should require more than 500 Litres per day on average. A 700 litre limit simply won't affect us, whereas a lower limit may incentivise us to watch our usage more.

571 - Jack Gibbons

[Revenue>Excess Water Charge]

Directly charging for water should be the long term goal of council. Raising the limit moves us further away from this.

Raising the limit before charging is a pointless cross subsidy that will raise the rates burden on smaller households.

576 - Matthew Reid

[Strategic Framework>Climate Change], [Revenue>Excess Water Charge]

Please maintain stronger water-saving measures. We need to progress actions to address and adapt to climate change, including improving improving the resilience of our water supplies. Please do not reverse or slow the good water saving measures as introduced.

577 - Andrea Kofoet

I believe that 900 litres of water per day is excessive and people in larger properties using this amount of water on an average daily basis should not be subsisdised by those in smaller properties or with more resonsible water use habits. As such I do not support and increase to 900l/day.

>>>

[Revenue>Excess Water Charge]

A reduction for smaller properties cuold be considered in future as well. e.g. As a small 2 person household, we currently don't have a water meter connected to measure our usage, but we believe that there is no reason why we should require more than 500 Litres per day on average. While a 700 litre limit won't affect us, a lower limit may encourage us to be more mindful of our water usage.

579 - Tanya Didham

[Revenue>Excess Water Charge]

Is there some evidence to support an increase? Managing water use (of every kind) in our city should be a very high priority. 700 litres is a lot.

58 - Margaret Forward

Again, user pays.

We have to start making people aware of the need to conserve water. I note it is the older rate payers objecting most. I assume they do not like change even if for the good of all.

The sooner every property has it own water meter which monitors clean water and waste water separately (at different rates and taking into account irrigation water which does not require waste water treatment) such as operates in Auckland the better. Long overdue. Introduced in Auckland 20+ years ago. Certainly focussed the minds of residents.

We cannot expect Canterbury will continue to receive sufficent rainwater.

607 - Megan Andrrews

We have a high allowance already, especially compared with other countries. Let's keep it the same for a few more years and see if we as a city can work to this limit before changing it.

612 - Sarah Laxton

[Other/Special Interest Topics > Excess Water Charge Limit]

I support keeping it at 700 liters. As a household that uses well below that limit. I don't think that it is fair for our rates to go up. They should be paying for their own excess water use.

614 - Rosemary Grant

It's important to encourage residents to be conscious about their water usage and I think increasing the limit would encourage less thoughtful usage.

623 - Glen Koorey

[Revenue > Excess Water Charge]

Christchurch does not seem to appreciate how many other NZ Councils already charge for water usage in the same way one pays for power (and not just "excess" water use either). If we are trying to reduce our demand for precious water, then allowing residents to use an exceptionally large amount for free goes against that principle. Even with a large active family, it is not difficult to maintain average water consumption below 700L a day - if people have difficulty, then there are plenty of conservation measures that could be introduced to them by Council to help reduce their intake. The concern about shared meters is a false flag too because (a) the number that have high excess water use are exceptionally small and (b) over time these meters are being separated out.

631 - Brandon Wyatt

700 litres a day is plenty, and we shouldn't all have to pay more to cover people who can't fit under this threshold

635 - Chloe Armour

A 700l allowance is plenty and we should be encouraging residents to reduce water use. I do not support increasing the allowance to 900l

64 - Volker Nock

People need to be encouraged to use less water, for example by collecting and storing rain water. Increasing the limit would not help with this. Drinking water is a scarce resource and should be treated us such.

645 - Luke Baker-Garters

Increasing the allowance to 900 litres a day would be a regressive transfer to rich households who are the ones using excessive amounts of water on their lawns and gardens. The 700 litres a day limit only affects at most 16% of households who shouldn't have their water use subsidised by the other 84% of households. The lower limit will encourage more multi-family infill development which uses far less water per household than single-family households.

648 - Rowan Ledgerwood-Gee

The rates increase should not be affected by this

653 - Marie Gray

I do not support the increased allowance for excess water charges. This has already been consulted ontwice. 700L is a generous amount of water and there are waivers available for exceptional situations like aleak, multiple people in a household or people with additional health needs. I would support

anothertype of waiver for community benefit (such as native ecosystem restoration or community foodstalls/community gardens). Otherwise, increasing the allowance further seems a case of privatising thebenefit while socialising the cost.

654 - Bruce Tulloch

Increasing impact of climate change and maintenance of water infrastructure will need disciplined usage.

662 - Layling Jean Stanbury

who needs 900 litres of water a day?!

665 - Sue Bye (Lower Cashmere Residents' Association)

700 is sufficient.

666 - Chrissie Williams

[Revenue > Excess Water Charge]

Charging for water use over the 700 l/day allowance has just been introduced following significant consultation.

If allowed to continue, it will lead to further leak identification and water conservation.

Retain the 700 litre allowance and give the scheme some time to work

667 - Jonathan Nicolle

700 litres per day is plenty. We should be trying to learn to live with less water, not more. The angry few residents who love watering their lawns or extensive gardens can either (a) pay a little bit extra for that luxury or (b) do what many sensible owners are doing and making use of collecting the free rainwater that comes off their roofs. Better that be stored than added to swollen / flooding rivers. The existing process for applying for an exemption if circumstances warrant it is sensible.

671 - Bridget O'Brien

The proposed increase in the household water allowance sends the wrong signal to the public (i.e. you can be more careless with your water consumption) and is contrary to the Council's Te Wai Ora o Tāne Integrated Water Strategy, particularly Goal 4: Water is managed in a sustainable and integrated way in line with the principle of kaitiakitanga. And it leads to a 0.1% increase in rates, which is undesirable

without good justification. The people who use the most water should pay for it, so I wholeheartedly oppose this proposal.

683 - Donna Thomsen

[Revenue > Excess Water Charge]

increase to 900 litres/day, but If there will be no abandonment of this fee, I am fully against the charging of water rates for residential properties as the fee is discriminant and charged only to rate payers, and business owners. NOT all rate payers are equal and some not even charged. Christchurch residents and ratepayers pay enough for the services of utilities and maintenance which provide water to all houses, this should be a right and included in the rates.

7 - Nicola Hely

I don't understand why you would increase the allowance? With climate change being incredibly urgent we need to start charging for excess water use immediately. I don't use excessive water, and DO NOT want my rates to increase because the limit has been increased.

717 - Vanessa Metcalfe

I think the current water allowance is sufficient - increasing the allowance further will discourage being careful with water.

719 - Celia Hogan

700lt is plenty per day to get for free. The costs of the water charges are so low already, so for a higher user then they should have to pay for it.

720 - Fiona Bennetts

People need to get leaks fixed and plant appropriately for the weather we get here so they're not watering the garden so much.

724 - Rosalee Jenkin

I think we should be conserving water more rather than increasing the allowance.

73 - Johno Tunnell

We don't need an increase as people need to put in place initiatives to decrease water consumption. It is completely unsustainable watering lawns in mis summer, many people think this okay.

733 - Angel Faith Booth Beynon

700L is enough for the average household, and for households of up to 5 people. People who use more should pay for their excessive use. 700 is reasonable, and water limits can help people realise when there are problems with their water meters or when they have leaks, so the limit shouldn't be increased to suit a minority of people with larger than average gardens.

738 - Natalie O'Connell

700 is satisfactory

747 - Allan Taunt

I am not supportive of increasing the allowance to 900 litres of water per day. Quite simply people need to better manage water, specifically by reducing wastage and if necessary, install water capture systems for gardens.

75 - John Lieswyn

Water efficiency is not that hard. Stick with 700.

750 - Pubudu Senanayake

No, we need to be decreasing our water usage, not increase it.

752 - Logan Brunner

People should be aware and held accountable for their water usage.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

The Board opposes the proposed increase to daily allowance, and supports long term consistencywith regards to the rating level to better incentivise water savings.

79 - Michael Clemens

700 litres is plenty.

793 - Cathy Harlow

The rationale behind the proposed change has not been explained. The Council decided that it would charge for water use above a certain rate to try to drive down demand at certain times to avoid spending on infrastructure. The allowance was set in line with that objective, based on what was considered an adequate amount. If the allowance is to be increased there should be some justification for this:

- Has the allowance been shown to be inadequate for the average household?
- Is there evidence that increasing the allowance in the short term then bringing it down gradually will drive long term acceptance of reducing water use at peak times?
- Is there some other reason for the change?

The change doesn't appear to be driven by concern for households with special circumstances, as that would presumably be best dealt with by changes to the criteria for exemption, but there is no explanation of the reason for the increase.

8 - Lucy Gibbs

I think that raising the Excess Water Supply Targeted Rate from 700 to 900L is silly. We're a family of 4 and don't go over. I do approve of the allowance being raised for larger households with more people - it takes more water to shower 8 people than 4, but we need to be responsible for our water usage.

807 - Kate Hodgins

Water charges: NO to raising quota. This makes no sense at all when we are supposed to be encouraging people to reduce and value an expensive resource.

81 - Stephan Lloyd

If you are using more than 700 L per day then you should be charged extra.

I fully support the introduction of water charges and think it should remain at 700 L. A standard family should not have to compensate households using an unnecessary amount of water.

815 – Michael Galambos

The water supply asset management plan and documentation around the daily allowance shows that by using demand management such as excess water charging set at 700L per property per day will defer the need to build costly new wells, pump stations and pipe upgrades. Keeping excess water charges at 700L per property per day will defer expenditure of tens if not hundreds of millions.

816 – Robert Peacocke

Increasing the water allowance is against staff advice, and the current 700L/day allowance has already been publically consulted on twice (www.stuff.co.nz/the-press/news/131352709/thousands-receive-their-first-excess-water-bill-as-council-considers-upping-the-limit). Consulting on the charges a 3rd time is an inefficient use of community, resident and council resources, as most people would have given their feedback in one of the previous 2 rounds of consultation.

Water use in the city has decreased by about 10% according to this article - www.rnz.co.nz/news/national/485029/christchurch-water-use-decreases-by-10-percent-after-excess-charges-introduced - which shows the excess water use charge is working as intended.

85 - Abigail Johnson

I support keeping the limit at 700L with exemptions for households who require it on medical grounds, etc.

89 - Connor McIver

I think the existing level is good for encouraging users to think more carefully about their water use.

92 - George Laxton

I think that we should keep the current 700 litre limit. People need to learn how to do more with less and stop being subsidised by those doing the right thing. 700 litres is already almost 300 litres over the average user. There are also many people with gardens and large families that manage with 700 litres simply by being sensible. It also will provide a financial incentive to install rain barrel collectors to water your garden. In other words I don't support paying for other peoples water.

Also thinking about rain barrels, having a subsidy where rain barrels could be part paid by the council or be taken off the excess water charges? Might shut up most of the overusers. Might be a waste of time though, probably better for them just to use less.

Alternative Proposals

102 - margaret ripley

lower income families and beneficiaries should be taken into account. The cost of living has increased significantly and many people are struggling. Now you add water rates and increase property rates excessively.

121 - k Hay (SSRA)

[Revenue > Excess Water Charge]

Threshold was set to high. Originally this was a behaviour change exercise. The encouraging of residents checking there own usage and leaks was useful and effective. It then changed to a revenue generating exercise.

144 - Brian Donovan (New Brighton Residents Association)

The NBRA prefers it to be 700 as water is our most precious resource. This is a compromise. Down the track it can be reviewed

145 - GORDON FITZGERALD

I prefer 900 over 700 but disagree with either unless all ratepayers are treated equally and all pay.

154 - Jessica Smale

We should be pressured to converse water. But it should be based on number of occupants, to allow for large families to not be penalised disproportionally.

162 - Bowen Abraham

add into account how many people at propertys

17 - Mark Penrice

Water use allowance should be based on land value or land area.

The money wasted installing meters and figuring out how to charge for water will be very hard to claw back from our pockets.

171 - Scott Butcher

For those that want to grow large amenity or vegetable gardens, then there may need to be some educational/awareness support provided to help them become more efficient water users. This could form a 'waterwise' programme supported by CCC or a not-for-profit.

174 - Samuel Thompson

The new fees for water meter reads out of normal cycle seem a little high for something people have little choice over, even if that does reflect the actual cost. It may be cheaper and better for everyone to install a smart meter on those sites.

184 - Michael Heenan

[Revenue > Excess Water Charge]

This charging policy is already wrong as some are charged and others can use as much water as they want and get off any charge.

In the short term the level should be raised until a uniform overall policy that is fair to all can be implemented.

197 - PAUL DAIGNEAULT

Water allowance should be increased to 2000 ltrs per day. we are the garden city. with out the ability to put on a sprinkler in the evening we are the desert city.

204 - Ra6y Craig

900 is still too low. 1000 possibly.

208 - George Tylee

Charge for every litre. Get all properies individual water meters.

22 - david gale

Currently no water allowance for section size... only householder use.

Should have a scale for yard size... 500m2 base, 1000m2 + 10% etc.

25 - John Batchelor

Water useage/allowance needs to recognise that certain properties require more; ie, larger properties, but in particular, Port Hills properties need to be able to maintain a green margin, in order to mitigate fire risk - when the conditions dictate (this depends on the particular season) This benefits the whole community.

Water allowance must reflect property area and location. We pay more rates already, on a larger a property.

260 - Faye Collins (Waipuna Halswell Hornby Riccarton Community Board)

[Revenue > Excess Water Charge]

1.1. In its submission on the Long Term Plan the Board opposed the proposal to introduce an excess water use charge for households that use more than 700 litres of water per day, on the basis that the Board considers that setting a per household "limit" for water is inequitable and could result in large households' legitimate water use for daily activities such as bathing and washing clothes being constrained while neighbouring small households are free to squander water. The Board fully supports the Council's aim to limit water use at peak demand times, and to reduce water wastage; however, it considers that this aim could be more equitably achieved by other means.

1.2. The Board is aware of residents' concerns about excess water use charges, but understands that the matter cannot be revisited via the Annual Plan, but may be reconsidered as part of the next Long Term Plan consideration. In the meantime the Board supports the proposal to **increase the allowance of water from 700 litres to 900 litres per day before charging for excess water supply** starts from 1 July 2023 to lessen the impact of the charges.

261 - Keith Harris (Akaroa District Promotions)

Gardeners and families trying to be self sufficient should have the benefit of the extra

300 - Brooke McKenzie

[Revenue >Excess Water Charge]

Any water charges are ridiculous and simply another way for a "grab"from ratepayers. WATER DELIVERY HAS ALWAYS BEEN PART OF THE RATE STRUCTURE but never itemised as such. There should be no limit on consumption of water unless the consumer is a large consumption commercial user.

301 - barbara whitaker

another thought is 900L over the period covered by day light saving, Summer period, to help with those that take pride in their gardens and lawns. then drop to 700L over that winter period. The Council also need to look at how to have a fair charge for those who do not have individual meters and hence have no charge. As for overseas countries taking our water to bottle and sell, they should be paying the highest rate per litre for the privilege of what in reality is a gold mine for the Council with our pure water.

I hope this is read and taken on board the suggestion of the litreage over the summer months and winter months.

Would be great to get a reply to show that my submission has been seen.

31 - Janine Holland

[Revenue > Excess Water Charge]

agree with water metering and efforts to encourage water efficiency

320 - Keith Osborn

I do not support the increase in rate until the council has investaged how much money has been paid out in the past for the purpose of supplying extra water during past summer periods.

325 - Oliver Hutchison

[Revenue>Excess water charge]

Lower it further. Charges based on usage are much fairer. Charging low water users more in general rates in order to subsidise the high water users is not a fair system.

37 - Amelia Hayes

I believe there should be a rebate for those using cloth nappies - yes we use more water due to more washing cycles but compared to ~2,000 disposable nappies ending up in landfill, this seems like an absolute no brainer. It is not fair to punish those trying to be more environmentally friendly by charging extra for the water usage!

Many councils in Australia already have a rebate
policy: https://www.clothandcarry.com.au/pages/council-cloth-nappy-rebates

389 - Jeff Hadfield

What is the point of spending over $1.3m on an IT project to recover cost of overuse if we don't know what revenue will be brought in to Council coffers by doing all this work. It seems like you are guessing on the amount per household anyway and with multiple occupancy properties even 900 litres is nowhere near the mark. Each person in a household should have a basic allowance based on circumstances, not a guess. There is plenty of guidance in the UK CIBSE Guides on this subject.

395 - Quinn Ledgerwood-Gee

Unless the property is provably occupied by more than 4 people.

[Coder note: Submitter opposed the proposed increase to the limit]

399 - Miranda Luxton

700L a day is way to low.

We are a family of five using 1400L a day, and we dont even irrigate or water our garden. No leaks, thats the basics (3 loads of washing++ on sheets change day, 5 showers, dishes, work from home uni kids using toilets. No fair we as a larger family once again get penalised, when a retired couple whi water there garden get same allowance.

It should be allocated per resident.

Learn NZ had stated average daily use per household was 227L a day. We were never going to make the 700 in our family.

Feel council is revenue gathering at our expenses once again. Besides $1.35 this year..whats to stop you increasing that again and again.

So not fair., Our water should of been cherished years ago and not wasted like it has been.

407 - Lyn Bunn

The water usage should be given on a yearly basis of a certain amount of litres and it is up to the resident when they use it. When they have gone over the limit for the year, then a charge can be made. It is discriminatory to divide it into 4 sections of the year as it is common knowledge that you use more water in the summer than in the winter months.

43 - Daniel Teed

the allowance needs to be adjusted to make it more fair. The allowance should be based on housebold size so a 5 person household has s greater allowance than a 1 person household. This is only fair, a larger household pays more rates (because they consume more council services).

As such the allowance should be linked to the amount of rates paid by the property.

also the allowance should be averaged out over a year. So if s property uses more water in the summer but less in the winter, provided on average this is less than the daily allowance over a year, they wouldnt be charged.

46 - Jacqui Hilton

the allowance is too low even at 900lts per day, some families are already struggle to feed and cloth there children this is only going to add more stress to already stressed families.

Better education and knowledge about how much water is used by products like showers, washing machines diswashers etc, would be better. This is just another revenue gathering fee.

503 - Bronwen Summers

[Revenue>Excess Water Charge]

When building our home we were not permitted to install a compostable toilet.

We installed a grey water waste system, and installed two tanks which hold 14,000 litres of water off our roof which keeps our house in water year round.

As an owner of a large garden frequently admired and talked about, adding joy to my low socioeconomic community and as someone who has made a real effort to take responsibility for my use off water I am distressed as I realise I will still be charged for water (which no one owns) even at 900 litres a day.

507 - Isabel Milward

[Revenue > Excess Water Charge]

It is high time that water use is measured and charged for in an equitable way across domestic and commercial premises. In exceptional circumstances perhaps 900l could be approved for some but for the majority a personal educaiton programme would be worthwhile to help them focus on changes that suit their lifestyle that would bring their water use to under the 700l threshold. One way forward could be to allow water use of upto 900l with a 3 year timeframe to reduce this to 700.

537 - Patrick Kennedy

If anything, i think the cap should be lowered to reward people who are making a genuine effort to reduce water usage.

647 - Alistair Price

[Revenue > Excess Water Charge]

The Christchurch Council City basis for charging for water is simply unethical.

The CCC charge for 700 litres of water based on the Capital Value of a property. In my cases it equates to over $3.00 a cubic litre reset every 3 months. It is a flat charge whether I use it all or some of it.

I will pay for excess water during the summer period. If my water usage was averaged over 12 months I would be under the proposed 900 litre allowance.

What I am paying for water under the present charges is dearer than Auckland and other cities where all water is charged by the litre and a fixed charge. This is based on my actual current usage.

If the CCC is going to charge for water based on Capital Value I am asking the CCC to revert back to July 2020 where a daily water allowance was based on the Capital Value of a property. In my case 1,386 litres per day.

I note on the recent CCC water Invoice that I received there appears to be provision for the daily allowance to be adjusted for individual households. Previous rate demands clearly showed the daily allowance based on Capital Value.

This is from CCC rates account August 2020.

My first preference is the CCC should withdraw excess charges this budget round and reset how it charges for water in the future and treat everyone the same.

It is highly probable that it is costing the CCC more in operational costs of charging for excess water than it receives in excess water charges.

As mentioned in the Press, 17 March 2023, only 9765 ratepayers received an excess water Invoice for a total of $788,133 in one quarter. This was from reading a total of approximately 111,797 resident's water meters. There will be a number of no reads, faulty meters and incorrect meter readings and credits for water leaks etc.

I have recorded the water usage in our subdivision.

In our subdivision 55% residents would have been charged for being over 700 litres per day and 28% based on the 900 litres excess charge out. 12.8% were not considered because there were no water readings.

The following are my concerns:

- A total of 25 water meters were not read in the latest round. (12.8% of all properties in our subdivision) 15 were "No Reads" and this is where the water meters have never been found. The other 10 had been previously read. ***HOW CAN THE CCC CHARGE FOR 3 MONTHLY EXCESS WATER CHARGES WHEN THEY CANNOT FIND THE WATER METER AND IN SOME CASES THE***

WATER METER HAS NOT BEEN READ FOR MORE THAN 2 YEARS. It is unfair on those ratepayers whose meters are read every 3 months and charged based on seasonal trends.

- The 3 monthly meter reading and charging cycle is not fair. Depending on reading dates it could advantage or disadvantage individual ratepayers. A ratepayer has already highlighted this in a letter to The Press.
- Water meters are the hardest of all meters to read and as such errors will happen.
- There are over 25% of ratepayers who cannot be charged an excess water charge. This is due to shared water meters and no reads and faulty water meters.
- There is nothing in this excess water proposal that is about **conservation of water** by **all** ratepayers.

I have seen this message on a number of residents sites for the last 2 years and it rarely disappears. Why would a ratepayer alert the CCC so that the CCC may present them with an excess water charge when the CCC find the water meter.

Below is an example of a faulty water meter and the CCC thanking the ratepayer for using water like you oughta! What a joke. It says a lot about CCC thinking and preparation.

My estimate is that it will cost more for the CCC to manage the excess water charges than what it will receive from excess water charges. The CCC will show one excess in one quarter but the remaining 3 quarters will be at a loss. Please CCC prove me wrong!!!

I am waiting on information from the CCC regarding water and charging. This has not been provided to me yet.

I have just received our first CCC excess water account.

What a confusing and lack of information Invoice.

- No opening reading or date.
- The closing reading is in cubic metres only and yet my water meter reads out to single litres.
- All information presented is in litres and yet the charge out is in cubic metres.

This will probably be the only account that I will receive in a 12 month period due to watering our garden during the high use summer period.

Taking my total use over a 12 month period I would not be charged for excess water. Because the CCC reset the water usage every 3 months I am charged for the higher use summer period.

The only fair way to charge for water is to charge for every litre used. This will bring in conservation measures by making all users aware of their usage.

Sadly the CCC sees the excess water charges as a bonus but is it when all costs of reading all 111,797 meters, administration, postage and the multi-million dollar capital cost of the software.

The CCC Councilors should put an immediate stop to the current excess water charging and bring in a fairer charge way of charging for water. Selwyn Council would be a great example to follow.

668 - Melissa Wright

[Revenue>Excess Water Charge]

Homes with a larger than average number of residents should not be penalised for this. Ie, if one house is home to 8 people their daily allowance should reflect this.

The 700L a day allowance should stay put with the option for increased allowances for properties with a larger number of full time residents.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

The family size makes all the more difference. Household family sizes should not be 6 but 9 equal to the other options to avail higher permitted water usage per month.

679 - Jezreel Pritchard

shouldn't be a limit when we water is sold to overseas companies. It's everyone's water you criminals

681 - sylvia lukey

[Other/Special Interest Topics>Tree Canopy]

I think that the allowance of 700 litres is totally unrealistic for properties who have larger properties and existing large canopy cover.900 litres may not be enough for people who have a large canopy to preserve. The right to grow ones own food should be factored into the calculation.

Canopy cover is essential and important for the city as we have lost a great number of trees and green space.The canopy and its contribution in relation to climate control, overall health benefits to the public mental and asthetic, stormwater management, prevention of erosion, source of shelter and food for wildlife.

These benefits are scientifically valid - and have a monetary value to society.

Thus people with urban tree canopy and properties that contribute should in fact be compensated by having a reduction in rates related to canopy. This happens in many cities in the world and is a way of ensuring that canopy is not lost.

For people living in apartments and on miniscule properties 2,3,4 and even 500 square meters without trees could be overusing water for no gain to the community.

697 - Mel Graham

[Revenue>Excess Water Charge]

People who are regularly using between 700-900 litres of water a day should definitely be paying extra to cover their excessive use. If it's a situation such as >5 people in one house, then that's a matter of ratio and I support a system where those situations are given more flexibility. For most households though, a 700 litre cap before charges apply is reasonable. The concern of being charged for water usage has also resulted in residents discovering leaks, mismatched water meters, and generally being more conscious of their water use. These are good things that are improving our environment and our infrastructure.

71 - David Robinson

Yes, but also the Council should be closing up the leaks in public pipies that are contributing to the 38 million litre loss before even considering charging users for water.

723 - Dave Evans

No, but there should be a simple way for households of more than an average number of people to request an increased allowance.

74 - Alexandra McDonough-Killick

Background: As owners and residents of a townhouse in Somerfield for the past 35 years, we note the changes proposed for water supply charges in Christchurch and have the following observations and recommendations:

1) Linking rates to water is a fallacy: The amount of water supply available to Christchurch residents is not up the Christchurch City Council. It depends on rainfall into the region's aquifers – which is highly variable and long-term, depends on the effects of climate change. For this reason, linking rates to water supply is merely a mechanism to try to restrict water use and must be seen in this context. It is important to recognise that merely charging for water will not increase the supply of water available. You cannot regulate the clouds or the climate.

2) Is 900 litres a day per household a sustainable amount? We are concerned whether there has been rigorous enough scientific research into this question. If the majority state that they would like the water allowance to increase from 700 litres per day to 900 litre per day this figure is realistic. Surely the increase will be determined by the level of the aquifers – whether it's a dry or wet summer?

3) Shared water meters. Our townhouse has a shared water meter and currently we use just under or just over 700 litres per day combined. We would like to see individual water meters introduced for each property.

4) Water restrictions in future. Won't there still be water restrictions in the future due to climate change? Which will probably make the allowance increase redundant?

5) Why should low users have an increase in their rates? People who are high users will be more likely to give feedback to the council, so the results will be skewed in favour of high users? So won't the result be determined by high users? Shouldn't high users be prepared to pay more if they want more? (Pay for use above 700 litres.)

6) Encourage and promote water conservation. Are high users referred on to suppliers of rain tanks? We believe that households should be encouraged to use rainwater tanks to conserve water for use in droughts or emergencies. Other measures to promote greywater use should also be promoted.

Further, we think the Christchurch City Council should introduce incentives to encourage the uptake of rainwater tanks and water recycling.

As the owner of a rain barrel water tank, we believe this is a practical step that homeowners can take to make our gardens more sustainable and to reduce water usage and its impact on the environment. We note that rainwater storage also mitigates the impact of flooding events.

7) Support local business to introduce rainwater recycling. Not all rain tanks are ugly. We have one in the shape of a rain barrel; it's brown and blends in really well. If someone in Christchurch produced attractive ones more people would be keen to buy them and the price would be more reasonable. Why not use recycled plastic to produce them?

8) Make rainwater tanks mandatory for new subdivisions. Are new subdivisions required to have rain tanks for all households? If not, why not? As there are more and more subdivisions being built this will vastly increase the take on the aquifers. We understand that new developments in Nelson and the Kapiti Coast are required to have them.

9) Follow the lead of other jurisdictions. Christchurch and it's council should be far more progressive and follow other countries which require developers to incorporate rain tanks into the landscaping.

10) More investigation needed. There is no information in the council item clarifying what effect increasing the allowance will have on the aquifers. There is no mention that there will still be restrictions depending on the seasons. If you charge people for an increased allowance then if they can't have it, do they get a refund on their rates? There appears to be a serious lack of in-depth information and forward thinking in these items that most resident need to be aware of.

746 - Des Patterson

it should be moved to 1200 litres. This would cover all family situations across the board. Adding this psuedo value to rates is nothing more than scamming ratepayers.

76 - Benn Dickie

777 - David Close (Christchurch East Labour Electorate Committee)

[Revenue>Excess Water Charge]

6.0 Water supply issues – charges, maintenance and capital expenditure
6.1 We are asked only one question about water – whether the residential daily water allowance should be increased from 700 litres to 900 litres at a cost of 0.10% of the rates, which we calculate to be $684,000. Both the question and relating it to cost seem inconsequential when considered in the context of water supply issues.
6.2 The charge is stated to be a conservation measure designed to reduce peak consumption, saving long-term capital expenditure. Is that no longer a priority? Or it is considered that a limit of 900 litres will have the same deterrent effect as a limit of 700? Does the anticipated loss of revenue from the charge affect the economics of administering it?
6.3 It seems to us that the question of 700 litres versus 900 litres trivialises the matter of conservation. It has been reported that 23% of water pumped is lost through leaks in the system. Much of this will be lost at times of peak consumption, about which the Council is concerned.
6.4 Some of the water losses will be reduced by the Council's regular programme of water main renewals, and City Care responds promptly to water leaks reported by the public. However, it is our understanding that a large proportion of the leaks are not identified, and that detecting the precise location of the leaks is not easy and may require special equipment. It will also cost money – rates money – but, if the Council talks conservation to residential consumers whilst allowing leaks of 23% in its own system, it invites charges of hypocrisy. In addition to reducing long-term capital costs, leak detection will bring operational savings. A reduction in leaks from 23% to 15% of water pumped (a reasonable target over several years) would save 8% of pumping costs.
6.5 It is proposed to defer $20m of capital spending on the water supply because of doubts on deliverability (page 21). The annual savings on deferral of $20m of capital expenditure would be at least $1.6m. This could be a useful sum to commence a leak detection and remediation programme.
6.6 Submission:
(i) That the question of the residential water allowance be treated as a conservation issue, not as a matter of a rates saving or a rates cost.
(ii) That, to maintain its credibility as the manager of the water supply system, the Council introduce a leak detection and remediation programme as a matter of urgency.
(iii) That initial funding for the programme be from the annual savings on the deferral of $20m of capital expenditure on the water supply (page 21).

800 - Charles and Glenys Hudson

Do you support increasing the allowance to 900 litres of water a day for residential properties? ☑ Yes ☐ No

Comments: With no charge up to 1100 litres. Also would recommend that the actual water meter readings are shown on the website.

812 - Rosemary Martini

[Revenue>Excess Water Charge]

STRONGLY SUPPORT INCREASING WATER TO 900 LITRES. DO NOT SUPPORT CHARGING FOR WATER UNTIL ALL PROPERTIES HAVE METRES, PLUS IT IS UNFAIR FOR LOW INCOME AND LARGE FAMILIES WHO NEED WATER FOR WASHING, AND HEALTHY HOMES.

87 - Phil Styler

The **flat average approach is fundamentally flawed** and needs to be changed.
A flat average is not a fair way to charge ratepayers for water. **Flat averages only target the users in the top half**.
A flat average is also inconsistent with the way the Rates themselves are calculated. Both systems should use similar calculation methodologies.
Everyone should be reducing their water usage and the current flat average is only doing half the job. The 50% of users who naturally fall under the average by default are not required to make any changes to the way they use water. This means they are unaccountably wasting water. If we are focused on being a sustainable city then that is irresponsible. Everyone should reduce and improve the way they use water, not just the top 50%.
The best way to get EVERYONE TO IMPROVE the way they use water would be to have a pro-rata system based on land size and the number of bedrooms. Land size should be included because we are supposed to be the garden city.
Ideally water rates would be calculated precisely for every user based on their land size and the number of bedrooms. If the number of bedrooms isn't known, then land size by itself is a better indicator than the current flat average.
Everyone gets allocated a base minimum. After that, factor in the number of bedrooms and the land size. Set a minimum and a maximum water allocation. There will always be edge cases. These will need to be handled on an individual merit basis. Plus continue to allow people to apply for exemptions etc.
So for example:

```
Base allocation + (Bedrooms x Bedrooms allocation) + (Land size *
( Land allocation / Land tier allocation))
```

Allocations	Litres				
Base	**300**				
Bedrooms	**50**				
Land	**83**	per m² tier	**300**	L per each m²	**0.2767**
Round down to nearest	10				

	Land Size (up to m²)			
Bedrooms	**300**	**600**	**900**	**1200**
1	430	510	590	680
2	480	560	640	730
3	530	610	690	780
4	580	660	740	830
5	630	710	790	880

(NB: uses a round down to the nearest multiple of 10)
The full formula for Excel or Google Sheets users is:

```
Floor( Base allocation + (Base allocation + (Bedrooms x Bedrooms
allocation) + (Land size * ( Land allocation / Land tier
allocation))) , 10)
```

9 - Paul King

The proposed increase to the allowance does not go far enough. It should be tripled, at the very least.

91 - Mel Brown

What I do not support is the one size fits all. For those on a larger property how are we supposed to maintain our gardens, lawns and veggie gardens. It should be done on the size of your section. We are encouraged to grow veggies in these times of hardship yet you now want to charge us for it.

You might as well re-brand CHCH while you are at it because we won't be the garden city that's for sure.

99 - Amanda Neil

Just make sure all the water meters are working properly. We have TWO instances in the past two years where water leaking from CCC pipes and taps on vacant land at the end of Earlham Street has been charged to TWO different rate paying residents on Earlham Street, even though we are the ones who have to struggle through the paddocks to find the leaks and report them. This is not fair. People pay rent to CCC for those paddocks for their horses, and it is CCC's responsibility to maintain the water pipes and taps on their own land, and not allow charges to go through the water meters of residents, which is what has happened TWICE!

Other/General Comments

102 - Margaret Ripley

[Revenue > Excess Water Charge]

We are very unhappy with the water rates chargers. We were told only those who were high/ excessive water users would be charged. We are 2 pensioners using a very average amount of water necessary for living. And so are many others we've spoken too who've been charged. Obviously the allowance before charges is considerably lower than it should be.

167 - Linda Nicolson

it’s been a good exercise to get broken pipes fixed.

305 - Bev Hair

What I would like also is some action on my 6month "saga" trying to get the council to respond to my excess water usage with no plumber-checked leak on my section.

312 - Nick Clark (North Canterbury Federated Farmers)

3.11 Most farmers have their own water supply arrangements so do not pay water rates tothe Council. NCFF therefore has no comment on the proposed change to the excesswater supply targeted rate.

[FULL ATTACHMENT AVAILABLE]

35 - Mark Hooper

[Revenue>Excess Water Charge]

The excess water charge is a ridiculously unfair and inequitable policy. How can you possibly implement a policy that grants the same water allowance to a small dwelling with a single occupant as is granted to a large dwelling with 7 occupants. Basing the allowance on an average household size and occupancy is bizarre at best, lazy at worst. Why dont you charge rates under the same metric? You are the Council of ‘The Garden City’! Yet we are unable to water our gardens. We also had terribly destructive fires across the Port Hills in recent years, your excess water policy is likely to make a similar event a lot worse with more tinder dry fuel prevalent due to under watering. I will be applying

to the small claims court if i am charged an excess water charge and will begin a social media campaign to encourage everyone who is charged an excess water charge to do the same.

380 - Stephen Wood

[Revenue > Excess Water Charge]

While I think council should be free to charge for water as they see fit. this issue seems to be upsetting people. I have lived in a rural areas where a household allocation was over 1000 litres but "enforced" by flow limiters and a requirement for householders to install water storage.

388 - Stephen Farrell

Living in Sumner we get less annual rainfall which may not have improved, " mean annual rainfall decreases west - east from Mt Pleasant and Lyttleton to Godley Head."

http://digitallibrary.landcareresearch.co.nz/digital/collection/p20022coll4/id/75

Endangers the Garden City marque:

"...70 years ago to encourage civic pride and acknowledge those who have contributed to maintaining the image of Christchurch as the Garden City by beautifying their streets and gardens." such aspirations (let alone participation in competitions) will not be possible for most of us if adequate provision of water to keep the vegetative component of our ecosystems/edible gardens alive is not recognised as essential to this notion of the "Garden City" that this council continues to utilise in its documents.

534 - Cameron Matthews

[Revenue > Excess Water Charge]

I support the concept of charging for excess water use, but have no idea what the threshold should be.

545 - Jotham Barmentloo

700L/day is plenty. It's only $1.35 / 1000 liters for extra.

Not hugely fussed either way.

655 - Tanya Archibald

I have 2 autistic children, both with.complex issues.

The OCD behaviors, such as handwashing , obsessive clean clothing requirements etc, have placed me in the high user zone. Yes, i can go and get medical certification, but i know so many other people who are in similar positions, that cannot.

Surely everything evens out. My elderly neighbor lives by herself, and most likely hardly touches her quota.

Meanwhile, i have a bill for $77 that will have to be paid.

69 - michelle combe

[Revenue > Excess Water Charge]

As for going to 900 ltres, how bout the powers that be sit back and look at the different people out there, ones with handicapped kids who use loads of water and elderly who keep gardens etc tidy to show how beautiful this city is. 700 or 900 shouldnt be happening at all.

722 - Don Gould

the water question has been handled poorly and is a currently a shambles.

I understand some people that considering the judicial review.

I get the point at the end of the day the council tried to ask citizens to reduce water leakage through the network on their own properties and went largely ignored

700l 900s it's largely immaterial as far as I'm concerned it just means that I might be a little bit more conscientious of how I actually use the water or more likely just accepted it costs a few extra dollars

729 - Lynne O'Keefe

Residents should be encouraged to conserve water.

745 - Colin Meurk (creative transitions to sustainable futures)

it's no point asking these questions unless you provide some basic information - like how much water does a 10 minute shower use, does it depend on how many people live at the address. are we promoting xeroscaped gardens, ...

Tree Canopy

General Comments

21 submitters made comments on Christchurch's tree canopy.

One submission supported more green space.

16 provided alternative proposals, encouraging the planting and protection of trees and supporting biodiversity.

Five submitters provided general comments, most concerning tree maintenance.

Officers Response

Concerns are expressed in a number of submissions about the loss of trees on private land. Submissions seek action from Council to encourage the retention of trees on private property and provider stricter rules for retaining existing trees.

The Christchurch District Plan is the strongest regulatory tool to protect trees. Changes to the Resource Management Act (RMA) in 2012/13 removed councils' ability to apply blanket protection to trees of specified sizes or species. In addition to that, our District Plan Review process, led by the Independent Hearings Panel, from 2014-16 further limited the regulatory protections for trees in the Christchurch Replacement District Plan, with the schedule of Significant Trees decreasing through that process.

Notwithstanding this, as part of Plan Change 14, Financial Contributions are proposed to be required where trees are not retained or planted – to help fund increasing our tree canopy cover in the city. Additionally, it proposed that the Schedule of Significant and Other Trees, currently included in the District Plan, becomes a Qualifying Matter. We've reviewed the existing trees on the list to provide the necessary evidence required under the NPS-UD to be considered as a Qualifying Matter.

Support

589 - Daryle Deering

I support more green spaces in the inner city and suburbs.

Alternative Proposals

241 - Mary Dearsley

please remove & replace the Silver Birch trees in papanui Domain in front of Papanui Rugby League Rooms. They are a scourge for those of us allergic to their seeds which blow about when foliage is dropping in Autumn. They also clog up the spouting on our units something awful.

Native trees would be preferable replacements.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

[Strategic Framework>Climate Change]

(iii) stricter rules for retaining existing trees (residential, public and business sites) and more commitment to increasing the tree canopy

[FULL ATTACHMENT AVAILABLE]

516 - Cynthia Roberts

[Parks> Biodiversity], [Strategic Framework>Climate Change]

1. I support increased funding for Parks and growing our biodiversity, canopy cover and actions that will improve our climate resilience

546 - Michaela Allen

Plant trees and bushes that bear fruit/ food for children/families to eat e.g. walnut, herbs, apples, pear.

560 - Marc Duff

The lack of Tree Canopy in Hornby and the lowest of any ward and the desperate need for a Hornby Bush and a partnership between the City Council and our local schools or groups and our local schools.

604 - Irinka Britnell (Englefield Residents Association)

We need our mature trees to be retained for climate resiience not wholesale slaughter across the city. We need their shade and oxygen and we need the birds and the beauty for not only our physical health, our mental health and also the health of the planet.

646 - ROSS HOULISTON (Greater Hornby Residents Ass.)

[Planning & Strategic Transport, Urban Design, & Urban Regeneration > City Planning]

TREE RENEWAL AND CANOPY COVER
As the confirmed ward with the lowest tree canopy, we are frustrated that we are seeing little efforts to increase the tree canopy cover in our ward, while we see projects being funded by the City Council, to do this in other wards. We would welcome the opportunity to address with Council, on how funding for tree canopy in this area, can be increased to address tree canopy in the most needed ward.

With high density housing planned for the Hornby Ward and the opportunity for developers to just wipe sections clear before construction and no trees required to be planted but a levy to be paid, upon approval, is greatly concerning to our residents.

To improve transparency, we would ask that the Tree Replacement register is made a public document that is open to residents to view at any time.

665 - Sue Bye (Lower Cashmere Residents' Association)

[Parks>Ecological Restoration]

We are a community group. We live in our community and work to promote neighbourhood well being and to foster community spirit. Therefore we want to see the Opawaho continued to be planted as a corridor for native birds. We would like our urban rangers with realistic funding to plant our community parks and areas which enhance our community and well-being. It is an easy snip to cut these budgets. We need more tree cover and planting if Christchurch wishes to become an Urban Forest.

681 - sylvia lukey

[Other/Special Interest Topics>Excess Water Charge Limit]

I think that the allowance of 700 litres is totally unrealistic for properties who have larger properties and existing large canopy cover.900 litres may not be enough for people who have a large canopy to preserve. The right to grow ones own food should be factored into the calculation.

Canopy cover is essential and important for the city as we have lost a great number of trees and green space.The canopy and its contribution in relation to climate control, overall health benefits to the public mental and asthetic, stormwater management, prevention of erosion, source of shelter and food for wildlife.

These benefits are scientifically valid - and have a monetary value to society.

Thus people with urban tree canopy and properties that contribute should in fact be compensated by having a reduction in rates related to canopy. This happens in many cities in the world and is a way of ensuring that canopy is not lost.

For people living in apartments and on miniscule properties 2,3,4 and even 500 square meters without trees could be overusing water for no gain to the community.

>>>

Many of the matters I have mentioned relate to other parts of the city and I support those who are concerned about the health of our environment and the rapid reduction of canopy cover - bit by bit - but adding up to a substantial loss to all.

Why do we have to wait until we have lost probably over 50% of canopy cover before the CCC posits that we need to increase cover by 20% - not nearly enough.

>>>

[Planning & Strategic Transport, Urban Design & Urban Regeneration>City Planning]

New developments have removed almost all significant canopy cover,drastically reduced land soakage (tiny sections with little surrounding land, the house covering most of the land) this combined with hard surfaces means that large areas need to be allocated to cope with surface water and enable planting of large trees to compensate for the canopy lost and contribute to helping with climate change control.

It seems like developers are reluctant to play their part and ratepayers are paying the price.

723 - Dave Evans

[Strategic Framework>Climate Change]

I would like to see more investment in climate change adaptation. For example through increases in the city's tree cover. This could be done with trees in neighbourhood parks as well as in places such as Lancaster Park, which is a sea of grass with very few trees. Having more trees, especially natives, moderates temperature maximums, sequesters carbon and supports native biodiversity.

746 - Des Patterson

[Three Waters>Stormwater and Land Drainage]

begin a street tree thinning programme where areas that flood due to clogged drains in autumn and winter from deciduous trees are replaced with evergreen.

757 - Callum Ward (Waihoro Spreydon-Cashmere-Heathcote Community Board)

Growing neighbourhoods: a local response to intensification in Spreydon as a pilot project
- Priority in Draft Community Board Plan

Citywide Forest Planting

One of the Board's priorities is for more trees to be planted on Council land in Spreydon, which alongside mitigating for climate change, will also reduce the impact of intensification.

The LTP has $721,000 from FY27 to FY31 for a Citywide Forest Planting budget, to implementthe Urban Forest Plan.

Requests from the 2023/24 Annual Plan

Support the existing budget in the Annual Plan and LTP, and request that some of that budget be brought forward to FY24

762 - Ross Gray (Christchurch Civic Trust)

6 City protected (heritage) trees: p. 195 the Trust notes the charges for 'all other nonnotified applications for works to protected trees' incur a cost of $1800 (no change from 22/23).

Is this charge sufficient to ensure the continued protection of the city's heritage trees? And it raises the question: what are the penalties for the destruction of such protected trees? Are the penalties sufficient to deter those who decide that their personal gain is more important that the city's historical identity and environmental requirements? The crucial task of increasing the stock of trees in Christchurch must be assisted in every way possible.

807 - Kate Hodgins

[Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

3. As we move towards a more dense city with the challenges of a changing climate, finding ways to keep our city streets and spaces cooler, less prone to flooding as well as healthier, must be prioritised. Trees and porous (green) surfaces are not an optional extra or nice to have. They make a significant contribution to both helping to mitigate flooding and making our cities livable by keeping temperatures lower. Did you know that people are less likely to walk or take public transport if they have to traverse hot, exposed streets? And tree cover can contribute up to 20 degrees difference in cooling on hot days? More money needs to be invested in our green spaces and in planting/maintaining large trees. The council also needs to find a better way to encourage private home/land owners to maintain existing mature trees wherever possible. These trees contribute to more than the site they sit on and their contribution can't be replaced by planting saplings. We need a longer term, pragmatic approach- perhaps helped by subsidizing mature tree maintenance or penalizing mature tree removal.

808 - Kari Hunter

Encourage the retention of trees on private property, and discourage impermeable surfaces.

Other/General Comments

177 - Glen Ford

[Transport>Other]

There has been quite a bit of comment about the reduction in the amount of trees. The larger trees along berms are causing so much damage to roads, paths and infrastructure. These need to be removed before upgrading otherwise we are just going to carry on down the same road of fixing and re fixing. A prime example is our street which had 5 trees removed but the remainder left. Those trees are now ripping the pavement and breaking water lines. Better trees with roots that don't cause so much damage could then be planted.

529 - Marion Leary

Invest in more green space and tree planting.

655 - Tanya Archibald

My local park, St James in Papanui has had very little arboring done, when once the trees were inspected, and armored into a specific shape, now the design that was created, is being lost.

Not to mention, limbs are dying, and conly get attention when they fall.

721 - Matt Edwards

[Our Proposed Spending], [Strategic Framework>Climate Change], [Transport>Cycleways], [Three Waters>Stormwater and Land Drainage], [Rates>Residential]

I believe this is a necessary increase but would like to see that it is being spent on future proofing our city. This should include cycleways, climate change adaptation, urban trees, flood protection, and stormwater enhancements.

96 - Mui Nyuk Chin

Do not cut trees. It take so long to grow trees.

Governance

General Comments

28 submitters provided feedback on governance issues.

Two supported Council relationships with the community.

14 submissions provided 'alternative proposals' covering a range of themes including decision making, transparency and listening to the community.

13 general submissions were received about governance including remarks about Council priorities.

Officers Response

The 26 submissions in the governance category contain a wide variety of suggestions and observations; a very useful snap shot as to what is on rate payers minds. Acknowledgements and suggestions are summarised below:

Accolades, acknowledgements and support for:

- Supporting the Banks Peninsula Conservation Trust.
- A better relationship with Maori.
- Efforts to stop water bottling.
- Doing a difficult job in difficult times.
- Proposing an acceptable rates increase.
- Effectively representing the community and acting in the public interest.

Suggestions and Observations include:

- An over reliance on the website for communication leaving people without access to tech behind.
- Council should take a more active role in managing its relationship with CCHL.
- The need for an independent complaints procedure.
- Keep rates to 5.4% as originally proposed.
- Stop the Taras Airport.
- Live stream Council and Committee briefings.
- Explore participatory budgeting.
- Act on behalf of the citizens of Christchurch and Banks Peninsula as opposed to following political agendas.
- More Councillors should role-model using public transport or active travel.
- Embrace co-governance of three waters.
- Focus on efficiency and core services.
- Let the private sector provide entertainment, for a profit.
- Support three waters.
- Increase commitment to climate change.
- Community Boards should take meetings and briefings to a range of venues within their board areas.
- Do not delay cycleways.

- Ensure the operation of CCHL companies is confined to Christchurch and Banks Peninsula within five years.
- Stop the future development of valuable wetlands.
- Provide greater recognition for the difficult climate the cities business community is operating in, particularly in public facing situations.
- Show a greater commitment to position Christchurch and Banks Peninsula as a great place to do business nationally and internationally.
- Resist pressure from central government when not in the best interests of the rate payer.

The subject matter themes in the submissions will be familiar to Councillors, many themes relate to how the Council does business as opposed to what it does, or does not do. At an appropriate time Council could acknowledge the community for the detailed and varied feedback.

Support

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

3. We strongly support the Council's engagement and relationship with Māori based on Te Tiriti o Waitangi, the Local Government Act 2002, the Resource Management Act1991 and Te Rūnanga o Ngāi Tahu Claims Settlement Act 1998.

a. We strongly agree that these legislative documents set the basis of partnership pnd consultation with Iwi and mana whenua to ensure that the views and values of Māori are considered across Council activities.

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

Finally, we reiterate our gratitude for the financial support Council has provided to the Trust to date, and for the time invested by the Deputy Mayors (Turner/Cotter) and other councillors and staff to grow the relationship between CCC and the Trust.

Alternative Proposals

146 - brian donovan

[Transport>Roads]

[Coder Note: For context "We need speed bumps on Bowhill Rd particularly down the Grantley St intersection where the primary school Rawhiti is located. There have been a number of near misses from idiots speeding up and down this road."]

I have no faith in the Coastal Community Board supporting this as previous votes show certain members seem to oppose safety measures for cyclists and pedestrians in favour of not allegedly inconveniencing motorists.

The Community Board has to make a far better effort to get opinion from residents and ratepayers before casting votes on critical issues.

274 - Alison Scott

I am disappointed that the current mayor has made no commitment to co-governance of water resources and sewage management.

455 - Andrea Hunt

The idea that all people will be equally placed under duress by a rising cost of living is simply not true, and simplistic thinking is inadequate in the face of complex challenges. It's easy political pointscoring to talk about keeping costs low so that people can manage, but not when there are important initiatives at stake thst support marginalised peopke and provide cheap, nonpolluting transport options for young people especially.

503 - Bronwen Summers

City Care should be owned and operated by the Council wiithin our city. Expanding it to work in other cities is extremely unwise.

554 - Dianne Downward

[Transport>Other]

I believe councillors and staff need to lead by example. Therefore if ccc want everyone to get out of their cars and take the bus, cycle or scoot to work and for their work, then they need to lead the way. This way, I believe, we will have much better understanding of what is needed for good planning of transport and design, and some may also realise that cars are needed as not all have the luxury to be able to bus, cycle or scoot.

559 - Ruth Grey

If councillors went into office to pursue a political agenda, they need to rethink their position. They work for the citizens of Christchurch and that should always be their top most priority.

>>>

I think the council is doing their best given that the last few years have been very difficult, and for that I am very grateful - thank you all!

Please stick to your core role and keep Christchurch beautiful (and functioning).

650 - Finn Jackson

Second, I'd like to see more of a focus on transparency and democracy in this plan.

This should include allocating funding to allow for the minuting and livestreaming of Council/committee briefings and workshops on the Long Term Plan. This would be consistent with the instructions given by the Ombudsman in the 2019 report on LGOIMA compliance and practice at CCC, which specifically singled out the use of closed-door briefings and workshops as an issue.

I'd also like to see funding allocated towards a report investigating how to incorporate participatory budgeting into the next LTP. This is a practice used by cities across the world to give the public a direct say in how their money is spent, and has been shown to disproportionately involve people who don't normally engage with local government - young people, ethnic minorities, renters, and low-income people. It'd be a pretty good way to increase engagement and give people a genuine sense of control over their city - and to allocate sparse resources efficiently.

653 - Marie Gray

On another matter, I would like to raise my concerns about the Tarras Airport project. Decarbonising aviation is no easy feat. Electric planes, hydrogen fuel, widespread use of ethically-sourced sustainable aviation fuels are all potential solutions – but they are decades away from commercial implementation. In order to reduce emissions from aviation in the near future, we need to be putting more energy and investment into alternatives like inter-city transport (such as rail), increased use of zoom for business, local holidays etc. Not building a new airport designed for long-haul wide-bodied jets. The Informed Leaders group have articulated the arguments well. Please listen to them. This is a risky project for the people of Christchurch. Please tell CCHL via your letter of expectation and directorships to scrap this project.

672 - Prof Dr S S Bagchi JP (Avonhead Community Group Inc.)

[Rates>Residential Rates],[Other/Special Interest Topics>Capital Programme (General)],[Spending>Our Proposed Spending]

The Avonhead Community Group Inc. in principle do not support the annual rate hikes that has already made the Christchurch properties unaffordable and for property owners it is a matter of significant concern. However, in view of the available information provided by the Council an average rats increase for residential users @5.79% is not acceptable. We would recommend to the limit of 5.42% as was signalled in the LTP 2021-2031.

A fresh look is strongly recommended to approach the subject by reducing governance cost, reduce spending in a few areas where it would not impact on the essential public services and defer a few project that would not bear impact on our day to day life. In the present economic environment in the country and as per the predictions of the RBNZ in the coming years, any burden on the property owners would enhance the miseries further. As a collective effort, the Councillors must act together irrespective of their party political philosophy and go back to the drawing board to reduce the burden in 2023-2024.

676 - Lindsay Carswell

Complaints Procedure

Reasons for a Complaints Procedure

My own personal experience dealing with the Christchurch City Council

An Independent Complaint Procedure

Complaints need to be handled by an Independent body within Council with sufficient resources to obtain external advice.

679 - Jezreel Pritchard

[Other/Special Interest Topics>Staff Matters]

you should all be sacked

>>>

You're criminals and I hope people start to oppose your nonsense

681 - sylvia lukey

I am concerned that there is a decreasing amount of input that citizens are able to make regarding the areas they live in. Most planning/development is non notified. Council officers etc no longer alert or encourage citizens about those matters that may or may not be of benefit to the community. People without technology are left out of the loop.

In the old days- the community board used to have an advocate and secretary who would be proactive in letting the community know about matters that may or may not concern them. I feel now that too much is merely a fait a compli.

777 - David Close (Christchurch East Labour Electorate Committee)

[Other/Special Interest Topics>Consultation Process/Engagement and Communications]

1.2 Although the Council deservedly attracts criticism for some of its decisions, we consider that the generally negative view of the Council held by many citizens is unjustified. The Council is partly responsible for this because of its over-reliance on its website for communication with its citizens. The website is wonderfully informative, but it is a passive form of communication and dominated by consultation and regulatory processes. Direct communication with citizens via the letter box may be considered old-fashioned, but it evidently works for major hardware chains.

777 - David Close (Christchurch East Labour Electorate Committee)

10.0 Christchurch City Holdings
10.1 We are concerned that a company which is 100% owned by the City Council on behalf of the people of Christchurch appears to be drifting away from its original character and purpose. Both City Holdings and some of its subsidiaries show signs of behaving like ordinary corporates instead of community-owned companies.
10.2 Christchurch City Holdings is, as its name makes clear, a company which holds a number of companies on behalf of the Council, but it does not have operational management responsibilities. For the first decade of its life, it had no Chief Executive; the Council's Director of Finance acted as Company Secretary, and he was assisted in his role by an accountant and an executive assistant, located in offices adjacent to his. CCHL now has separate offices and staff, and a CEO paid a salary approaching that of the Council's CEO.
10.3 There have been changes in the composition of the Board also. For about a decade it comprised six Councillors, one of whom was Chair, and two independent directors, of whom one was an experienced corporate lawyer and the other was an experienced corporate accountant. We understand that the ratio of Councillor and independent directors has now been reversed.

10.4 The effect of the changes appears to have led to a view of CCHL simply as an investment company, rather than as a holder of strategic assets with a brief that reflects the Council's priorities, as set out in the Annual Statements of Intent.

>>>

10.7 Submission:
(i) That the Council take a more active stance in managing its relationship with City Holdings and its subsidiaries.
(ii) That the Council increase the number of Councillor appointees to the Board.
(iii) That the Council ensure that Annual Statements of Intent reflect the strategic priorities of the Council for the city and its communities.

Other/General Comments

153 - Brendan Ross

WE ARE LUCKY TO HAVE AN EFFECTIVE COUNCIL RESPONSIVE TO PUBLIC NEEDS

179 - Hammond Peek

Thank you to the CCC and city councilors for doing what must be a difficult job.

195 - David Quested

The council need to use common sense and not go alone with any party line, its for the benefit of us all.

209 - Lynette Bay

Stop Government over reach, interference, bullying and coercion. Council needs to act on behalf of rate payers in their area NOT those pushed on by Wellington. Local council, on the ground should know their area and what is best for it.

Remember, we the people paying rates are your boss, NOT Wellington.

302 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

Council as an enabler – not enforcer – of business

6. The Chamber acknowledges that the Council has attempted to present a plan that demonstrates a balanced approach, recognising that there are continued pressures on both our business community and residents of the city. Rampant inflation, which is currently at a 30-year high, combined with a barrage of legislation that has added additional costs and compliance for business, continual supply chain disruptions and a labour market that is unable to supply a work force to fulfil requirements have all combined to create an environment that is exceedingly challenging for business. The Chamber is not convinced that there is enough recognition and understanding of the current climate in which businesses operate, and an understanding of the role that the Council has to contribute to the improvement of this by becoming an enabler rather an enforcer which is largely how the business community and our members currently perceive the Christchurch City Council.

7. There is also a lack of recognition that local businesses are fundamental for economic growth and achieving strong community outcomes. This is demonstrated in Dawn Baxendale's introduction in the

consultation document which acknowledges that “it’s a particularly challenging time for residents” with no mention of businesses. Yet Canterbury is made up of small businesses who will this year likely be hit with a triple-whammy of residential rates increases, business rates increases and – with many small businesses and their livelihoods tied to residential properties and mortgages – higher mortgage interest rates. If our businesses fail, then employment will be impacted and livelihoods will be on the line – and our whole community will be impacted. If our businesses thrive, then so does our community. Yes, it is a challenging time for residents, it is also an incredibly challenging time for businesses and we would like to see a greater acknowledgement of this.

8. It is also concerning that there seems to be an ‘business’ versus ‘residents’ approach to the Council’s narrative, pitting businesses against residents, as with the discussion around business differentials (see more detail below), which suggests that if businesses don’t pay more, then residents will have to. We would like to see a much clearer understanding from the Council that businesses are a fundamental part of our community, and not separate to our community.

9. As we have expressed in previous submissions to the Council, we expect a commitment from the Council to take more of a role as a business enabler, rather than an enforcer, to create a more supportive regulatory environment that facilitates rather than hinders business. The Council is largely perceived by the business community as a handbrake and installer of red tape. We would like to see this perception shift to a Council that is viewed by business as a facilitator and enabler, however this requires the Council to significantly improve its’ understanding of the very real issues businesses face each and every day and the method and level of communication and decision-making processes with the business community. It requires a demonstration of understanding the pressures facing business and a willingness to help address them. We are not convinced that there is a strong understanding in Council minds and culture of the actual issues and pressures that businesses face not only from local government, but from central government also, and the significant uncertainty that businesses continue to face including rampant inflation, the tightest labour market we have seen in decades, and ongoing supply chain disruption, to name just a few of the issues they are currently facing. We only need to look across to our neighbours in Selwyn and Waimakariri to see the way these Councils are working more collaboratively with local businesses and creating an environment to attract and retain businesses to support regional growth – that could be to the detriment of Christchurch city if our local businesses choose to look elsewhere for a more enabling local council.

>>>

Conclusion

21. The Chamber would like to see a firm commitment from the Council that it recognises the acute pressures currently facing business, and a reflection of this in all aspects of the annual plan. We would also like to see a far greater effort in positioning Christchurch as an attractive and competitive city both domestically and internationally, for businesses and employers, and a greater acknowledgement of the fundamental role businesses play in the economic and social fabric of our city.

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

The VNA supports the City Council's efforts to stop / reduce water bottling consents offered by ECan.

[Three Waters>Other]

We would support additional measures taken by CCC, within its jurisdiction, to protect our wetlands and stop further residential or business developments on compromised land.

[FULL ATTACHMENT AVAILABLE]

359 - Kevin Lamb

Statements of intent

Some of the CCO's contract work outside the council boundaries. Examples include City Care depots in Auckland, Clutha, Dunedin, Greytown, Masterton, New Plymouth, Palmerston North, Stratford, Tauranga, Timaru, Waikato, Wellington; Enable services to Selwyn and Waimakariri and the purchase of land by the Christchurch Airport in Tarras.

Quote by staff in 2021 – "Submissions concerning divestments and investments by Christchurch City Holdings Limited (CCHL) are a matter for the Board of CCHL."

This statement suggests ratepayers should be submitting to CCHL?

RECOMMENDATION: A comment be made by council to Christchurch City Holdings Ltd to the draft statement of intent requesting all operations be moved back to the city boundary, within five years.

579 - Tanya Didham

[Strategic Framework>Strategic Priorities; Climate Change], [Three Waters>Other]

It is no good just saying we have climate change preparation and care of our three waters at the top of our list, we actually have to have them at the top of our list. This Plan states it, but the actions look like a step back, or a pause at best.

>>>

[Rates>Residential Rates]

An acceptable increase. Christchurch generally has low rates compared to the rest of the country, major decisions should not pivot on a few points increase/decrease.

587 - David Hawke (Halswell Residents Association (Inc.))

[Other/Special Intertest Topics>Consultation Process/Engagement and Communications]

4. An early “heads-up” on four items we hope to see in next year’s Long-term Plan

c. Getting community boards into their communities

i. People don’t know how council works, and don’t trust council.

ii. Now that community boards must represent three wards, there is an even greater need to get their meetings out into their communities.

iii. This is primarily a resourcing issue. It takes longer to set up in a community facility like a school than in the comfortable, familiar council service centre

[FULL ATTACHMENT AVAILABLE]

721 - Matt Edwards

[Strategic Framework>Climate Change]

I think the climate has been completely thrown under the bus by the council. I understand the attention that rates increases get from the public, but reducing funding for stormwater and flood management is incredibly short sighted. We will end up having to pay for these things within the near future, reducing funding now is only going to make our problems worse and increase the financial cost of fixing them.

[Other/Special Interest Topics>Te Kaha], [Strategic Framework>Climate Change]

If the council was genuinely serious about the cost of living crisis, it wouldn't have voted to increase the number of seats in the stadium in order to host 1 All Blacks game a year. I agree with the stadium being built in principle, but not if it means that more people will be exposed to flooding due to inadequate infrastructure.

[Transport>Cycleways], [Strategic Framework>Climate Change]

Furthermore, delaying cycleways to appease anti-cycling hysteria is a complete joke. If the council is actually serious about reducing Christchurch's carbon emissions, it needs to stop delaying cycleways every time there is any sort of pushback.

722 - Don Gould

[Strategic Framework>Climate Change]

we declared a climate emergency number of years ago and it doesn't appear to be taken seriously

>>>

If staff can simply decide that the project is brought forward or pushed back then we seem to have lost councillor engagement in which case we may as well just have the chief executive running the councillors that was a corporate business and not in fact Council .

730 - Jane McKenzie

[Other/Special Interest Topics>Water Reform]

The Three waters Reform has been an absolute outrage. For the majority of the people of New Zealand to reject it, with the Councils initially saying they wanted nothing to do with it and STILL it was accepted. I have Very little faith in a Council that just bows down under pressure. What, did Mahuta have over you. Because this whole debacle has been outrageous and down right egregious!

>>>

[Three Waters>Other]

Council also promised to remove Chlorine from our Water.. and yet it is Still poisoning us. WHEN WILL IT BE REMOVED? Fluoride too is a poison that causes Skeletal weakness, High Blood Pressure, is a Neuro toxin, causes Seizures and TOOTH DECAY apart from many, many other ailments. So again I ask.. WHY the push for poisons in out Pure, Pristine Water. Fluoride is an Industrial Hazardous waste that comes from the Israel Chemicals and is a pesticide. Great for the garden, but Not for human consumption, yet our Government is ignoring this, WHY??

746 - Des Patterson

the general perception ongoing is one of poor decision making, poor economic efficiency and ratepayer disgust/hatred. There needs to be a serious Uturn in the councils priorities. Affordable base services and simple amenities. Let the private sector provide entertainment on a profit model.

Social Housing

General Comments

17 submitters commented on social housing. All of these submissions provided alternative proposals with many suggesting using excess properties for social housing.

Officer Response

The matters raised include:

- Use of heritage buildings in Belfast for housing;
- The Council should acknowledge that it must be actively involved in meeting housing need;
- Invest $2 million per annum of rates funding for new social housing;
- Use surplus land for social housing
- Use revenue from disposals for investing in lifting the quality of housing or acquiring additional homes;
- Don't dispose of social housing land / Don't dispose of surplus land but use it for social housing
- Donate surplus land to community groups for social housing;
- Focus on affordable rental schemes targeted at young people; and
- Build more community housing in Akaroa.

Belfast Housing. The building referred to are the heritage Kapuatohe cottage and house. The Council has leased this building for residential purposes in the past. More recently work has been undertaken to repair and restore them. They may be suitable for residential use again in the future, subject to meeting the residential tenancy standards. It is recommended that Council note this submission.

Active Involvement. The Council already recognises the need for its involvement in meeting housing need. Over recent years the Council has moved from direct provision to working with other groups to deliver housing outcomes. This approach has been successful with increasing satisfaction with Council owned stock (suggesting improved quality), new housing units (both better quality and overall increasing the number of units), and improved affordability (approximately 50% of tenants now are eligible for income related rents). The Council will continue to be actively involved in housing matters across the continuum, with a particular focus on social and affordable housing. It is recommended that Council note this submission.

Invest in new social housing. Council generally uses its resources to help other organisations building new social housing by making land available or through financing. The Government is prepared to fund new social housing, through funding schemes that are available to community and other housing providers but not local government, and the Council works to help providers make the most of these schemes. In terms of direct investment, the Council is looking to acquire units to replace those that are currently at the end of their useful life in Barnett Avenue, Sydenham. It is recommended that Council continues its current approach to investing in new social housing, which is to assist community and other providers through the provision of land and financing facilities.

Surplus Land and Sales Revenues. A number of submitters have suggested that Council could use its surplus land either directly or indirectly (i.e. through proceeds or by donating to community groups) for social housing. This already occurs through a variety of mechanisms. Where Council has housing sites suitable for development it looks to dispose of these to community providers to help deliver housing outcomes. For other surplus sites, Council's Housing Policy requires consideration of housing use, which has resulted in providers purchasing several surplus sites. As the funding schemes provide sufficient revenue to purchase the land, Council disposes of land at market value. For housing land this return is then reinvested in lifting the quality of existing homes or is put in reserve to fund replacement or new housing. It is recommended that Council continue its current approach.

Focus on affordable rental schemes for young people. The Government has grant funding for affordable rental housing development and the Council is supporting several groups who are seeking this funding. This funding is aimed at lower income people and whānau who can't afford market rent but can't access or don't need public housing. Council's support includes both land supply and advocacy. It is recommended that Council continue its current approach.

Build more community housing in Akaroa. The Council owns a small number of social homes in Akaroa. At this time there are no specific plans to build more homes in this location. With its Greater Christchurch Partnership partners, the Council is looking at preparing a needs assessment for the greater Christchurch area and this will provide more information about need in this location. It is recommended that the Council specifically consider housing needs on Banks Peninsula either as part of the Greater Christchurch housing plan or as a separate but parallel exercise.

Alternative Proposals

104 - Elizabeth Ough

[Other/Special Interest Topics>Disposal of Council Owned Land]

1) Sell the properties and use the funds for more Social housing.

2) Use the properties for Social Housing if suitable.

114 - Rosemary Neave

[Other/Special Interest Topics>Disposal of Council Owned Land]

We must priorities social housing builds

26 - Marilyn Yurjevich

[Other/Special Interest Topics>Disposal of Council Owned Land]

Use them for soial housing

271 - Mark Radford

[Other/Special Interest Topics>Disposal of Council Owned Land]

if sold money to go back into social housing

[Coder Note: with regards to the sale of Council Owned Land]

325 - Oliver Hutchison

[Other/Special Interest Topics>Disposal of Council Owned Land], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning]

Build social housing, urban farms and forests.

379 - Pat Annett

[Other/Special Interest Topics>Disposal of Council Owned Land]

Social housing is desperately needed. Sell the properties and put money into social housing needs.

393 - jeff scandrett

[Other/Special Interest Topics>Disposal of Council Owned Land]

Sell the lot for low income housing, not social ghetto units either

397 - Victoria Andrews

Community housing is limited to a handful of recently upgraded units, it is not sufficient to meet the needs of the wider community. The viability of Akaroa is based on visitors and the town needs hospitality and tourism workers in order to survive in the long term, in addition to the Akaroa Health Hub, school and volunteer fire brigade which is seeking new members.

503 - Bronwen Summers

[Other/Special Interest Topic>Disposal of Council Owned Land]

Any land currently owned by our Council that is suitable for housing should have community housing built which is desperately needed.

555 - Karen Whitla

[Other/Special Interest Topics>Asset Sales; Disposal of Council Owned Land]

at all times land should be used for social housing.

i dont support the sale of land.

I dont support the sale of our assets

575 - Donelle Gryphon

[Other/Special Interest Topics>Disposal of Council Owned Land]

The revenue from the disposal of council housing needs to go directly toward improving existing council housing or acquiring new council housing. The number of unhoused people in the city is truly alarming.

674 - Claire Coveney

[Other/Special Interest Topics>Disposal of Council Owned Land]

Social housing or creating green spaces or community gardens I would support.

724 - Rosalee Jenkin

[Other/Special Interest Topics>Disposal of Council Owned Land]

Not sure - depends on the property. If they could be made available for social housing I would support that, or community facilities, youth hubs etc.

738 - Natalie O'Connell

While you're at it, focus on also creating low cost rent to buy housing for young people

>>>

[Other/Special Interest Topics>Disposal of Council Owned Land]

focus on cheap accommodation or rent to buy schemes for young people and other demographics who are less well off. Mixed used development. Community spaces.

777 - David Close (Christchurch East Labour Electorate Committee)

[Rates>Residential Rates]

(iii) Having held down the rates increase by a mighty effort, the Council may feel it has done what is needed to alleviate the impact of increases in the cost of living. It is true that ratepayers with big mortgages or low incomes will be given modest relief, as will tenants whose landlords will not pass on the increase. However, none of this will deal with the biggest contributor to what is called the cost of living crisis, namely the cost of housing. The cost of housing is a root cause of the gap between the haves and the have-nots; it is a root cause of poverty and child poverty in particular, yet the Council adopts the role of bystander in the mistaken belief that the Otautahi Trust has the resources it needs to deal with the situation. Councillors appear to be unaware that the scarcity of social housing means that only very high needs people gain access to it and the concentration of people with high needs does not create balanced communities.

>>>

That the Council acknowledge housing as a prime human need and its duty to be actively involved in meeting the need.

>>>

That the Council set aside a minimum of $2m (rates-funded) in the Annual Plan for 2023-24, and in subsequent years, to fund new housing units. (We suggest a reallocation of the $2m set aside for events attraction.)

811 - Yvonne Palmer

Why have Council not rented the Heritage Homes in Belfast when housing is needed.

95 - Phil Brady

[Other/Special Interest Topics>Disposal of Council Owned Land]

This unused land could be donated to charity organisations who could fundraise and construct Social Housing and managed the complex separate from Otautahi Community Trust housing.

Civil Defence & Emergency Management

General Comments

One submitter addressed Civil Defence and Emergency Management requesting additional resources.

Officers Response

The Waipapa Community Board are seeking an adverse weather resource for local residents including existing response plans, what would trigger a more formal Civil Defence response and a description of the responsibilities of the various agencies involved.

The information wanted by Waipapa already exists. It is suggested that the Manager and Planning Coordinator from Council's CDEM team meet with the Board and agree details of exactly what is required. This can be delivered within existing levels of service with no cost implications.

Alternative Proposal

157 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board wishes to advocate for its community that priority be given within existing programmes to advancing the projects/items below where possible, as these reflect the Board's developing priorities for this term that may be relevant to highlight ahead of further advancement through the Long Term Plan 2024-34:

A community adverse weather resource for residents to download, showing flooding plans already in place, what would trigger a Civil Defence response, and the responsibilities of other government agencies.

Consultation Process/Engagement and Communications

General Comments

35 submitters commented on our consultation and engagement processes, or our communications.

Two supported the consultation process.

15 provided alternative proposals, many discussing how to make the annual plan consultation more accessible.

19 submitters provided general comments about the Annual Plan consultation.

Officers Response

There were two clear themes emerging from the comments on the Council's consultation, engagement and communications:

- Dissatisfaction with the consultation process – the methods of engagement, the level and methods of communication with residents, and concerns that the Council isn't listening to the ratepayers. Related to this were concerns about transparency, pre-determination of decisions, and that the consultation process favours particular demographics, and is therefore not representative.
- Frustration at the consultation technology, with some submitters finding it difficult and time-consuming to find information, and submit their feedback. Several submitters also expressed frustration at the submission form timing out after 45 minutes.

We are committed to listening to our residents, acting on what they tell us, and engaging with them on decision-making.

In the last triennium the Council established an Engagement Working Group of Elected Members to consider opportunities to improve awareness of and community participation in decision-making processes. The outputs of the Engagement Working Group were:

- An Engagement Action Plan to identify some practical, tangible ways we can improve our engagement processes now, or in the immediate future, to help support the priorities for Participation, and longer term actions in Te Haumako; Te Whitingia Strengthening Communities Together Strategy. The actions identified in this Plan can be managed with existing budgets and do not require additional resource.
- A Strategy for Pre-engagement on the Long Term Plan - a high-level overview of tactics to support engagement on the Long Term Plan.

We are currently in the process of implementing the actions identified in those plans.

Our Engagement Platforms

We are currently reviewing our online engagement tools, to ensure we are making it as easy as possible for residents to engage with us. The outcome of this review, and any recommendations will be implemented in time for engagement and consultation on the upcoming Long Term Plan.

Online Search Tool

Our online search tool for capital expenditure was launched during consultation on the draft Long Term Plan 2021-31, as a more user-friendly way of finding out information. Prior to the online search tool, we relied solely on PDF documents to convey this information.

For each Annual Plan since then we have made improvements to the tool's functionality and useability. However, we acknowledge that there is still plenty of room for further improvement, particularly with regard to the level of detail provided about projects. This is something we are looking at for the upcoming Long Term Plan.

Support

318 - Jennie Brittenden

[Rates > Residential rates]
I feel concerned that the proposed rates rises are needed because of unnecessary spending in other areas such as consultations and the lengthening of times and thus money to finish existing projects in the city.

623 - Glen Koorey

The bubble budget tool was a nice way to visualise the relative size/importance of different Council expenditure items!

Alternative Proposals

103 - Brenda O'Donoghue

I have no idea what this means, the explanation is not presented in plain english.

(Coder note: explanation about the Business Differential)
>>>
I have no idea what this means, the explanation is not presented in plain english.
(Coder note: explanation of the City Vacant Differential)
>>>
I have no idea what this question is leading to and the summary provided isn't sufficent.
(Coder note: Disposal of Council Owned Land)
>>>
Consultation on the annual plan is hard to understand and time consuming to provide feedback. This type of consultation will disproportionally favour those who can pay others to review it and lobby the Council, or those who have a lot of free time on their hands. This limits the ability to 'have your say' for many Christchurch residents who don't have these advantages and will lead to feedback that is not representative of the wider community. The council needs make the consultation easier and quicker to do, and get the views of people who are not just representing businesses, rich and or have heaps of spare time on their hands.

289 - Hebe Gibson (Te Mana Ora/Community and Public Health)

Te Mana Ora suggests that Christchurch City Council considers how the Draft Annual Plan 2023/24 can be made more accessible to build meaningful engagement with the public. The information included in parts of the Draft Annual Plan 2023/24 documents is difficult to understand, therefore hosting community meetings about plans can provide opportunities for public to have their questions answered. There are some inconsistencies between the Draft Annual Plan 2023/24 Consultation Document and the full Draft Annual Plan 2023/23, which can make understanding the proposed changes confusing. An example of this is that the consultation document refers to spending $2 million on a “roving footpath maintenance crew” while the full plan refers to spending this money on a “roving pothole repair team”.

376 - Malcolm Long (Ōpāwaho Heathcote River Network)

Thank you for the opportunity to make a submission on the Christchurch City Council (CCC) 2023/24 Annual Plan.

The Ōpāwaho Heathcote River Network (OHRN) would like to commend CCC, as we did last year, on the production of a particularly readable and understandable document. The presentation, organisation, commentary and layout of the Annual Plan, and its easy availability online, are useful encouragements to community participation in the budgeting exercise. If we had one suggestion it would be for even greater descriptive detail (what is included and why) in each line item of the capital plan so that the reasons for the budget levels can be better understood by residents.

51 - Paul May

I would say this consultation is design to get what council wants and prevent the public from sending a clear message to cut spending on social, heritage and other nice to haves.

51 - Paul May

i also think consultation should be in two separste parts. Rate payers should vote on total rates funding levels. The community should have a say only on how the agreed rate funding (approved by rate payers only) is best spent.

554 - Dianne Downward

I am not represented in the ethnicity part of questionnaire as I'm a New Zealander and their should be a box for me to tick. I am not a European NZ'er, or Maori, I am a New Zealander, full stop.

697 - Mel Graham

I do not expect the results of this survey to be representative of the views of Ōtautahi residents. People with higher levels of education, income, and exposure to advertising of the survey will be more inclined to fill in this form (especially those who are Pākehā, male, older, and/or wealthier). Proposals such as preventing higher rates, and increasing the cap on excess water use charges, are far more likely to be appealing to these residents. One of the reasons I felt it was important to submit a response was because I knew that I belong to a number of underrepresented

demographics. By participating, I am doing what I can to reduce the skew in the results. The CCC is supposed to serve everyone, not just those who had the awareness/ability to contribute to this survey. I hope you will consider this when going through all of the submissions.

704 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

We wish to make a presentation, thanking the Council for their assistance in making staff available for a community meeting that was held in Akaroa in August 2022 discussing topical issues.
We look forward to further engagement with Council staff, to arrange further information meetings during 2023.
708 - Jessica Adams
The format of this consultation is NOT user friendly!! You should be able to go into the form and save it and return to complete more later. There should NOT be a 45 minute time limit on filling out the form. There should not be restrictions around copying and pasting from a Word document as that is how some people would try and work around getting everything done within your ridiculous 45 minute time frame.

This online documentation should not be closing at the end of the long Easter weekend when a lot of people are away and won't have had time to fully complete the consultation.

This consultation is long and complicated and would be beyond the means of a lot of people to fully understand and respond to. There should be community meetings to explain and get feedback not just this written medium which will not give representative feedback.

I am resubmitting my feedback because my first form would not submit due to the messages below. When it did submit I got an email back that was empty of my answers!
Your instructions say to –

you think you will need a little longer than this to make your submission, we advise cutting and pasting from a word document, to avoid losing any information.

You need to provide the following information:
Your response could not be saved.
Copying from Word Documents can cause errors, please upload document as an attachment instead

777 - David Close (Christchurch East Labour Electorate Committee)

[Other/Special Interest Topics>Governance]
1.2 Although the Council deservedly attracts criticism for some of its decisions, we consider that the generally negative view of the Council held by many citizens is unjustified. The Council is partly responsible for this because of its over-reliance on its website for communication with its citizens. The website is wonderfully informative, but it is a passive form of communication and

dominated by consultation and regulatory processes. Direct communication with citizens via the letter box may be considered old-fashioned, but it evidently works for major hardware chains.

789 - Michael Allan

Treaty relationships

Treaty relationships have been a conflicting conundrum in New Zealand with emotion often overriding logic. The Treaty has its place in history and must be honoured, but acknowledgement must also be made of the large majority of people who have no Māori blood in their veins, nor interest in learning the language. New Zealand has three official languages, English, Māori, and New Zealand Sign, with English allegedly the most common. Ours is a small island nation at the bottom of the world and our economy is based on trade to ensure survival. The World Economic Forum writes that:

"English is the most widely spoken language worldwide, with 1.5 billion speakers. As we become increasingly connected, English has assumed a position of the dominant language of global communication." (Which languages are most widely spoken? | World Economic Forum (weforum.org).

Logic therefore urges that English be our dominant language to assist our economic survival and further development. Recent efforts by Government to increase the speaking and writing of Māori aim at its preservation as a language and upping its use in everyday situations. However, the growing use of tandem names such as Otautahi Christchurch and Aotearoa New Zealand where the Māori precedes the English name, can only create confusion. Why add this complication when the world we trade in, knows our city as Christchurch, and country as New Zealand? Logic says that practice is illogical, particularly when one of the tenets of marketing is consistency of image – think Coca Cola and New World.

This document we are presently discussing says on its front pages: "Korero mai Mahere Rautaki a tau." I do not know what those words mean and suggest that most people outside council do not know either. Logic again says if you are writing in English, then write in English. And if writing in Māori, then write in Māori.
I appreciate that simply tossing in a few Māori words here and there is far cheaper than printing a complete document in Māori, but think about it: is that really honouring the language and fulfilling the objective of its preservation?

Do not mix up the languages. Give Māori the honour it deserves by printing a version of your papers, books, and pamphlets in Māori. And, if Government really, really wants it, then they can pay you to do it for them.

Christchurch City Council is not intended to be an organisation of sociological change or implementation. It is an organ of infrastructure, development, maintenance, and service. Either honour the language properly, or forget it and remember, history demonstrates that a culture only survives if the economy supporting it has first ensured the community itself can survive.

799 - Karen Couch

Firsty I tried to get into the ccc.govt.nz/have your say . But I could not get in to where I could write ??

808 - Kari Hunter

I would like the Council and the plan to refer to us as citizens and residents, not primarily as customers.

811 - Yvonne Palmer

Do you have any comments about our proposed changes to revenue, spending and borrowing?

COMMON SENSE AND COMMUNITY Boards should be Consulting the communities and listening to the community. = longer Submission times + helping the Community understand the decisions

812 - Rosemary Martini

COMMON SENSE AND FAR MORE COMMUNITY FEEDBACK WOLD HAPPEN IS THERE WAS CONSULTATION MEETINGS TO KNOW WHY INCREASES ARE HAPPENING. ALLOW MORE TIME FOR CONSULTATION AND CLOSING DATES FOR SUBMISSIONS BE LONGER SO THAT RATEPAYERS HAVE TIME TO PARTICIPATE.

Other/General Comments

124 - Steve Mcniell

I look to receiving the standard letter (sent to all submitters) thanking me for a submission, but not directly responding to what is written above. Submissions from the public are therefore a waste of time!!

174 - Samuel Thompson

[Other/Special Interest Topics>Water Reform]

The description of the financial changes due to the three waters project is inaccurate and disingenuous. The council will still own the services, as part of the collective entity. The way it's written makes it seem like whomever wrote it either does not really understand the proposed changes, or is deliberately trying to mislead the public about them.

176 - Doug Soper

Any comments always fall on very deaf ears when it comes to politicians anyway. That is precisely why the majority of folk dont bother to comment. Its just a box ticking exercise!

23 - Phil King

By the way the rates quoted in your annual plan are deceiving as my rates are closer to $6k per year as opposed to the $4k shown in your annual plan.

252 - Tobias Meyer

Feedback received by council is always going to have a bias as those that have the time and energy to submit are not a representative sample. Please do not let the interests of a few wealthy homeowners disrupt the progress that is happening in our city.

261 - Keith Harris (Akaroa District Promotions)

Technologically it is difficult to load a visual onto this platform. However Jan Whitehead emailed all councillors and CB members on 31st march 2023 with extensive files including a power point demonstration. We draw your attention to slide 17 of that presentation in particular.

397 - Victoria Andrews

Communication needs to improve with the use of plain English. Drop the endless rounds of consultation, the council rarely listens to what ratepayers have to say in the first place. Public consultation is often little more than a necessity and window dressing in my experience.

522 - Michael Neville

Listen to ratepayer sentiment more. Talk to ratepayers.

573 - Bill Greenwood

Thank you for the opportunity to comment on the draft 2023/24 Annual Plan.

577 - Andrea Kofoet

Thank you for the opportunity to provide feedback on these matters & keep up the great work. It's not an easy climate to navigate at the moment.

579 - Tanya Didham

[Other/Special Interest Topics>Disposal of Council Owned Land]
It's not clear what the original purposes for these properties were and why they are no longer being used for those.

[Coder Note: regarding unused Council properties]

587 - David Hawke (Halswell Residents Association (Inc.))

[Other/Special Intertest Topics>Governance]
4. An early “heads-up” on four items we hope to see in next year’s Long-term Plan

> c. Getting community boards into their communities
>
> i. People don’t know how council works, and don’t trust council.
>
> ii. Now that community boards must represent three wards, there is an even greater need to get their meetings out into their communities.
>
> iii. This is primarily a resourcing issue. It takes longer to set up in a community facility like a school than in the comfortable, familiar council service centre

[FULL ATTACHMENT AVAILABLE]

647 - Alistair Price

Submission sessions time out after 45 minutes
This is unfair no clock to guide you.

706 - Rob Battersby

The time limit on writing up this submission should be 2 hours, not the 45 minutes currently allowed.
In addition, why is the closing date on this Submission Easter Monday of a long weekend? It would have made more sense to have the close off date a week later, not during a holiday!!

730 - Jane McKenzie

This Consultation Document has been written in such a way, it is hard to locate the information required to answer this question.

> > >

a. A suggestion re this Have Your Say booklet. Please have on the submission form, numbers relating to the appropriate questions in relation to the information required as it is very confusing and was almost like an obstacle course.

> > >

b. The Massive push for Maori names on everything is far too sudden and questionable. New Zealand is predominantly an English speaking country, and most travellers who come here have English as a language they can relate to, and have never had the need to speak Maori, therefore for them to come to a foreign land and look for a Hospital for example and not be able to find it, could

be the moments between life and death for them. There are so many companies and buildings now with only Maori names and no English at all, that personally I now wonder where I'm living. On doing this form, I had to google names to find what you were talking about. The Transport Agency IS the transport agency. There were never Any cars back in the early time of Maori, therefore that name Must remain in English, as too Library and anything else the Maori people had no knowledge of. It has all become absolutely absurd and because everything to do with the country I Love, appears to be crashing down around me, I can only liken this to bordering on Hate Speech, or hate something... but whatever it is.. It's Not Nice.. This Governments push to divide the people of this beautiful country really is causing a two tiered, or even more, society. New Zealand was NEVER a racist country.. but it's certainly on the verge of being so now. I was born in New Zealand along with my parents and grandparents, and am Just as entitled to live here as the next person, and speak the language I was born with.

Please, return the English Names back to many Buildings and Businesses they seem to have disappeared from.

>>>

Page 1: Ethnicity:

My Ethnicity is New Zealand, it is Not New Zealand European or any other heritage, it is New Zealand, and THAT ought to be an option for people to tick too.

My apologies for any offence, but this was a request to have my say.. and I have done so.

Thank you.

733 - Angel Faith Booth Beynon

This type of community consultation doesn't seem effective for reaching poorer and less educated communities. In a local democracy everybody should get the opportunity to participate, and this consultation doesn't give that opportunity to everybody. I only found out about this on the day that the submissions close, which means that the promotion of the consultation has failed. On the other hand, it seems that richer communities have had more of a chance to influence this consultation and its outcomes. Many of the questions seem phrased in ways which guide readers towards certain answers, which doesn't feel very democratic. Even the proposals themselves, like 900L water use limits and raised uniform charges, seem to favour wealthier residents. Ōtautahi Christchurch is a community with many diverse people in it, and not just residents of St Albans, Cashmere, Fendalton, and Merivale.

738 - Natalie O'Connell

[Our Proposed Spending]

Spend more money on getting young people involved in local government. Let's change the demographic of who's actually submitting on Council plans.

745 - Colin Meurk (creative transitions to sustainable futures)

Like many heavily engaged citizens, i have very little time to properly fill out this and make a targeted succinct submission. I've made submissions to Councils for years and generally feel that complex visionary and urgent ideas are not listened to.

The issue of city branding is a case in point. Obviously the agencies who have come up with their new brand have not been to the numerous public lectures i've given on this for decades which have received support, even acclaim. I guess i don't receive awards for nothing. I see the way of properly engaging key people and ideas and co-designing solutions to wicked problems - is through citizen assemblies and think tanks - that actually have quadruple bottom line representation. Ecology seems always to be missing and yet it is one of those key pillars of sustainability. this would achieve the important goal of respect for citizen ideas, developing motivation and trust in local government.

i've attached a document partly prepared for a meeting with the Mayor a few weeks ago. it has pictures which illustrate ways of achieving the core values reflected in 'Share an Idea'. And proposes being involved in developing Citizen Assemblies. I am aware that the Mayor has been pursuing these public forums - and good on him for that.
I'm sure this a bit rough because haven't time to edit, but this disconnect would be overcome through the mechanisms proposed here.

>>>

The Big Picture for Christchurch-Ōtautahi

We are so much more – we just need to get on with it and tell the world!

[Colin Meurk's thoughts developed from numerous well-received public lectures over the past 25 years]

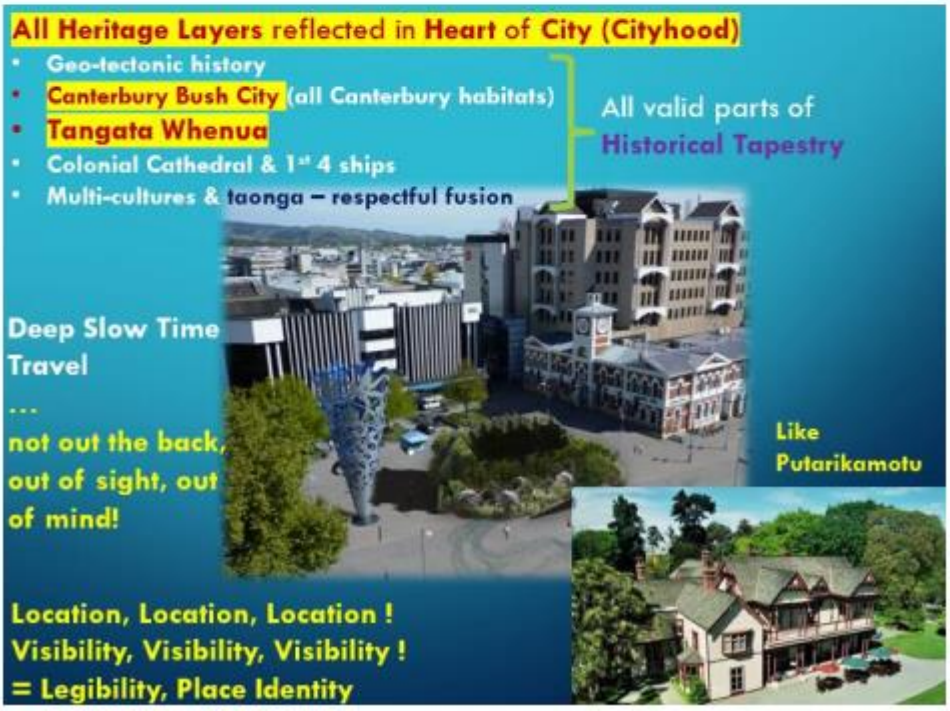
- **Endless Opportunities:** Sharing our Special Story – Connecting People to Art, Novelty, Nature & Place - attracting **International Slow Tourism**
- ***Can-Do* Attitude** - realising the limitless potential, breaking down the siloes, joining the dots, working in-synch!

- **Re-Branding our City** as the enterprising, creative, natural place to be (not a transit-stop to Queenstown). This is the **Garden City, Re-imagined** – Natural Habitats Abound if we look & show, World Class Created Gardens, Community Gardens & Foraging for Food, Music, Art, Sculpture, Landscape, Poetry, Problem Sharing/Solving, Technology … a Window for the World.

- **We can be a Global Hub & Working Model** for 'how to' transition to a sustainable future that is liveable for all – **attracting attention and investment**.

The Particular Picture for Ōtautahi

- Urban Intensification to be offset by **Accessible, Quality Green Space** (as per Parliamentary Commissioner for Envt – Simon Upton, & Climate Commissioner) that saves productive land underpinning our **economy, business & food security,** making our cities liveable.
- Rebalance Govt investment in North & South (stop hollowing out the south) through …
- **Coalition of Super South Councils & Iwi** to hammer on Parliament's door for fairer distribution of investment in …
- **Commuter Rail** from Rangiora around to Springfield, Darfield and Ashburton
- Reinstating the **main trunk Passenger rail service** from Picton to Bluff.
- **Head Offices & back-up centres** for all Departments in the south – to spread the risk – Science, Health, Polytechs, Radio/TV, Governance …
- **Town & Gown** – UC, LU, Ara, a southern Centre for Informed Futures - Koi Tū, the places to study, learn & plan.
- **City-Business-Uni/Engineering School-Iwi partnership** to research & develop high tech cargo & passenger sailing ships - that arrive in time & reduce C-emissions. **A world market awaits!**
- **Citizen Assemblies** and targeted think tanks – anyone can join – extrapolation of 'share an idea' (much lauded but not followed thru) – to broaden democratic engagement, with bright ideas, buy-in & diminished frustration through **engagement & co-design** of a bright future.
- We can be the **model** – stand up as the 2nd city – creatively ahead of Auckland!
- **Bring** CHCH NZ, CHCH Foundation, Iwi, Uni's, City Planners & Event Organisers into all this?
- **CHCH360Trail, Eco-sanctuary** (added value for Red Zone), Habitat Island in Square, a multi-layered **National Park City**, are all integral to a refurbished, ecologically literate, **uplifted City narrative**.
- **Inclusive city embracing all** nature, culture, history, ethnicity, religion …



- A **City of Golden Winters**

- Demand **inspirational Southern Representation in TV imagery …**

The True Story of CHCH360Trail - Te Ara Ōtautahi /Hikoi Ōtautahi

The **CHCH360Trail** is the **First NZ Urban Great Walk** – and those who have experienced its wholeness compare it to the DOC great walks and El Camino – yes, really!

It can be one of our inspirational **assets to market** (the rich diversity of the city) to the increasing demand for slow eco-tourism; shining light on our point of difference. **Good for the environment; good for business!** If the Ihutai section is co-designed well with all parties, it will be one of those attractions to our city and do no harm to wildlife. Council must listen to **Mana Whenua**; to the independent **environmental assessment** report (Boffa Miskell), the repeated **offer to co-design a safe route** that satisfies all parties, protects nature & educates the people; and listen to **the lived experience** of those who have actually performed the whole walk, and don't **waste large ratepayers $ on a public consultation process that would be flawed** thru entrenched misinformation.

We need to listen, have a can-do approach, save money, generate business, and safe nature experience.

What I can do for the City of Golden Winters?

Make us a marketable eco-city; a prosperous city that is a legitimate, respected and contributing part of Aotearoa, that has business & career robustness & is the place where people want to be and stay …

- As one of most widely networked and awarded members of community, and having previously established the Biodiversity Advisory Group, I can assist with **setting up a CHCH Citizen Assembly** around these aspirations, derived from **Share an Idea,** & ecological, cultural, and economic resilience, and …
- Be part of think tanks addressing long- and short-term risks, resilience, and designing transitions to a transformed economy with a well-being focus built on identifying innovative opportunities.

Colin D Meurk ONZM – Born Masterton; lived here, Otepoti/Dunedin, Gore, Rakiura/Stewart Island … of Swedish & English ancestry, named for 2 uncles killed in WWII – never again!

colinmeurk02@gmail.com - 027 702 8325 – citizen of Christchurch & of the world (have stood on every continent); adjunct at UC, LU & Manaaki Whenua.

759 - Phillip Ridge (North Beach Residents Association)

Again we stress, as we did in our LTP submission that the 2022-2023 Annual Plan has been difficult to navigate in some respects. While we acknowledge and appreciate that there have been some

improvements of the online search tools, it is still unclear as many of the line items headings are so general that it is difficult to work out what project the funding is actually for and where they fit within each Ward. (For example, Coastal Flood Management, Project ID: 60355; New Brighton Roading &Transport, Project ID: 61030; Coastal Land Protection Revegetation & Amenity Planting, Project ID:61724; and Regional Parks Planned Coastal Assets Renewals, Project ID: 61746). A brief summary for each project, and its exact location, would help the public understand exactly what the funding seeks to achieve. It is unreasonable to expect lay people to do the research themselves and be contacting Council staff for more specifics.

Additionally, in the draft document only two years are clearly shown and the third is the remainder of the LTP. This does not provide any context within the bigger LTP budget and we request that provision is made to show the full 10 years. Residents should not have to navigate from the AP to the LTP for this information.
All the above is time-consuming and a challenging exercise for most people to undertake, particularly given the size and complexity of the document. This lack of transparency does not encourage public participation or confidence in the City Council's transparency. We request the line item details are updated to be more specific. Each ID Number could also link to more detail.

Te Kaha

General Comments

26 submitters provided feedback on Te Kaha.

Five supported Te Kaha, recognising that rates are going toward this project.

10 expressed their opposition to the Te Kaha project, with particular concerns about the cost.

Six provided alternative proposals, including comments about how to reduce the cost of the stadium.

Five submitters made general comments regarding the cost of the project, and the regeneration work of areas around Te Kaha.

Officers Response

Approximately 26 submissions mentioned Te Kaha. 4 supported the Te Kaha project and 22 raised concerns about the project.

The comments made were:

- Consider opportunities to activate and develop surrounding spaces
- The stadium will help attract people, particularly youth, to our city
- Support the budget increasing noting the majority of the submissions during the consultation
- Waste of resources and money which would be better allocated elsewhere:
    - Should review and audit the budget and design again, e.g. roof
    - Stadium budget means other projects will get cut or delayed
    - Stop building facilities and improve existing LoS
    - Should be spending on climate change planning instead
    - Funding should be used for emissions reduction instead
    - Stadium creates emissions through the construction, travel to the stadium, especially international visitors

- Events at the stadium will be too expensive for most to attend
- Location of the stadium makes cycling to town difficult, increases car use
- Stadium is a luxury that benefits commercial organisations, not improving quality of life of residents

Reallocation of the funding
We have a signed D&C contract with an agreed lump sum price. Breaking this contract would have severe financial implications.

Activating surrounding
There is regeneration planning work underway in the south-east of the Central City (surrounding and beyond Te Kaha)

Support

216 - Ben Norman-Larter

[Rates>Residential Rates]
I am happy to see the progress in the new Te Kaha stadium, and see this rates increase as part of the compromise with this progress.

29 - Sarah van der Burch

[Our Proposed Spending], [Strategic Framework>Climate Change], [Three Waters>Water Supply]
The most important spending we can do right now, is to plan for climate changes and climate emergencies. It will be much cheaper to spend now on items than in the future when it is much worse.
*Te Kaha is a waste of resources
* Climate resilience spending - be proactive versus the ambulance at the bottom of the cliff
*Get rid of the chlorine in the drinking water as quickly as possible

508 - Lindsey Conrow

[Rates>Residential Rates]
I support a rates increase that is higher than what was signalled in the Long Term Plan 2021–31. I'm looking at the size of the 'bubble' for Te Kaha, relative to all others, and remembering that submitters indicated they'd be happy to pay higher rates if that's what it takes to get it built (and Councillors voting 13-3 in favour of its price tag) – higher rates is here and it's time to pay!

667 - Jonathan Nicolle

[Rates>Residential Rates],[Grants and Funding>ChristchurchNZ Funding; Funding for Other CCOs],[Libraries>Libraries (Capital Building)]
No one likes paying more rates, but the headwinds facing the Council from climate change and higher costs of borrowing makes this a no brainer. Many Christchurch residents have benefited from much higher property valuations over the past two years and reflecting that financial gain in rate rises is fair. We need to ensure our city attracts young people and retains our youth. Spending

money on the new stadium, attracting external events and rebuilding Christchurch South library and ensuring the Adventure Park stays open are excellent ways to do so.

794 - Elizabeth Beale (Creative New Zealand)

[Other/Special Interest Topics>Vertical Capital]
It’s also encouraging to see overall capital expenditure earmarked for Te Kaha($115.9 million) and the Performing Arts Precinct ($17.8 million). These facilities provide spaces and services that contribute to the social, economic and cultural wellbeing of the city and support the creative community. High-quality venues that support arts and culture organisations, events and festivals can attract visitors and further investment to the region, and act as an economic multiplier for hospitality and tourism. As these spaces are developed, we encourage Council to consider where there are opportunities to activate existing performing arts spaces to attract people to the central city and provide vital spaces for arts communities, such as better utilising and increasing access to the Town Hall.

Oppose

144 - Brian Donovan (New Brighton Residents Association)

The NBRA believes the decision to allocate the extra $150 million to Te Kaha was a reckless decision and those Councillors who voted for it are now calling for a minimum rates increase by cutting out or delaying other projects far more important to communities.

17 - Mark Penrice

[Rates>Residential Rates]
I would rather you cancelled the stadium and spent the money on something that makes christchurch diffrent to the other cities in NZ. Building a similar stadium just makes us more like a poor man's Auckland.

>>>

[Borrowing and Debt Management]

I'd rather the council cut borrowing by canceling the stadium.

>>>

I'd rather you cancel the stadium rather than tax people more money.

>>>

stadiums are a waste of money. The city doesn't need the point load on our infrastructure from a big event, the city needs a lot of smaller events and things to visit chch for.

233 - David Palmer

the stadium should be scrapped and the money spent in better ways

28 - Andrea Davis

[Our Proposed Spending]
I agree to pull back on those big building projects, I still think its crazy to spend that money on a Stadium that will hardly be used or full. that land is cost a fortune to remediate make it into a cool living area, which will make the city alive like it needs to be, not full of empty stadium and buildings, also will stop all those current apartment owners complaining about noise. The city should be for living art music studying and life not a series of monoliths to a bygone era of rugby and the old boys club.

392 - Stephen Judd

As a comment, I am outraged by a council that has committed to an enormous luxury in the form of a stadium, whose main benefit accrues to private organisations, trying to compensate by delaying capital spend on genuinely public infrastructure. Austerity to pay for a more than half-billion stadium is not improving quality of life in the city and smacks of hypocrisy considering elected members campaigning on reducing unnecessary spending.

661 - Mia Swart

[Transport> Cycleways (Capital)]

Can the bloody stadium and spend that money on proper cycleways instead

674 - Claire Coveney

Not in favour of Te Kaha due to huge costs, encouraging increased car use in city cayding pollution and congestion.

770 - Josephine Drysdall

[Strategic Framework > Climate Change], [Planning, Strategic Transport, Urban Design and Urban Regeneration> Strategic Transport]
Active transport must be given full support now as a part of moving towards a more sustainable future. We are still making so many mistakes, wasting money on concrete follies like the stadium, when our top priority should be improving the longevity of our people, our city, and our planet, and making sure our sustainable transport infrastructure, along with the rest of our neglected infrastructure, is fit for purpose.

94 - KEVIN DEAN

we dont need a new stadium decided by previous councilors that are no longer accountable because they didn’t get re-elected.

what does that say about the average rate payers support for this rate burdon, one which is a direct cause of our increased rates!!!!!!!!!!

97 - Rick Mansell

Spending far too much on the stadium for only a few events every few years

Alternative Proposals

235 - Harrison McEvoy

The funding model for Te Kaha puts undue stress on the existing capex budget, and is grossly oversized for the project it will deliver. Either it should be funded regionally, through debt, or retained with CCC as its primary beneficiary.

297 - Paul Broady

Te Kaha Arena funding should have been used for emissions mitigation

I realise it is too late in the day but this project is completely counter to the type of development that is needed if we are to reduce our emissions. It will prolong excessive emissions from transport to and from events due to people travelling by plane from international and NZ locations and by private vehicle locally and regionally. Also, its construction is associated with huge emissions due to construction activity and the embodied carbon in construction materials (the image on page 6 of your “Have your say on Our Draft Annual Plan 2023/24” shows this in stark detail).

I note that the “Other” classification of spending for 2023/24 includes $150 million for Te Kaha. If only this could be diverted to programmes that would reduce our emissions – there are so many possibilities (as outlined in your Climate Resilience Strategy of 2021).

401 - Merav Benaia

[Other/Special Interest Topics>Wheels to Wings]
if council is looking for ways to save money, then let's put the stadium, it's extension and the requirement for having a roof over it back on the table. The money saved from that project will be a lot more substantial.

[Coder note: For context, the submitter made this comment in the context of deferring construction on the Wheels to Wings cycleways]

5 - Elle Evans

[Recreation, Sports & Events>Pools], [Recreation, Sports & Events>Recreation Centres]

Stop building pools, sports centers, and stadiums and instead reduce rates and/or put the funds towards providing our existing services better and maintaining assets.

657 - Janet Cone

[Transport>Cycleways], [Libraries>Libraries (Capital Building)]
I am very concerned at the delays and and the shortfall in the budget for the South City Library. This is a significant cultural facility for the people in the South of the city. I am far more likely to use than I am ever to set foot in the new stadium that is being built. I don't understand why the City Council is pouring so much money into a facility run by a third party that I am never ever going to afford to buy a ticket for any event that is on there. and yet short change facilities that are used everyday by the community and are so vital to its social well being.

I am worried about the impact the Stadium is going to have on the surrounding area. I don't have a car and I am on a limited budget, I use a e-bike to visit families, friends and places in the community that are important to me. Without my bike I would be socially isolated. I have found the best route to travel north either to the central city (including Turanga) or further north to where my family lives, is to travel up Madras Street and come back via Barbadoes Street. Having the Stadium there makes that route a lot more dangerous. Which makes it really important to me that the South Library is there for me.

763 - Alex Teague

[Other/Special Interest Topics> Capital Programme]
I think the budget on the new stadium should be reviewed and audited again. Additionally there should be additional attention paid on conflicts of interest in contracts with the council members and employees so that superfluous contracts can be curbed so that investment in infrastructure can be better managed

Other/General Comments

267 - David Pigou

I realise that it is history now. But I am so disappointed that the stadium project was allowed to fall into a quagmire for as long as it did. Now that it has been resurrected, it is going to cost twice as much. Surely someone should be held accountable for this.

540 - graeme woodward

[Other/Special Interest Topics>Capital Programme (General)]
There is too much emphasis on BIG projects, such as the stadium - it should never have been planned so big, and with such a big cost blow-out. Rather than smaller projects which provide facilities that normal members of the public use on a day-by-day or week-by-week basis.

[Libraries>Libraries (Capital Buildings]

South City Library is an important community facility. Even though I live across town, I often visit that library to meet up with friends. It is always busy. Many families. Encouraging children to access physical books, in this 'always connected world' is very important.

I'm horrified that council would consider skimping on rebuilding such an important community facility (I understand there is a $2.5M shortfall to rebuild like-for-like). Meanwhile, splurging

excessive money building a stadium that arguably could have been 10,000 seats smaller and will largely cater for commercial interests (rugby, and big events/concerts).

Invest in community facilities. South Library included.

721 - Matt Edwards

[Other/Special Interest Topics>Te Kaha], [Strategic Framework>Climate Change]
If the council was genuinely serious about the cost of living crisis, it wouldn't have voted to increase the number of seats in the stadium in order to host 1 All Blacks game a year. I agree with the stadium being built in principle, but not if it means that more people will be exposed to flooding due to inadequate infrastructure.

730 - Jane McKenzie

[Recreations, Sports & Events>Recreation Centres], [Strategic Priorities>Climate Change], [Planning & Strategic Transport, Urban Design, & Urban Regeneration>City Planning], [Our Proposed Spending]
The Stadium, Recreation Centre etc will be fantastic for Christchurch City in the future, and very exciting, but taking into account the 2030 Agenda and the 15 minute cities, how will these 'Venues' be utilized. With the schedule by 2030 to do away with vehicles as such, and with the majority of people being locked down into their areas/zones, what is the point of spending excessive quantities unnecessarily. Personally, I would like to think this 2030 plan will not eventuate, but if it does.. what will happen to these enterprises, and will they warrant the money being spent now?

747 - Allan Taunt

While we have committed to Te Kaha Arena, we should never lose sight of what it will cost, what community services and facilities have been foregone to pay for it, and that there are ratepayers that will pay for the arena but never benefit from it.

Staff Matters

General Comments

32 submitters provided feedback on a range of staff matters.

Three highlighted their support for staff, providing recognition to our staff and the work that they do.

Four opposed leaving roles vacant for an extended period of time, expressing concern about how this will impact the delivery of services.

15 submitters provided alternative proposals, including views on the Council structure, cost cutting and inclusion.

11 submitters provided general comments about staffing matters.

Officers Response

Submitters provided a range of feedback on staff related matters.

Recognition

It is always fabulous to hear great feedback on our staff. We really appreciate you taking the time to personally thank our team. Our 2022 Working@Council survey clearly outlined that the majority of respondents genuinely enjoy working for the Council and take a great sense of pride in delivering services to the community.

Cost Cutting

We believe that these media reports refer to the 2022 askyourteam survey results. In response to the feedback from this survey, and over the last 12 months there has been a number of key leadership initiatives put in place including a leadership framework, leadership charter and people & culture strategy.

Diversity, Equity, Inclusion and Belonging

(DPA = Disabled Persons Assembly) DPA recommends that Council work with the industry clusters to encourage the hiring of more disabled people by the businesses involved. Disabled people experience higher unemployment and underemployment rates than non-disabled people and should benefit from any additional spend in the economic space alongside other labour market disadvantaged groups. Our labour market disadvantage is reflected in the June 2022 Statistics New Zealand labour market statistics for disabled people (the latest available) which showed that only 26% of disabled people participated in the labour market compared to 73% of non-disabled people. Thise contributed to an unemployment rate of 6.8% for disabled person versus 3.1% for non-disabled people.1 DPA is available to work with the City Council to formulate ideas on how best to do expand employment opportunities for disabled people.

Having an inclusive and diverse organisation is of great importance to the Council. We need to reflect the communities in which we operate. Working with organisations like yourself would be of interest to us. Council would welcome the opportunity to connect and discuss the services you have available.

Engagement

All organisations have suffered significantly post-covid significantly with turnover and retention. Council continues to look at retention initiatives to reduce turnover.

Many large organisations are experiencing challenges in a tight labour market as a result of changing employee expectations following on from the Pandemic , and balancing the impact of inflation on cost to services. CCC is committed to providing services to the community, and focusing internally on building leadership capability, and employee retention.

Operating Model and Structure

Over the last few years, the Council has restructured both the second and third tier levels of the organisation. These changes were made in order to enable the organisation to be responsive to external challenges such as the Water Reform, RMA, furture of local government and climate change. In December 2020, the Council's new second-tier structure was confirmed and generated permanent annual savings of $754k. In November 2021, the Council's new third-tier structure was confirmed and generated permanent savings of $607k.

Remuneration

Council has an obligation to be fiscally and financially prudent with ratepayer funds. We aim pay staff a fair and reasonable wage (living wage accredited) while also balancing our responsibilities to the community. The Council considers the recruitment of vacant roles on a case by case basis. However, due to nationwide labour market shortages some vacancies remain open for longer periods than anticipated.

Council has not reduced staff pay increases. Any increases in a high inflationary environment need to be well balanced and considered. Council has passed on an annual increase that is if affordable, and fair to both the Christchurch Rate Payer, and our people.

The Council approved a pay rise for the CE through the required formal review process. The Mayor stated that "the CE is an asset to the Council and we know everyone has had a tough year so we want to acknowledge her hard work". Over the last few years, the Council has restructured both the second and third tier levels of the organisation.

In December 2020, the Council's new second-tier structure was confirmed and generated permanent annual savings of $754k. In November 2021, the Council's new third-tier structure was confirmed and generated permanent savings of $607k.

Living Wage

The Council is an accredited living wage employer. In September 2021 Council resolved that as contracts for regular and on-going services come up for renewal (i.e. cleaning, security, lawnmowing etc), the new contract would include a requirement to ensure employees providing these services to Council will be paid at least the living wage. This has been implemented on our cleaning contracts and will be implemented on our other service contracts as they are renewed.

Resourcing

Council has an obligation to be fiscally and financially prudent with ratepayer funds. We aim pay staff a fair and reasonable wage (living wage accredited) while also balancing our responsibilities to the community. The Council regularly reviews required staffing levels and considers the recruitment of vacant roles on a case by case basis.

Council is not seeking to cut back services. The Council considers the recruitment of vacant roles on a case by case basis. Levels of Service are reviewed regularly to ensure staffing levels are adequate. However, due to nationwide labour market shortages some vacancies remain open for longer periods than anticipated.

The Council regularly reviews service levels alongside required staffing levels and considers the requirement of vacant roles on a case by case basis.

In order to understand the required staffing levels within the Heritage team, the Head of Service would in the first instance undertake a review. Understanding any potential or associated costs as well as external factors that could impact existing staffing requirements would be fundamental to this process.

The Council is also conscious that plan changes (such as Plan Change 4) require monitoring and compliance. The approach to that does however need to be tailored and is continually being reviewed.

Support

669 - Mark Gerrard (Historic Places Canterbury)

Historic Places Canterbury (HPC) wishes to acknowledge the work and professionalism of the Council's Heritage Team and requests the Councillors pass on our appreciation of their work.

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CCC Cemeteries

The CCC is to be commended for having a specialist Cemetery Team. HPC has complimented their work in a past Public Forum presentation.

675 - Penny Carnaby (Banks Peninsula Conservation Trust)

We also wish to thank and acknowledge the outstanding Council staff we work with, particularly the Parks team.

794 - Elizabeth Beale (Creative New Zealand)

We acknowledge the hard work of arts, culture and creative staff at Council for maintaining the partnerships and relationships that are integral to the ongoing delivery of Toi Ōtautahi. The partnership approach has built a strong coalition for the arts in the city and is a shining example to other cities on the benefits of working collaboratively to deliver to communities.

Oppose

328 - Marjorie Manthei (Victoria Neighbourhood Association Inc)

We do not support staff reductions or delays in filling vacancies. Residents depend on staff to clarify what are often very complex issues or decisions, to answer questions and meet with residents' groups such as ours. Our impression is that many staff, particularly team leaders, are stretched and probably are taking on work that should be or has been done by others.

We also are aware that many CCC policies and regulations must be monitored by Council staff, or there is no sense in approving them in the first place. For example, we know that the likely outcome of Plan Change 4 will require close monitoring and quick responses to complaints. The consultation documents on this Plan Change clearly stated that current staffing level is insufficient to carry out this role.

[FULL ATTACHMENT AVAILABLE]

548 - Mark Darbyshire

I am very concerned that council is seeking to cut back services and leave vacancies unfilled. This will have direct negative impacts on the community, hinder the progress of our earthquake recovery, increase inequality, and stop us from doing our fair share to fight climate change.

720 - Fiona Bennetts

Not filling vacancies puts undue pressure on existing staff to pick up the difference in order to meet key deliverables. Be realistic in staffing levels and levels of service.

744 - Jenny Healey (Cass Bay Residents Association)

It is a concern that empty positions will not be replaced when staff leave. The turn over of staff can be high and that results in drop off in level of service especially if things like maintenance contracts on the parks and reserves is contracted out.

Alternative Proposals

13 - Vivienne Allan

I want to congratulate the consents dept which usually comes in for a lot of criticism. We have never had to wait or be delayed and it is a shame that the staff there are regularly criticised.

174 - Samuel Thompson

Permanently cutting council jobs doesn't seem like a good idea for several reasons. Firstly, it removes those jobs from the area while at the same time the plan includes expenditure to try to attract a relatively small number of business jobs; this seems like a waste. Secondly, when it almost inevitably becomes apparent that those roles were in fact needed (or they wouldn't have been hired in the first place) there will be a much larger expense in re-establishing the roles in order to provide proper levels of service. Thirdly, it's been shown many many times that overworking staff, particularly for long periods, results in poor performance and much higher staff turnover and cutting staffing very often causes a cascade of people leaving and under-performing to an extent that requires more staff to correct problems.
Staff cuts are more often than not a false economy.
It would be more sensible to leave the roles existing, but either put a hold on rehiring until it's clear one way or the other (clear from talking to staff that have to cover those tasks in the meantime, that is, not just from outputs as outputs aren't sensitive to staff fatigue in the short term), or rehire on a limited hours basis with openness to adjustment later it they need to be increased.

379 - Pat Annett

[Rates>Residential Rates]
If we need the services we have to pay them BUT the Council's employment structure is top heavy - we need more foot soldiers on the ground - roading, housing, parks etc. We do not need to be paying huge salaries to a very few at the detriment of the many.

503 - Bronwen Summers

If you don't have the right staff then please get the right staff. The use of contractors should be absolutely a last resort.

The Tasman district council some years ago did the sums and realised it would be cheaper to have their own in house cleaners rather than contracting the job out.

569 - Suzann Baker (Eventionz)

[Rates>Residential Rates]
With current inflation, many people will battle with 5.68% increase in residential rates. It's time for Council managers to agree to no pay increases until inflation has been reigned in. At the same time, it's time for sub-contractors to Council to be more accountable instead of doing half-pie jobs and having to revisit many times and therefore additional cost to ratepayers.

6 - Gerry Mitten

4. Tell the staff where the missing two ladies are. Bizarre. Shrouded in secrecy.

634 - Michael Davidson

Stop cutting staff as a tool to reduce rates! Staff are needed to deliver the work we need to do in the city.

669 - Mark Gerrard (Historic Places Canterbury)

Christchurch City Council Heritage Team HPC requests the Council Heritage Team be restored to its pre-COVID staffing levels and make an adjustment to the funding accordingly. The CCC deferred from filling a Team Heritage vacant position due to the financial influence of COVID and recently, self imposed CCC restraints.
HPC is requesting this vacant position be filled as it considers the Heritage Team's expertise will increasing be required both internally and externally. HPC expects the Heritage Team’s workload to increase as their input is sought in CCC reports. This will be an improvement, as HPC in past submissions has highlighted CCC reports where the Heritage Team’s input and advice was missing.

[Planning, Strategic Transport, Urban Design and Urban Regeneration>City Planning]
The Heritage Team's work will also increase as the Government's intention to intensify our City will place additional strain on the preserving of our Heritage. Due to Government intensification measures, we face the real prospect of significant loss of Heritage buildings that would qualify, but has not yet been assessed for protection by the Heritage Team. HPC still considers the District Plan is not representative of our Heritage and extra effort needs to made to rectify this. HPC would like to remind the Councillors a couple of years ago we found that scheduled Heritage Buildings were just (if I recall correctly) just 0.25% of the total building stock so Heritage is rare.

671 - Bridget O'Brien

I think that staff should be given a pay rise, as they are paid far below market rates. Staff vacancies should be filled rather than the positions deleted, as otherwise it just increases the workload and stress for the remaining staff, leading to even more staff losses.

679 - Jezreel Pritchard

[Other/Special Interest Topics>Governance]
you should all be sacked

>>>

You're criminals and I hope people start to oppose your nonsense

>>>

nothing polite to say. Not like the council listens to rates payers anyway

728 - Sue Piercey

I want to see the council employ enough consenting staff so that consents are processed in time. It is outrageous that the ratepayer has to pick up the bill for fines the council gets for not getting its basic work done within the legislated timeframe.

769 - Chris Ford (Disabled Persons Assembly NZ Inc)

Coder Note: DPA = Disabled Persons Assembly

DPA recommends that Council work with the industry clusters to encourage the hiring of more disabled people by the businesses involved. Disabled people experience higher unemployment and underemployment rates than non-disabled people and should benefit from any additional spend in the economic space alongside other labour market disadvantaged groups. Our labour market disadvantage is reflected in the June 2022 Statistics New Zealand labour market statistics for disabled people (the latest available) which showed that only 26% of disabled people participated in the labour market compared to 73% of non-disabled people. Thise contributed to an unemployment rate of 6.8% for disabled person versus 3.1% for non-disabled people.1

DPA is available to work with the City Council to formulate ideas on how best to do expand employment opportunities for disabled people.

789 - Michael Allan

I wish to acknowledge and thank all the council staff who have already put months of work into preparing, calculating, and updating the minutiae of detail needed to care for the community and people of Christchurch. You are a hidden group, never mentioned, who toil away behind the figures, words, and charts. To you people, I say, “Thank you. Without your toil, nothing constructive could have been presented to the City’s ratepayers and residents. I hope your coffee machine is a good one, because you deserve the best!

808 - Kari Hunter

[Spending>Our Proposed Spending]
Provide good livelihoods and conditions for all the people working directly and indirectly for the council. This includes ensuring that everyone employed by contractors doing work for the Council gets good working conditions and at least a living wage.

809 - Anne Scott (Spokes Canterbury)

[Other/Special Interest Topics>Capial Programme Deliverability], [Transport>Cycleways],[Revenue>Central Government Grants and Funding]
Planning and Consultation
Christchurch has benefited from substantial government funding over the past few years through having a steady stream of projects moving through the planning and consultation phases to the point where they were and are “shovel ready” when opportunities arise. The long-term Cycleways vision has significantly helped in this regard. This financial year has highlighted workforce capacity and expertise shortages within council staff. This has meant that some hard decisions have rightly had to be made on what projects can be successfully delivered. With climate resilience a priority these types of projects will continue to be strategically important going forward. Increasing workforce capability is essential to create the right kind of infrastructure for an attractive, vibrant, liveable city. An expert workforce needs time to build, nurture and retain in an increasingly competitive environment where these skills are in short supply. It is likely these projects will continue to attract significant government funding therefore any increase in resources needed to deliver these projects will have little effect on rates. There might be opportunities to partner with other councils to share skills/resources where appropriate

Other/General Comments

168 - Keri Hodgman

[Rates>Residential Rates]
For clarity however, while not outlined anywhere that I've seen, i hope that this increase hasn't been produced by reducing staff pay increases to a nil or near nil level.

221 - Wayne Phillips

I'm worried by media reports of staff complaining about the CEO and others being obsessed with cost cutting

267 - David Pigou

I agree with the CCC stance not to replace many of the very highly paid people in the organisation.

301 - barbara whitaker

[Rates > Other]

With the cost of living the rate increase should be as low as possible, and maybe stop some of the unnecessary spending and the high wage bills paid to what are obviously some f the staff who seem out of their depth. Your CEO. What was wrong with a New Zealander getting that position.

338 - Anthony Planicka

[Spending>Our proposed spending]
I am sure the council could do better it it really wanted to and made sure managers salaries are not over the top and the council got value from these managers.

397 - Victoria Andrews

In my view, there is a lack of accountability and transparency within the inner workings of Christchurch City Council. Staff should not be leaving as reported recently and their dissatisfaction would seem to indicate a lack of leadership, care and concern within the organisation where the emphasis is on cost cutting in order to fund the new stadium and sports complex. Christchurch City Council is not a business as such, it should provide essential services to ratepayers based on the Local Government Act. Fewer egos please and more public service is what is needed.

534 - Cameron Matthews

It seems unwise to remove unfilled vacancies permanently and deferring recruitment to council roles. Continuous building of capability - even in economic circumstances that seem tough - is key to creating effective, efficient teams, something I'm sure everyone can agree is needed in significant public organisations like CCC. We should not be cutting corners here to save a buck, only to lose institutional skills and knowledge, undermining a future council's capacity to function.

653 - Marie Gray

Inflation is not expected to come down to the middle of next year. Council staff say these one-off savings are not sustainable – what’s next to keep rate rises low? Cutting services? Cutting community grants? Selling assets? And continuing not to fill staff vacancies is a dangerous strategy. The work doesn’t go away, staff become more and more overworked and the result is they leave. 20% of CCC permanent staff left last year, that is an extraordinary turnover.

692 - Kay Robertson

We need to get back to the idea of good public service and ditch the neo-liberal agenda that you get better results from PPPs or SOEs, etc. We've tried that for decades now, all around the world, and it's a crock. It's the private sector that benefits, not the people. We need to get back to Public Works, with engineers running things – not business people and lawyers. Our CBD is a mess, quite frankly, because it was built for tourists and drinkers (tourism and hospitality), not the people who actually live here. That was the Government's doing with CERA, not Council, but billions have been spent and most of the time the CBD is a dead-zone. The people vote with their feet. We need to get back to good, old-fashioned public service, full stop. Reduce City Care to City Works so we can have a social dividend instead of a financial one.

746 - Des Patterson

[Rates>Residential Rates]
nothing more than another failure to achieve outcomes from our local government [Coder Note: Submitter is referring to the proposed rates increase], yet the ceo gets a healthy bump.

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definitely need to see a reduction in top end management expense.

816 – Robert Peacocke

The following statement from the Consultation Document is concerning: "Some one-off actions we're taking to reduce rates next year include reviewing our unfilled vacancies list and removing some roles permanently, while deferring recruitment on others for 2023/24."
As an owner of a Christchurch property that is services by the council, I would've expected removing or discontinuing job positions from the organisation - whether a role is currently filled or not - should be done based on whether a role should exist for business reasons, and not whether someone is currently in the role.
Media articles about the 2022 Residents' Survey also said satisfaction with the council is at a 15 year low which is concerning, and removing positions that had previously been filled may not help with improving these results. See this article for more information: www.stuff.co.nz/national/128858601/satisfaction-with-christchurch-council-plummets-to-15year-low.
Deferring filling of positions also sounds like a hiring freeze, which may also impact the delivery of services and the results of future Residents' Surveys.

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The consultation document says availability of people to do work is affecting the capital programme and contributing to reducing it's overall scope, but doesn't specify if this is availability of staff or contractors. If staff shortages are one of the reasons, working on staff retention and remuneration could help - see this link for more info: www.newsroom.co.nz/christchurch-council-execs-flayed-by-staff.

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As a resident of Christchurch for over 13 years (and someone who used to visit family here almost every year when I was growing up), it is concerning to see high numbers of council staff leaving, and worsening outcomes on both council staff and resident surveys. The Stuff article about the residents' survey says we used to be a higher performing council that served residents well, so it is disappointing to see things may have changed - particularly after coming through the earthquakes so strong together.

To help ensure residents of the city are served well in all of the services the council provides, effective and dedicated staff are an important part of the puzzle - especially for an organisation of this size.