

# **Annual Plan 2025/2026**

Thematically coded submission content  
& staff responses

Report

May 2025

**How to use this report**

This report summaries the submissions received on the Annual Plan 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.

**Support:** Submitters who support what we have proposed in the draft AP

**Oppose:** Submitters who oppose what we have proposed in the draft AP

**Other:** Submitters who want us to do something different or look at adding something new/additional

**General/Other Comments:** Any other or general comments provided on that category. Where a submitters comment is ambiguous, it has also been included in this category.

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# Rates

## Residential Rates

### General Comments

342 submissions provided feedback on our residential rates proposal.

101 provided comments in support of the proposed average increase of 7.58% (which is lower than the 8.48% signalled in the Long Term Plan 2024-34).

115 provided comments in opposition of a rates increase, with many highlighting the increased financial pressures we are all facing.

57 provided alternative proposals, and 69 provided general comments about residential rates.

### Officers Response

The most common and strongly-expressed comments were:

- The proposed Rates increase remains unacceptably high, and is multiples higher than the current Consumer Price Index inflation indicator (CPI, which is under 3%).
- Council needs to focus on providing key basic services (cutting others) and finding operational efficiencies.

Many submitters expressed concern about affordability – particularly for fixed-income households, but also for “middle income with mortgage” households. A few were concerned that high Rates increases would lead to higher rents for non-owners.

However, many submitters expressed a reluctant acceptance of the need for increases – provided that an appropriate balance is maintained between keeping Rates low for affordability reasons versus maintaining good-quality infrastructure & other services.

- A few would prefer higher Rates if that would avoid cuts to services or assets sales, and/or increase climate / environmental investment.
- A different few suggested reprioritisation (ie. delay) to control Rates increases, rather than just “cuts”.

A number of submitters considered that:

- Growing debt levels (including consequent exposure to market interest rates) are concerning – many wanted cuts to “unnecessary spending” or “vanity projects”.
- The temporarily lower increase in FY26 followed by a higher increase in FY27 is inappropriate (variously described as “false savings”, “smoke & mirrors”, or “a fool’s game”) – a smoother pattern of increases would be preferred.

Other comments included:

- Supportive of Rates increases that permit greater investment in climate change actions (including bus & cycle lanes & emission reductions).
- Not supportive of Rates for cycleway investment.
- Supportive of on-going Ratepayer funding for community & creative activities.
- Council needs to demonstrate improved services or infrastructure in return for the higher Rates charges (“your prices increase yet your offerings don’t”).
- Council should support denser development, to limit Rates increases by increasing the Rates base (particularly the government’s Medium-Density Residential Standards).
- Council should investigate other ways to limit Rates increases by making more money.
- A concern that Rates are inequitably distributed, and that Council should investigate alternatives (particularly, use of Land Value rather than Capital Value, or higher Rates for vacant and/or high value properties).

There were mixed comments about comparison with other councils – some noted that others were increasing by more, while one stated that their CCC Rates are higher than their former Auckland home.

One submitter queried how CCC arrives at its 10.5% “affordable rates increase” benchmark.

Another suggested the establishment of standing committees to identify genuine efficiency savings, and to benchmark Rates against GDP or other relevant indicators (noting that local authority Rates have been relatively stable as a percentage of GDP for many decades).

Submitters are correct to note that the proposed Rates increase is significantly higher than CPI inflation, with acknowledgement from some it is largely the result of past decisions to minimise Rates increases and to fund significant projects such as the new stadium. Striking the appropriate balance between taxation, levels of service, and indebtedness is a constant challenge for councils.

A number of submission suggestions / comments require significant further analysis to quantify the relationship between rates and other property connected costs and revenues, for example:

- the relationship of higher Rates leads to higher rental costs – available data suggests that rents are also correlated with household income and population growth (although the relationship is not definitive), interest rates and the usual dynamics of availability of supply and demand in the rental market.
- Use of Land Value as a basis for Rates is a complex matter that requires very significant modelling and analysis as it would result, without the use of differentials, for example in a significant shift in tax burden from urban to rural areas due to the high acreage with comparatively low value improvements (which would, in turn, likely result in multiple complex adjustments to the tax system). Analysis by the Productivity Commission in 2019 concluded that LV-based taxation results in more complexity, as a result the trend has been for councils to move away from LV towards CV, although the Productivity Commission noted rating on LV rather than CV may be fairer and would promote best land use and discourage land banking. Any move from CV to LV would require significant consultation.

- A focus on higher Rates for vacant and/or higher value properties may create some difficulties under the Local Government (Rating) Act, as taxes need to be applied consistently. More fundamentally, it is worth noting that, in the post-earthquake period (ie. since the 2009/10 Plan), higher-value properties have experienced consistently higher Rates increases than lower-value properties because of Councils' decreasing use of Fixed charges – a further shift in tax burden from lower-value to higher-value properties is likely to be inappropriate.
- Christchurch Rates (including Ecan) are not yet higher than Auckland's for comparable properties (based on published draft plans for 2025/26). It is possible that people moving from Auckland to Christchurch end up paying more in Rates because they are selling & buying similar value properties (eg. moving from a median-value Auckland home to a higher-decile Christchurch home). However, some submitter comments are worth further investigation – in particular:
  - Benchmarking of Rates affordability against relevant benchmarks (the statement that Rates have been relatively stable as a proportion of GDP has also been cited by Standard & Poor's).
  - Justification of CCC's "Rates affordability benchmark".

## Support

1039 - Simone Pearson

I support the rates increase.

107 - David Moore

I think that rates should rise if they need to.

110 - Faye Johnstone

I understand its required

116 - Andrew Massie

If we must.

117 - Dustin Waldron

thats fine as im not a rate payer as of yet

130 - Gaynor James

I'm okay with it if it is required to cover such things as financial assistance with public buildings eg the hangar required at the Air Force Museum to safely store and display aircraft

133 - John Field

Acceptable

134 - Dylan Cheam

fair and clear explained where it goes

137 - Kylie McEwen

its a good idea i think.

145 - Lily Sanson

Expected. Life is becoming more expensive, and it is just a fact of life. For prevention and preparation purposes, we need to invest now so we don't have to pay even more later on.

16 - Alex Ingrosso

Rates increases of this level are fine as long as council provided services are delivered to a high standard.

168 - Michael Toothill

It is fair especially if we want to continue to address improvements and regular maintenance to critical infrastructure

181 - Jennifer Mollard

I'm not an accountant, but it seems reasonable

185 - James C Kelly

It is acceptable considering the creeping costs.

187 - Ian McClelland

The proposed increased appears to be acceptable.

19 - Riley Hamlyn

I think it is fair and a justified cost associated with the current plan and LTP

198 - Brody Falconer

Rates rises need to occur to keep the community humming.

234 - Kate Bint

acceptable

247 - Derek Wallace

it seems reasonable.

249 - Peter Floris

I'm ok with this.

252 - Robyn Campbell

Seems reasonable

270 - Robin Chambers

o'kay

272 - David Robb

im okay with this to get Christchurch back on its feet following the earthquake however long term rate increases should be aligned to inflation.

278 - George David Jensen

Fair

280 - Julien Gutknecht

No issues provided the money is well spent with value for money a top priority

297 - Charles Shaw

I am happy with the proposed average rates increase.

302 - Blane Waihi

It's a reasonable increase as long as there is proportional and prioritized investment in critical infrastructure.

313 - Edmund Good

I support the rates increase

32 - Stacey Shadbolt

bad, if we need to live within our means at a time like this then the council should as well

324 - Stephen Ashley

Sounds like a fair increase given inflation pressures and central government moving costs to local councils.

325 - Karin Bathgate

I think this rates rise is necessary, but unfortunately it will be difficult for homes that are already struggling to find the extra \$

330 - Colin Marshall

happy

345 - Marjorie Manthei

I think CCC has done all it can to keep rates down. Given the number and breadth of services provided (shown very effectively p 9 if Consultation booklet), there may not be much more than can be done to keep rates down without cutting services. I do not support wholesale cut in services.

347 - Dennis Rea

This sounds more reasonable

35 - Cameron Vincent

Obviously still dislike the amount of the increase, but understand it is required, and it is better than 8.48%.

352 - Ross Aikman

Lets go with that

355 - Sarita MacGregor

It's ok

362 - David Gardner

I am happy for the rates to go up to keep Christchurch improving and a great place to live

370 - Authur Meikle

like the 7.58

373 - Helen Hessey

Rates increase is ok

375 - Paul O'Brien

ok

4 - Bradley Patton

It is high but as long as all cost saving measures and productivity wins are thoughtly considered and acted upon I can live with it

405 - Ben Lord

I think that is great, I understand the need for rates rises

408 - Rebecca Robin

"I would like to express my support for the proposed average rates increase of 7.58% across all ratepayers >>> and the 7.40% average residential rates increase >>> I appreciate that this figure is lower than the 8.48% initially signaled in the Long Term Plan 2024-34, which demonstrates fiscal responsibility and consideration for ratepayers' concerns.

The 7.40% average residential rates increase seems reasonable given the current economic climate and the need to maintain and improve essential services and infrastructure. I believe this balanced approach allows for necessary community investments while remaining mindful of household budgets.

I support this proposal as it strikes a good balance between funding council operations and keeping rates affordable for the residents

>>>

The proposed average rates increase of 7.58% for all ratepayers, which is lower than the initially signaled 8.48%, indicates an attempt to be responsive to economic conditions and community sentiments. The average residential rates increase of 7.40% suggests a focus on maintaining essential services while managing the financial burden on households. Overall, the proposed increases appear to be a balanced approach, especially if the rationale is well-communicated, and if the funds are allocated to critical services or infrastructure improvements that benefit the community. It may also



reflect a strategy to ensure financial stability and sustainability for the municipality while being mindful of the current economic climate faced by residents.

430 - Stephan Lloyd

It's okay. I mean, anyone can indicate a higher rate rise and then decrease it slightly to make it look better.

441 - Gary Robinson

Quite happy with this.

460 - Mitchell Tobin

Support

475 - Tracy Hatton

fine

493 - Kirsten Ferguson

acceptable under today's cost of living pressure

495 - Mark Thygesen

I think this is a fair rate increase.

596 - Graham Wagener

It's lower than expected, which is nice, but also gives room for some of the optional things discussed later.

632 - Cameron Byrne

I do not really mind.

633 - Deb Clarke

Thank you for keeping the rates increase to the absolute minimum. 7.58% is much better than the predicted amount of 8.48%. It would be great to see over the coming years an even further reduction in keeping the rates to the absolute minimum. Great work team.

>>>

I think the Mayor and the Councillors have done a fantastic job of keeping the rates down as low as possible whilst providing the necessary services that Cantabrians have come to know and expect. You appear to have worked well together as a team and have proven that you can get the job done.

640 - Lance Herrick

no body likes rate rises but it is positive to see it not incese as much as expected but wouod also be good to hear what rate money has achieved each year

657 - Garry Holden (Avon Loop Planning Assoviation.)

agree with it.

659 - Christopher Stewart Hay

This is reasonable.

686 - Harwinder Singh

seems fine

687 - Kayleigh Patterson

waste of money basicly

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

In line with its role as an advocate for the Papanui-Innes-Central community, the Board supports keeping rates—and any rate increases—as low as possible while addressing key priorities for the wards and city.

The Board acknowledges residents' ongoing challenges with the cost of living and recognises the need to balance minimising rates increases with the responsibility to duly invest in keeping the city running efficiently, sustainably, and resiliently, ensuring that infrastructure and services adequately deliver what residents, businesses and visitors need, now and in the future.

What is challenging is balancing/managing an understanding that one person's 'nice to have' can be another's 'must have'. Regular feedback suggests that members of our community want current services (as per CCC's levels of service – LOS) to remain unchanged.

695 - Will Miler

Pretty respectable in the current climate, no complaints

703 - Daniel Holland

This is high, but we have significant infrastructure upgrades that are essential so I think it is reasonable.

707 - Richard Umbers

Im ok with it.

729 - Jillian Ireland

Ok

730 - Merav Benaia

I support the rates increase to fund services. CCC needs to be funded and resourced properly so it can deliver the services we need and want. Every attempt to not fund services properly will result in worsening conditions and future generations will have to bridge the gap.

749 - Michael Jason Smith

I support the rates increase.

75 - Sam Spekreijse

Perfectly acceptable.

753 - Margaret Lovell-Smith

The rates rises are acceptable.

754 - Sarah Laxton

I support the rates rise to continue to fund valuable services that the council provides that I value on a day to day basis. As a new mother I have seen now how much value there is in community services at libraries and I don't want a reduction in the rates rise as a trade off to losing these valuable services. I want to see the rates used to fund things in our city that improve things, like better and more footpaths, cycleways for my child when they grow up and maintaining our water infrastructure for safe, clean drinking water.

755 - Tobias Meyer

I support increased rates to fund services.

761 - Molly Magid

It seems fine to me, given the funding situation currently.

762 - Margaret Noble (The Ferrymead Trust)

We are supportive of the proposal to seek to reduce the overall rates increase and avoid placing high burdens on residential households. We also recognise that in the current economic climate these figures are reasonable.

764 - Tim Frank

Overall that's probably the right level, but we probably need a minimum increase like that, if we don't want to burden future generations with too much debt.

771 - Jake Moratti

Acceptable, given our rates are fairly affordable for the amount of services we have compared with other NZ cities.

786 - Lynne O'Keefe

Happy with the rate increase

8 - Yadnyavalkya Patil

I am ok with it

80 - Kaylene Wakefield

Not ideal but probably understandable

811 - Niamh Fanning

I'm fine with this.

817 - Justin Fletcher (Predator Free Waimairi Beach)

Support

835 - Robert Fleming

Given the ongoing progress over the last 14 years to get Christchurch back on its feet and recent events and inflationary environment this increase is acceptable to our household.

839 - Jan Harrison

I can cope with the rates increase so long as it is spent on the essential services needed to keep our lovely city operating.

849 - John Forbes

The rate increase is reasonable given the low density of Christchurch, and the need to keep council services running smoothly.

852 - Fay Brorens

I think the cost of rates probably has to go up from time to time because it costs more to provide services - such as rubbish collection, libraries, sports venues, building inspections, consultation - and to maintain roads, safe working infrastructure. It is better, in my opinion to spend more on our city because it benefits us all. A safe, healthy, well run city is a place we can thrive and feel good about. It's the kind of place I value.

854 - Ryan Bond

it is good that we fund the services we need

857 - Viane Makalio

this is great the rate increase in the LTP had me really uneasy regarding affordability and how to keep up with the rising living costs

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

I am happy to trust CCC with their judgement on this, so long as 7.58% is appropriated into the relevant areas that are needing attention. My thoughts are that the people of Christchurch deserve extra consultation with this.

862 - Fnn Jackson (Somerfield Residents Association)

Overall we are broadly satisfied with the plan. While a lower rates rise would be nice, this needs to be balanced with the need to invest in our growing city, including making up for years of underinvestment in our natural environment and pipe renewals. As such we feel that the Council has struck a reasonable balance

863 - Samuel Miller

At this stage I believe the figure is appropriate.

While multiple consecutive above inflation increases might be difficult for some ratepayers, I believe it's important to look at both maintaining a decent level of service quality and trying to keep the rates burden down.

Fully support looking for more efficiencies while keeping a similar level of service quality. Would also support the council keeping debt levels down where possible.

#### 865 - Marie Gray

I support the rates increase, as it's important that services are funded in a sustainable and equitable way. We do not save money when we cut funding to infrastructure, the environment, climate mitigation, parks and reserve and communities facilities and events. Spending money on these kaupapa are an investment in the future and will ultimately save us money by building resilience and social cohesion.

What I want is a council that is sustainably and equitably funded and which has the resources it needs to build a resilient and vibrant city. Underinvestment tends to be much more expensive long term – and historical low rates are one of the reasons we are in such a mess now.

#### 870 - Nyge Rimmer

Acceptable

#### 875 - George Laxton

I think that it's important to properly fund the services in our city, and rates increases are an important way to fund this. Unless we start to build higher density and have more houses for the same amount of infrastructure rates rises will continue to happen. The large amount of transport spend because of all the roads that we need to keep building is a classic example. In essence I support the rates rises because I think it's important to fund services that are important to people in our city, but I would like to see the council enabling higher density growth in Christchurch and stop actively fighting against it.

#### 879 - Anne Scott (Spokes Canterbury)

Spokes supports the rate increases. We need to continue to invest in services that are needed in our communities, and continue to build for the future. Well targeted capital expenditure that improves the daily lives of residents is critical to creating a vibrant and connected city. The cycling infrastructure is attracting new rate paying residents to our city.

880 - Sara Campbell

i support increasing rates, we need to fund our services.

881 - Bill Cowen (Cashmere Technical Football Club)

Reasonable

887 - Sonya Hodder (Spreydon Neighbourhood Network)

SNN residents appreciate your efforts to keep the rates down to 7.58% while still allowing for progress. We hope this may be possible in coming years as well.

Thanks to our Mayor and Councillors for keeping the rates down as low as possible whilst providing the necessary services that Cantabrians have come to know and expect. We appreciate the Mayoral forums too.

893 - David Close (Christchurch East Labour Electorate Committee)

## **2.0 The level of rate increases**

2.1 We noted a certain anxious frenzy amongst elected members in the final weeks of preparation of the Draft Annual Plan. The background was outrage in the media about the prospect of an 'exorbitant' increase in already 'burdensome' rates.

2.2 Luke Malpass, writing in The Press, brought objectivity to the debate. His research showed that local government expenditure as a percentage of GDP had hovered around 2% of GDP for the last 90 years. In other words, there had been no increase in real terms, despite the much higher standard to which modern infrastructure is built and the wider range of services now provided. The increased efficiency probably results from

the use of modern machinery. Malpass was making use of nationwide data. It would be useful for Council staff, perhaps with assistance from academics or government statisticians, to ascertain the extent to which City Council expenditure conforms with the national pattern which Malpass pointed out.

2.3 In normal circumstances, it is reasonable for ratepayers to expect that rate increases will not exceed the rate of inflation, but circumstances have not been normal since the 2011 earthquakes. We consider that the Council has not adequately explained the causal link between the earthquakes and the backlog in infrastructure renewal. The 30 Year Infrastructure Strategy prepared a few years ago showed that renewal of roading, water and wastewater networks was generally up to schedule at the time of the earthquakes. From 2011, the Councils of the day, understandably, gave priority to the replacement of badly damaged infrastructure, with the result that routine renewals were deferred. It is our understanding that this is the main reason for the backlog of infrastructure renewals. Raising rates to renew essential infrastructure requires explanation rather than apology. Given the over-reliance on borrowing to fund renewals, a rate increase lower than that planned would be irresponsible.

2.4 We have noted that Councillors have a habit of requesting that staff find savings at the eleventh hour of the budget process. We consider that this is unfair, since Councillors are trying to escape the consequences of their spending decisions, and it is also unwise, because staff acting under pressure may suggest savings against their better judgment. Genuine savings – from achieving similar objectives with different methods – should be the goal of staff and elected members working together in standing committees during the course of the year.

2.5 Given the lingering impact of the earthquakes and the cost increases beyond the Council's control, the rates increases proposed are not unreasonable. However, our submission includes suggestions for both savings and increases in expenditure.

## **2.6 Submission**

- (i) That, given the circumstances, the rate increase proposed is not unreasonable.**
- (ii) That the Council undertake research to measure rating income against GDP and other relevant benchmarks.**
- (iii) That Council arrange for standing committees to work to identify genuine efficiency savings in the course of the year.**

896 - Peter Tuffley

At the outset I would like to congratulate the Council on having achieved a lower rate rise than the LTP projected for the coming year, trimming its outgoings just as many families are having to trim theirs at



a time of rising living costs. Doing something to alleviate financial pressure on households is a laudable goal, even though making up for deferred expenditure in the future may result in higher rate rises at that time.

924 - Maria Morait

**Things I don't want Council to do:**

*Increase rates*

949 - Ron Richards

*About reasonable.*

96 - Justin Yudistira

Agree. Happy to increase it a little bit further to cover essential services.

97 - Michael Zhang

Its higher than I would like but we have an infrastructure deficit so its needed

## Oppose

100 - Jared Brookes

I think we can do better, with a struggling economy and homeowners

1011 - Valda Craig

I would find it difficult to pay increase in rates as im a widow and only income is national super.

1022 - Alexia Macovei

**Things I don't want Council to do:**

*Increase rates*

1031 - Dennis Pett

As a pensioner – how are we supposed to be able to keep on with increased rates? Any increase that is given is a lot lower than any rate increase.

105 - Karl Swart

I think rate increases should continue at the rate in the long term plan and not be reduced this year. We have to prioritise keeping debt levels low and dropping rates this year feels like a short term election cycle bribe instead of a future focused choice.

126 - Stephanie Innes

I'm really disappointed and scared how I am going to afford things.

13 - Brian Hill

Rates are too high already. Council needs to urgently embark on and in depth study of where it can increase efficiency, cut costs, reduce services and sell assets.

137 - Kylie McEwen

i think Rates should reduce as people are struggling to pay everything as it is

140 - Jordan McCormick

i think its a horrible idea during a recession when people are already struggling to make ends meet, more focus should be on how can the council reduce spending and be more efficient for a potential to lower rates.

>>>

no rate increase.

141 - Andrew McKay

This is excessive and needs to be lowered, already people are leaving NZ and voting with their feet. Continued increases above inflation drive up costs, reduces discretionary spend, and drives inflation. You need to do better. "As of December 2024, New Zealand's annual inflation rate was 2.2%. This is based on the Consumers Price Index (CPI), which measures the price of a basket of household goods and services"

157 - Jitendra Chhagan

Too high for the average household.

162 - Philip Richards

I would like it reduced further . The compounding increases in rates over years is a problem for many people

165 - Paul Amtman

Just because this rate increase is lower than the Long Term Plan increase, don't pat yourselves on the back, because as a pensioner who is on a capped income it's still too high.

167 - Paul Durie

Rate increases are far too high, and our wages do not go up to meet these increases. You will find us hitting the tipping point where we just cannot pay any more, faster than you think.

171 - Melanie Kardt

Not happy at all. We, the ratepayers, cannot keep bearing the burden of yearly increases. CCC must curb spending. Pause and cancel the Cathedral fund, no to the Air Force Museum extension, no to free city shuttles and trim community group/event funding, street art payouts have to stop and take a serious look at other frivolous festivals and the likes.

172 - Toby Heale

I have opined on one or two issues already, but overall I want to say that the council must cut its cloth within its existing budget. It is no longer tolerable that the council pitches budgets that require increases in rates. I believe Christchurch must set an example and a precedent and come in with a 'no increase' projection. Some projects will have to be ditched. So be it. We cannot have everything and the council taking more means that some ratepayers will be going without necessities. Do it yourselves now, or risk having it done to you by a politician 'singing to the gallery'.

173 - Haidee Scott

[Other/Special interest Topics > Governance]

I do not support using one-off savings to reduce the rates increase. This is electioneering and puts the burden of future rates increases on our next elected members.

178 - Cedric Croft

Rate increase is way too high

>>>

The proposed 7% increase in rates is unaffordable and unacceptable. The rates burden for some Christchurch land owners is now forcing some people into poverty (eg Superannuants like me). Based

on affordability after the previous years of high increases above inflation, rates rise this year should be an increase of no more than 2%. The City Council must curb its expenditure and in particular stop the wasteful expenditure it undertakes across the city.

>>>

The Christchurch city council must curb its expenditure and in particular cut the wasteful and ineffectual expenditure across the city and implement a plan to make the rates in the city affordable.

>>>

Curb expenditure and cut wasteful expenditure. How about a drive for efficiency and give the ratepayers value for money.

182 - Alexander McCaw

Stop the wasteful spending and reduce the rates increase!

189 - Stacy Rendall

Nobody wants rates to increase when it feels like services and delivery are declining and being cut. Stop wasting money on a useless CEO who does nothing and you could cut rates.

191 - Rachel Bowker

I think times are tough for most people abs we don't need rates increases.

199 - Brigitt White

No good

207 - Jordan Taylor

it should be lower

21 - P B

Another rates increase is sickening. So after the last 8.48% increase we have another 7.58% increase this year. And by saying its a lower increase than last years isnt a positive.

The way rates are calculated is horrendous. We recently, within 5 years bought our first home. Our rates have increased but over \$200 every quarter. We pay more than our neighbours in rates just because our valuation is "higher" just because we paid more for our house and more recently. We arguably have a lesser home and definitely a older home. We still have the same 3 bedrooms, 1 bathroom require the same services from the ccc. Yet we still pay more. How is this system fair.

Just stop increasing rates. If the ccc cant afford something then we dont get it. Prioritise your spending or that is really needed. Just like every other ratepayer.

Stop all this over spending! Lock contractors into contracts of fixed fees for jobs. Ccc is like a little child asking their parents (raterayers) for every little thing that takes there fancy.

The "parents" are having a harder time than the ccc and its over paid councillors. Your driving everyday ratepayers into the ground to fund councillors follies and upper class entertainment.

#### 210 - Lindsay Sandford

Far too high. Our mayor campaigned on going through expenses line by line, and not having increases. So far he has failed badly. Elections are coming up this year.

#### 211 - Darryl Washington

I accept rate rises must happen, but these figures are constantly ridiculous.

Ratepayers have been gouged of money in recent times. One of the prime responsibilities of a council should be to keep rates rises to an absolute minimum by prioritising projects and spending. The rate payer really has no say on rate rises, and seems to be a bottomless pit to cover short falls or mismanagement.

Rate rises will soon have homes not being able to afford them as theses constant rises strip out their yearly income.

What sort of a city will we have when people are driven from their homes with unaffordable rates?

#### 213 - Tim Watts

I believe it is still way to high.

#### 214 - Jan Edwards

The proposed increase is way too high. Everything is over engineered and costing way too much. No more Wings to Wheels. No more speed bumps. Reduce cost of every project. Get real and listen to the people

>>>

Reduce our rates!

22 - Nick Jenkins

I would hope the council stop spending on nice to have/vanity projects & focus on core services. This level of rate rise is unsustainable for the majority of rate payers, and unfortunately our council appears to hold no moral integrity as to the distress this rise will be pending on rate payers.

220 - Sandra Pilet

Too high

>>>

just stop with the rate increases

222 - Cindy Bryant

no thanks our rates are the new mortgage! What do we even get?? Rubbish & street sweeping. Water us awful , inner city transport & parking awful, heaps empty sections , lack of cctv , druggies, theft, broken footpaths, how long has it been since the earthquakes. I travel to cities regularly & I know how a functioning city operates.

225 - Mark Jermy

It is still too high. You cannot just keep raising the burden on ratepayers. I think it is time to take a serious look at all things the council does, and stop those things which are just not needed.

227 - Sharyn McNaught

too high still

232 - Georgina Barugh

A bit much

237 - Christine Nicoll

do not want an increase

241 - Anna Gruczynska

I would like to thank those Councillors who have been fighting on behalf of ratepayers to reduce the annual increase from 8.48% which was initially proposed. I acknowledge that the proposed increase of 7.58% is an improvement, but in my view the efforts to reduce the rates burden on ratepayers have not gone far enough. The proposed increase is a multiple of the annual CPI, significantly higher than any increases ratepayers are seeing to their incomes, and maintaining the current trajectory of increases is unaffordable. I note that the proposed increases are below the CCC determined "rates affordability benchmark" of 10.5%, which I think is misleading. I don't know what methodology is used to set the benchmark, nor how this benchmark relates to actual affordability. I do not consider a benchmark which is 5x the current CPI to be affordable by any definition known to me, and I would like to see greater scrutiny of how these benchmarks are set in the financial strategy so that they more realistically reflect what is affordable rather than provide a soft landing for excessive increases because they are "below affordability benchmark".

#### 244 - Michael Gooby

terrible and shows how poor the council is at reining in spending. You are experts at wasting money and moaning about needing more more more. Take a look at how you can reduce waste before putting rates up

#### 25 - Jimirah Baliza

The Council needs to take stronger action to reduce the rates increase. While the proposed 7.58% increase is slightly lower than previously signalled, it is still a significant rise that many ratepayers will struggle to afford.

During the Draft Annual Plan hui, there were no meaningful proposals to bring down costs, despite the financial pressures residents are facing. Instead, the only so-called "cost-saving" measure was to defer 2025/26 costs to 2026/27, kicking the can down the road rather than addressing the issue. This is a spineless approach that shows a real lack of innovation, problem-solving, and leadership from the Mayor.

#### 253 - Gavin Blackwell

not ideal, we cant keep putting rates up. People cant afford to live in chch. Things need to be cut just like people have to do in the household

#### 260 - Jan Bierman

Our current economic circumstances as residents, a city and a nation should exclude nice to haves at this time. The proposed annual rates increase is not in line with inflation & is not sustainable for ratepayers. Think again!

>>>

Rates are not sustainable for residents, most especially for people on fixed incomes. Valuations have no correlation to actual price that can be achieved by a house sale. Valuation data are not equitably applied across the city.

>>>

Rates increases must attuned to the cost of living increases- no more. Like its residents Council must live within its means. Think of the people you are serving and their ability to pay an ever increasing rates burden. Listen to the feedback!!!

266 – Name Redacted

STILL WAY TOO HIGH. DEFINITELY NOT enough work being done to reduce costs. TOO much double dipping you are supposedly "fixing" things (roads, etc) that don't need it, making changes to roads that INCREASE traffic congestion that is NOT smart it is incredibly backwards and should NOT be happening. WHY are you allowing this? There are ALWAYS ways to reduce money but CCC doesn't listen to the people and keeps spending on irrelevant, useless and just plain stupid things. When will you listen to us?

This so called "proposed" increase is too much.

267 - Peter Fletcher  
naturally: too high!

291 - Julian Allom

I less was spent on pointless cycleways the council will not need to increase the rates!

296 - Kerry Loper

poor,

>>>

the council should stop treating the rate payers as a cash cow

30 - David Thorn



This is way too expensive for those on fixed incomes. Inflation is at 2.5% and interest rates have come down since the LTP was done. Asking all ratepayers for 7.58% is outrageous

301 - Raheera Carter

I am over paying more than \$100 per week in rates.

31 - Jess Wright

I think that is cruel, rates shouldn't continue to rise when ratepayers money is being used for silly art features in the city rather than going into fixing roading and the important things.

311 - Tom King

I am not in favour of such a large increase

334 - Richard Claydon

I do not agree with any Rate increases. Some Council spending needs to be halted to keep Rates low.

337 - Sandra Olliver

It's heading in the right direction but still too high.

351 - Molyka Nop

in this economy, it's not ideal to increase rate.

357 - Mark Robinson

We need to cut costs to lower rate, constant rate increases are taking a toll on the community.

36 - John Miller

It is still too high due to continuing fiscal mismanagement.

365 - Malcolm Clark

Still above the level of inflation and still spending too much money on wasteful projects. How about council trimming their budgets?

374 - Belinda Ngaata

Rate costs are prohibitive enough and the increases in recent years have made owning a home even more difficult.

I think a rate increase higher than the CPI is not a good idea.

384 - Chris Coey

Any increase above inflation costs is never welcomed

389 - Ian Luxton

During the current recession and cost of living crisis, any rates increases are unpalpable. Start saving money internally by re-prioritizing expenditure before asking for more money from rate payers.

390 - Stuart Batty

Irrespective needs to be significantly reduced.

397 - Anne Donovan

If you increase the rates any more I will not be able to pay them

401 - Leanne Marechal

unacceptable given the opposition to a lot of the projects being proposed

409 - Deb Daines

It's too big an increase look at the ICP

429 - Gordon Nairn

still too high...cost of living only...pull your heads in...or be voting you out.

439 - Amanda Ward

Too high.

462 - Kirsty Rose

This is far too much. Rates have increased far too much in the last 4 years since I bought my house. Stop increasing rates. It is unfair that the new home owners of today must pay for the poor decisions of councils past who did not increase rates in line with council fiscal needs in previous generations. Increase development contributions instead. My 1960s home hasn't increased load on infrastructure, requiring all these upgrades.

463 - Vincent Pageot

lower than plan but still too high.

464 - B Frederikson

NO! Unless salaries /benefits also rise by that much, rates are becoming increasingly stressful and unaffordable for many Christchurch home owners and small business owners.

470 - Judy Yarwood

That is still high for many people - the more you can bring the rates down the better

474 - Terry Hampton

Still too high

484 - Ron McTaggart

Considering the CPI is 3% the rates increase is a disgrace.

488 - Fiona Judson

budget could be better spent without such increases

490 - Noelene Hodder

The rates are getting prohibitive for home owners on a low income. You are reaching a point where many will not be able to keep up the payment without making savings on other key living expenses.

543 - Brian Williams

The economic downturn projected to get worse it should not increase.

552 - Mark Fortune

totally ludicrous and unacceptable.

where and how do think retired folks can just keep coughing up these types of increase when on limited incomes. As a council you need to focus on the basic core needs rather than all of the pie in the sky niceties

57 - Euan Gutteridge

Very disappointed at another increase that far exceeds inflation. It was a huge hike last year and many of us are struggling to keep up with the rises in cost of living. The council needs to reign in its spending and cut out all the vanity projects for the time being. Many people I know have had enough. We need respite.

597 - Lynette Bay

Rates are still high - higher than inflation. How do you explain that and living above your expenses?

600 - Aaron Ghattas

Rates increase is too rapid and high especially with the major valuation increase in the East part of town.

607 - Rebecca Bge

Crazy! I can't even afford fresh vegetables any more. Everything has got too expensive and paying rates hurts everytime when I can afford to put fresh vegetables on the table.

615 - William Blair

I view your rate increases with dismay. I am on a fixed income and every time you increase rates I must reduce some aspect of my costs. The last thing to go was my newspaper.

62 - Diane Mulholland

Not great, too high.

65 - Shane Manson

better thsn 8.48%, however still far too high.

654 - Mhairi Stedman

still too high, those of us on a pension do not get that amount as an increase, and those in the workforce do not either. There needs to be a lot less wasting of ratepayers money on consultants and other wasteful plans that ratepayers have actively stated they do not want.

655 - Josephine Tanner

I think it should be evened out over the next three years as per the original proposal. Looks good for this year to be lower, great marketing from council however to make it 10% plus for next year, no.

66 - Sara Currey

lower is obviously better but it should still be lower. An increase over 5% above the rate of inflation is not acceptable. The council need to re assess HOW they spend the money they have, so much unnecessary costs are spent on the raised intersections, cycle ways etc are all a choice. There is a place for spending to fund projects but WHEN we can afford it and right now people are struggling. \$260 a year to a household is a lot!

664 - Gloria Gibb

Disappointed it is so high.  
So many people are struggling,

68 - Chris Wildey

i think this infact could be lower. Less outsourcing consultant fees, 'gifting' maori names - if its a gift then we shouldnt be paying for the privilege

698 - Dominic McKeown

the rates increase is too high and council should work to a zero% increase. Services currently work based on funding as it stands therefore no reason to increase. Council should rationlise budgets and work to reduce increases. Council cant keep increasing rates and burdening rate payers without being held accountable.

>>>

council is essentially a business and needs to really take stock of itself and why it keeps burdening rate payers more and more with zero accountability or responsibility.

704 - Lynda Thomas

If you can reduce it further, I would be happier.

709 - Geoff McCambridge

Undesirable and not what was expected. My understanding is that we will pay for it next year.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board's view is that a proposed rate increase which is close to 5% higher than the rate of inflation is very concerning. Our city's residents have been facing significant financial strain for several years now and have had to make difficult choices about what they can afford. There is a perception in the Community that the Council has not reviewed its expenditure with the same discipline.

725 - Gary Durey

Council must not increase rates. Council must work within it's current levels.

737 - Caleb Buchanan

I think this rates increase is exorbitant and cannot comprehend the fiscal irresponsibility of the council to allow for this.

74 - Tess Curry

Given the current cost of living crisis this would be unadvisable to be looking at any increase in rates at this time especially when the residents are not seeing anything really happening in improving the city

759 - Jeff Scandrett

Rate increase is far too high, double the inflation rate.

767 - John Steere

These rate increases are far too high, they have a compounding effect and greatly effect older people on fixed incomes. When they increase above the inflation rate after a few years in has a major effect on peoples incomes. In the last few years the council rates have become a greater share of rate payers living costs. Councils should be cutting their costs as their spending is out of control. Rate increases should be limited to the inflation rate. They should not be giving ratepayers money to charities.

775 - Fiona Penney

i think the rise in rates is unacceptable at 7.58% . I feel the council is spending too much money on projects that are not needed.

778 - Lydia Heard

that rise is too high for average households. Reduce rates further and put projects that are non essential like the cathedral or more cycle ways on hold.

780 - Heather Venis

Too high in relation to individual income.. majority are struggling day to day

793 - Kevin Cresswell

This level of rate increase is not acceptable. The target should be no more than inflation or the percentage increase a beneficiary receives each year.

I appreciate that this means a decrease in services provided, but we all (including ratepayers) have to live within our means.

I strongly recommend that Council consider a new approach to budgeting. That is the Council income is budgeted on the rates set at no more than the current level, plus rates received from new subdivisions, plus a small inflation factor. Then the expenditure is set not to exceed this income. Naturally, the user pays income is outside this calculation and users (building consents, etc.) need to be charged at the actual cost of providing the service with no cross subsidisation.

795 - Dianne Downward

Looking at it in isolation it sounds good to have a lower rate this year but seeing that the rates will be higher the next few years, I don't agree with this.

CCC rates are just one of the rates to consider as we will also have increased ECAN rates.

810 - Lee Hogsden

Still not low enough. Doesn't factor how high our rates already are or the rising costs all households are facing. Council still hasn't showed signs of slowing down on vanity projects further inflaming public opinion of council spending of our rates.

823 - Catherine Swain

Too much for those on low and fixed incomes.

83 - Erin Cowlshaw

Whilst it's good the proposed rate is lower than the rate signaled in the long term plan. It's just cushioning the fact that the next 2 years forecast increase look higher overall.

As a rate payer, all i see is rates going up and not much actually happening. The wee diagramme in the consultation doc is a good depiction of where the money goes. However a many typical families will not be using a lot of those facilities frequently or at all.

The amount of roadworks & cycle ways being dug up multiple times is terrible. Waste of money and resources. Spend the money once and do it properly on matters that are important.

#### 836 - Gerrit Venema

This is horrendous, well above GDP, wages increases or bank interest rates, so this is a losing battle.

#### 843 - Harrison McEvoy

I do not believe this lower rate increase is a sustainable or sensible action.

Keeping rates artificially low will kneecap our city financially and cause CCC to fall further and further behind in meeting its obligations. To use additional funds from the 24/25 AP to suppress the 25/26 AP rates increase is a waste of those funds. CCC should be using those funds to pay down debt.

Supressing rates is a political cheap shot during an election year.

The financial instability CCC is currently facing is in large part because we have exposed ourselves to risks in the OCR and insurance markets. As interest rates fluctuate, we will continue to see higher rates if we keep debt high.

>>>

CCC should rate at a level sustainable for its obligations, not at a level that is politically nice.

#### 853 - Michael Davidson

I think the decision by the Council to reduce this year's rates increase, so it's less than what was signaled in the Long Term Plan by increasing next years rates increase is blatant electioneering and poor governance. This Council should take responsibility for its actions instead of creating a bigger rates increase for the next Council. Quite frankly the forecast 10.38% increase Council is now forecasting in FY27 compared the 5.80% is shocking. I don't recall rates increases ever being as high as we have seen over the last couple of years.

#### 86 - Chris Arnold



in the current economical environment this is still to high.

#### 860 - Rob Batstone

Of course i am not happy with the increase, its a disgrace in fact. Your spending our money willie nilly like its yours.

#### 864 - Graham Robinson (Addington Neighbourhood Association)

It is still far too high an increase compared to the current inflation rate of 2.1%

>>>

We live in Addington, which has had considerable housing growth over the past 5-7 years. This means that property values have shot up for older houses on a larger pieces of land suitable for redevelopment.

The down side is that the increased values are reflected in much higher rates, even for 500m2 sections, which take more and more out of fixed incomes like pensions. There are some people being forced to leave their long-time homes because they cannot afford these increasing rates. The rate rebate available is way behind the level of rate increases we have had.

The proposed increases for rates from a LTP total of 20.16% for 2025-28 to a Draft Annual Plan total of 26.58% ( the true increase over the period is actually higher, as each year increases on the previous year's increase ) is just wrong. The current NZ inflation rate is 2.1% and people's wages are not rising by very much. We had a spike in inflation a couple of years ago and it is expected to trend downwards, there likely being a recession.

The Council is given the right to levy rates on property to raise funds , but as it is a monopoly, there should be a limit to the level of rates it charges as people have no alternative supplier of services to turn to.

People are already struggling economically and the increases in rates also filter through to rental properties and higher overheads to business ( which leads to a higher cost of living for all residents )

Please find ways to reduce costs, or reduce the level of your spending to something the residents can afford.

#### 866 - Martin Richardson

We pensioners only received a 3% increase for our "super" from the government! Why should we be asked to accept any increase over this percentage?

I am afraid that the City Council has become a "money grabbing machine". The mayor and councillors receive enormous salaries with hefty annual increases, free perks etc.

No I am sorry but we will not accept these increases. If some 10,000 ratepayers also refuse to pay for these ridiculous increases what will you do - arrest us all, grab our houses or kick us out of our homes?

But I suppose that anything we say will be ignored as usual (per the information I received from your weekly update)

#### 871 - Bal Ram

I think it's not the right time to increase the rates when we are all struggling to make the ends meet. Christchurch city council has already done wasteful spending on some of the things when it wasn't required. Don't forget it's our hard earned money. The bicycle lanes were not required in the suburbs. Only a handful of people are using it anyway. The roads are so narrow now that it's not easy to pass through in some suburbs without giving each other way.

#### 873 - Jane George

I expect the council to ensure comprehensive workings to determine what rates contribution is required to maintain core services for our city. If that requires a higher than 7.58% rates increase, I would be disappointed if 7.58% is chosen to maintain public favour and services are cut particularly in areas of the city with less personal access/privilege.

#### 892 - Mei-Ling Chiu

For rates increasing, I recommend NOT to increase as the economy is still on the bottom. Many families are hanging on the edge of surviving.

#### 91 - Dave Robin

to high

#### 92 - Rachelle Woodhouse

its too high with too much unnecessary spending requiring an increase. The public NEED to be consulted on major projects when it involves spending our money.

#### 995 - Rose Riley

Is it really necessary to increase the rates again!  
I think most people struggle to pay them now, and we  
have little or no say as to how our money is spent.

## Other

### 101 - Ben Hart

Fine with that, in fact I would be prepared to have a higher increase to reduce the budget being funded by debt

### 1026 - Harrison McEvoy (Greater Ōtautahi)

The amount rates go up by isn't as important as what they are being spent on. If a rates increase cut means programmes are being cut, that is not a good way to keep rates low. Greater Ōtautahi wishes to see a city where programs are funded sustainably and equitably, and where existing infrastructure continues to meet the community's expectations. This means that CCC should be operating in a way that it can function and meet its obligations around programme delivery and service levels. We want to see this hand in hand with more transparency about what these programmes are delivering, and how well resourced they are. We also believe that CCC is not and has not done enough in other areas to mitigate rates increases. CCC's delay and resistance to adopt the Medium Density Residential Standards (MDRS) and effective housing intensification has effectively suppressed the number of rating units inside the city, and grown the number of people commuting in. This means we are disproportionately feeling the pressure of having a sprawling network of infrastructure, while simultaneously not trying to share the burden across more people. Delivering on the MDRS, and investigating systems such as Land Value Rating, should be key strategic priorities for CCC in the coming year. A return to land value rating, or a hybrid zoned model, would improve equity by shifting the heaviest rates burden onto those that can best afford it. The end result would likely be a significant reduction in rates for the average Christchurch household. Council should at a minimum do some high-level modelling of the potential effects of adopting Land Value Rating. We expect that it would encourage development of higher density housing, particularly in the central city, while simultaneously encouraging developers to build on the many empty gravel lots that remain. Elected Members over successive councils have continued to act in ways that prioritise artificially low rates (such as the transfer of funds from one budget to another) rather than actually resolving the core issues driving rates increases. Council should ensure it rates at a level that it can deliver on its programmes and service levels. It should also prioritise new incomes/systems instead of cutting budgets.

>>>

We do not believe any service reductions are an equitable solution to managing rates increases. Community members most affected by rates increases are also the most affected by service reductions. Reductions in things like operating hours for libraries, which has been proposed, should absolutely be seen as service cuts that will harm the most at need in our communities. This is unacceptable. As we stated in our answer to Questions 4 and 5, these “third spaces” are critical to a thriving city as they promote community connectivity. Libraries create spaces that are available for people of all ages and dispositions. From young parents attending group classes, to people without internet access, and community groups, our libraries are core service facilities. Recreation centres provide affordable opportunities for senior citizens to stay active, rangatahi to take swimming courses, and help support the overall hauora and wellbeing of our citizens. Community Activators and Centres are key to enabling groups to flourish in safe spaces, providing facilities, advice, and direction to growing community organisations and organisers. When considering these enormous benefits, it’s clear that any service cuts are untenable. To do so, in favour of rates cuts, would directly harm the health of our communities.

109 - Diane Heather

I would rather have a bigger rates increase and see more services.

112 - Sophie Morton

I would prefer it to be higher and for us to avoid cuts to services or asset sales

120 - Lyndon Telfer

Not at all happy about it. Rates rises have been well above inflation for far too many years. Just like households Council needs to make hard decisions and live within your means. A rates rise in line with inflation and around 2% would be palatable.

129 - Ross Boswell

The rates increase considerably exceeds the increase in CPI. If rates are not to continue escalating as a proportion of individual income and expenditure, increases must be limited to CPI.

132 - Gus Fahy

I am completely against reducing proposed rates for the signalled 8.48%. While I don't want higher rates, I most importantly don't want to push an increased burden on to future rates. That is a fools game and is partly why we are where we are now.

142 - Scott McCormick

rates should be the same as cpi. Max 3%. Live within a budget cut some cost and staff.

18 - James Mackenzie

I would like to see a higher rates increase. The 8.48% signals a good strategy but i believe we could be even more aggressive in making Christchurch more liveable.

203 - Richard Hall

I feel the rates are too high as they are. The increase should be capped at 5%.

206 - Mat Logan

[Other/Special Interest Topics > Governance]

Council should have left the rates increased at the proposed levels to smooth the increases out over subsequent years. The decision to reduce the short-term burden is very short-sighted - we elect our Councillors to take a long-term view. Next years' increase will, as a result, be much larger which is not "better".

217 - Sue Allard

I would like to see the rates increase being the same as the annual rate of inflation.

221 - Mike Stopforth

In my view the rates increase should be limited to the rate of inflation. This should be what the budget is and the budget balanced within that amount.

The government have given Local Councils a strong directive about keeping to core business such as roads, waste, water etc

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There are numerous "nice to haves", but these need to be limited.

7.40% increases and year on year large increases is not acceptable.

#### 224 - Kyle Sutherland

I strongly oppose the proposed average rates increase of 7.58%, which far exceeds the rate of inflation and places additional financial strain on households already struggling with the rising cost of living. Rate increases should be kept in line with inflation to ensure affordability and fairness, rather than forcing residents to absorb excessive cost escalations. The council must prioritise essential services, identify efficiencies, and curb unnecessary spending to ease the burden on ratepayers.

[Other/Special Interest Topics > Governance]

Furthermore, reducing rates during an election year while deferring financial pressures to the following year is an incredibly disingenuous approach. This tactic misleads voters and fails to provide sustainable financial management. Councils should take a long-term, responsible approach to budgeting rather than delaying difficult decisions for political convenience. I urge the council to reconsider its approach and implement a fairer, more transparent rating strategy that does not disproportionately impact residents.

Forecast 2026/2027 in the Long Term Plan was 5.80% and now the proposed is nearly double at 10.38%. How can Council expect ratepayers to budget when cost escalations of this degree are accepted?

#### 238 - Mitchell Cameron

I would rather you just bit the bullet and put rates up to a point where they will not need to go up for a while.

The constant change in rates makes it difficult to budget for.

#### 263 - John Cumberpatch

This is too high and should not be above inflation

#### 265 - Bevan Phillipson

I believe Residential Rates below 5% p.a. are achievable, and all Councillors must strive to achieve this.

Furthermore, The ECAN "crowd" should be aiming, doing likewise.

283 - Sarah Kate Millar

Think it needs to be more in line with inflation that this. Still too high

299 - David Palmer

I think rates should be kept at 8.48%, and the difference between the proposed rate and the planned rate directed to paying down debt. The decision to use the projected surplus to reduce rates is short-sighted, and will result in more hefty rates increases in the future. I think it is important for council to maintain a balanced budget, and it is financially irresponsible of councillors to not work toward that.

318 - Kevin Dean

The proposed rate increase is to high. It should be the rate of inflation.

Too much money is being spent on none essentials. Fireworks, entertainment. Let's get the rubbish, water, drainage, road and footpaths right.

383 - Dave Crake

To high, should be around the rate of inflation.

391 - Regina Martin

It is still too much for many homw owners. The Council needs to look at its spending and better prioritise expenditure to keep rate increases to less the 5% especailly for individual home owners.

393 - Jessica Allison-Batt

I would prefer greater investment in supporting our growing city to thrive including money to address the unfinished work under the Sydenham master plan, complete neighbourhood connections for cycleways. Happy to pay a higher price for this- rather than saving in the short term only to pay more in future years and not provide the services and infrastructure we need.

428 - Chris O'Brien

I think the annual increase should be no larger than the rate of inflation. 7.58% is far too high for an annual increase.

45 - Cameron Rossiter

should be capped to be in line with inflation, it's too high.

Keeps going up and I'm not getting anything extra out of the council for my rates.

Other than a ton of retarded speed bumps on main arterial roads.

471 - Josey Fleitas

I know that rates need to increase, but I would like to see the rate increase ONLY affect properties valued at over \$1 million dollars. Properties worth less than \$1 million should have rates reduced substantially.

>>>

Don't raise rates on any property valued under a million dollars, then make up for the difference by raising the rates more on properties valued over a million dollars.

496 - James Hunter

Should be lower.

Have wages & salaries in the private sector increased by that amount in the past year? Perhaps within the CCC they have, but not in the private sector. So that means the rate payer is on the wrong side of the ledger...yet again.

Rates increases should not be in excess of any increase in wages / salaries.

548 - Jeremy Richards

I think it is too high- it should not be more than the rate of inflation.

55 - Brian Donovan



It should have been 8.48% but City Councillor Sam MacDonald's tinkering means larger rates rise down the track. This rates figure came about from politicking and not fiscal prudence. I would rather have kept the figure at the recommended level to avoid the inevitable increase in future years.

#### 649 - Vic Allen

Still too high, unacceptable, unaffordable for many.

Council is trying to do too much too quickly. Need to reprioritise. Top priorities are all asset renewals, three waters and flood protection, and waste projects. Everything else should be reprioritised and spread out over time.

Needs to be under 6%.

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The Council appears to be giving little priority to affordability for citizens. Especially at this time of economic hardship, this is very important. If Auckland can achieve a 5.8% rates rise why can't Chch?

Remember that Council rates increases flow on to renters as well, both directly as justification for rent increases, and indirectly through reduced supply of rental properties driving up the market. Not helpful for becoming a more prosperous city.

Also Councillors should keep in mind that an extra 1% increase in rates this year has the effect of raising rates by 1% in all future years (the ratchet effect). The compounding affect of excessive annual increases can have a huge impact on affordability.

#### 655 - Josephine Tanner

I think it is a good marketing idea about the lower rates for this year however it's not good news to see the increase for the following period will be much larger than the current proposal. Would rather as evened out as possible

#### 662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

In its submission on the Long Term Plan 2024-34 the Board requested that any rates increase be restricted to less than 10%. While the proposed rate increase of 7.58% for 2025/26 (less than the 8.48% proposed in the Long Term Plan) is welcome the Board notes that this means that the proposed increase for 2026/27 is 10.38%. As stated in its earlier submission the Board finds rates increases in excess of 10% unacceptable and therefore prefers that rating regime outlined in the Long Term Plan be retained.

The Board considers that rates increases at the currently proposed levels place pressure on many households noting that in addition to Christchurch City Council rates households are also subject to regional rates levied by Environment Canterbury. The Board and therefore seeks to have the level of rates rises contained as much as possible.

672 - [Natasha Hagan](#)

This is a bad idea! I believe that the rates should increase to ensure that the city of Christchurch has adequate environmental structures, such as cycleways and public transport, which are vital for a climate conscious society.

674 - [Aurora-rayne Dyer](#)

Higher so we can have more funding for environmental needs.

675 - [Bluebell Barr](#)

Increased rates would be better because the City Council couldn't possibly fund climate action with rates that low, so they need to be increased as it would benefit everybody.

678 - [Eva Wilson](#)

I think they are far to low. With the rates set to what they are there will not be enough money for adequate climate action e.g. cycle and bus lanes. I strongly recommend that rates are increased to, ideally, more than what was proposed in the long term plan.

679 - [Olive Locke](#)

I think we should increase rates to the 8.45% proposed in the long term plan so there is more funding to more planting and cycle lanes

716 - [Malcolm Hoare](#)

Any rate increase above inflation is un acceptable, councils should pull back to the essential services and stop wasting money on nice to have projects.

726 - [William Warren](#)

Prefer to stick to the long-term plan, particularly because the alternative forecasted 10% is a much harder rate increase for people to budget for and adjust to.

732 - [Michael Ellis](#)

i would have hoped to see this drop further by using funds reserved for the cathedral to offset this more

741 - Alister Bruce Thomas

would like less increase

745 - James Tarrant

prefer lower or no increases. I can barely afford to pay my rates now.

785 - Sandamali Ambepitiya (Property Council New Zealand)

### **Christchurch City Council's Draft Annual Plan 2025/26**

#### **1. Summary**

- 1.1 Property Council New Zealand South Island Region Branch ("Property Council") welcomes the opportunity to provide feedback on Christchurch City Council's Draft Annual Plan 2025/26. We are concerned that Christchurch City Council is proposing regular rates increases at 3.7 to 4 times the annual CPI increase. Continued significant rates increases have flow on impacts for businesses, employment and the vibrancy of Christchurch. We wish to see the Council reduce costs where possible and investigate alternative funding and financing methods as well as Regional Deals to ensure Christchurch can be a vibrant place to live, work, play and shop.

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#### **4. Rates**

- 4.1. Rates remain the main source of funding for the Christchurch City Council's activities with Christchurch City Council proposing to collect \$838.5 million in the 2025/2026 financial year, which means a proposed 7.5% proposed rates increase for residential ratepayers and a 8.2% rates increase for commercial ratepayers. This is slightly below last year's Long-Term Plan which predicted an average rate increase of 8.48% for the 2025/2026 financial year.

- 4.2. In saying that, it is concerning to see that operational expenditure for 2025/26 is projected to be \$17.5 million higher than forecasted in the Long-Term Plan. It is important to ensure that local authorities are operating efficiently and implement accurate forecasting to avoid unexpected costs for ratepayers. Such discrepancies undermine confidence in Christchurch City Council's ability to manage finances effectively, creating uncertainty for both ratepayers and businesses. Christchurch City Council needs to review and more accurately forecast operational expenditure.

*Cumulative rates and increases in Christchurch*

- 4.3. We are concerned about the cumulative costs imposed on businesses and developers in Christchurch, especially those that are ongoing and not one-off costs. This could lead to the decline of numerous businesses and does not promote Christchurch as a place to invest and develop.
- 4.4. The below list is an example of some proposed costs increases and fees in Christchurch:
- Christchurch City Council's proposed Annual Plan rates increase of 7.5% (this is 3.7 to 4 times the annual CPI increase);
  - Christchurch City Council's proposed business rates increase of 8.2%;
  - Christchurch City Council's business differential of 2.22;
  - Christchurch City Council's vacant site differential of 4.523;
  - Christchurch City Council's proposed increase to development contribution fees;
  - Rates collected for depreciation;
  - The Climate Resilience Fund;
  - Potential refurbishment of the Cathedral Square Chalice;
  - Coss relating to the expiry of existing demand credits; and

- Increased insurance costs.

4.5. We recommend that Christchurch City Council seek advice on the cumulative impact of rates and fees for the commercial sector.

#### *Alternative funding*

4.6. 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 models 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 the recommendation of the New Zealand Productivity Commission that local government should adopt a more transparent approach to rating tools and other funding sources<sup>1</sup>.

#### 79 - Alex Dieudonne

Well above inflation the council needs to restructure and lower internal costs and reduce staff numbers and service lines. Rates payers wages do not go up 7.40%. They need to do line by line analysis to reduce or cease budget lines and allocations where possible i.e. remove protected trees to a bare minimum in public spaces only.

#### 802 - Mark Craddock

Room for improvement. Able to be realised if non-eventual works are not implemented eg. bike lane on very busy arterial routes (Harewood Rd)

#### 813 - Cornelia Oehler

The average residential rates increase should be around 5% only. Keep in mind all the ratepayers on limited income like pensioners. They have to fund the rates increase out of their savings.

#### 84 - Ken Tod

I'd prefer that rates increases were kept within the rate of annual inflation and that the council looks at more ways in which savings can be made.

#### 843 - Harrison McEvoy

CCC needs to enable density to ensure there are more rating units in the city where we already have infrastructure. They should also investigate Land Value Ratings instead of Capital Value Ratings.

851 - Fiona Bennetts

I think keeping rates low now is kicking the can down the road for critical infrastructure replacements, such as three waters, and critical safety improvements, such as separated cycleways. I think rate should increase now, at least in line with the LTP, if not slightly higher, in order to deliver on critical infrastructure and other services.

858 - Cody Cooper

We can reduce rates on an individual basis by increasing our rates base (the money we bring in).

868 - Andrea Kofoet

I get that keeping the rates increase lower than originally planned is a priority, but I worry that this could mean cutting back on essential services and much-needed infrastructure investment. Christchurch needs solid long-term investment in things like transport, community facilities, and infrastructure resilience. If we don't fund these properly now, we might end up paying even more later due to maintenance backlogs and declining service quality. I'd encourage the Council to focus on sustainable service delivery and future-proofing the city rather than just minimizing rates in the short term.

869 - Anne Scott

If the city is to grow and prosper we need to both maintain the services and assets we have, and to invest in the future. I am happy with the current rate rise but I would be happy for it to go up to 8% if we reduce debit and invest in the future. Longer term that attracts more people to live in Christchurch and shares the rate burden across more households.

874 - Grant Slade

Horrible. There should be no more rate increase per year than the cost of living. Years of wastage and over budgeting needs to stop.

878 - Peter Galbraith

By delaying and resisting Medium Density Residential Standards, the City Council has suppressed the number of rating units in Christchurch. More ratepayers are needed. Start allowing building of more homes.

889 - Allan Taunt

We need to stop with this blinkered focus on a low rate increase, we see it all the time - the figure in the media headlines, social media posts, and in fact it is the first up question here. Of course people always want low rates, but they also don't realise the services and projects Council provide. Then when they want rates reduced, they don't understand the difference between CapEx and OpEx, then start asking for things to be removed that make a negligible difference.

Back on the rate increase, I feel we need to take a more balanced view. The public need to understand all the services and projects that are provided as much as the rate increase itself.

As far as the rate increase goes, I would prefer a figure around the 8.48% mark and the reintroduction of the project work and other items that were culled.

890 - Kari Hunter

#### REVENUE

I favour ensuring sufficient income to fund Council activities; do not cut services or programmes to reduce rate increases. I favour adding a component of land valuation to rating. Use higher rating for empty dwellings and dwellings not used as primary residences. This has been done in other cities, where it has been effective in making more housing available

(see full attachment)

893 - David Close (Christchurch East Labour Electorate Committee)

#### 2.6 Submission

- (i) **That, given the circumstances, the rate increase proposed is not unreasonable.**
- (ii) **That the Council undertake research to measure rating income against GDP and other relevant benchmarks.**
- (iii) **That Council arrange for standing committees to work to identify genuine efficiency savings in the course of the year.**

#### General/Other Comments

1007 - John Thacker

It is understandable to accept any rates increases / kept to a minimum

1010 - Judith Deans

Lower rates are always good.

119 - Kristie Ferguson

It is a bit harsh, but if I thought you would help paying more for the cathedral in the centre of the city I would be happier to pay it.

143 - Gretchen Boyd

Better than Southland Council.

144 - Sharon Powney

Given inflation it is reasonable but would be great to be lower

159 - Jordan Vink

Indifferent

184 - Mark Hampton

Seems high, given where inflation now sits.

186 - Mary-Louise Hoskins

The council should work on ways to reduce rates. Compared with Auckland (where we used to live) rates are very expensive in ChCh, even taking into account the separate water rate in Akld.

208 - Chelsea Perkins

it is a better revision of the increase

209 - Michael Thorley

If we need it then fine, but if it is miss used and wasted then the rates rises are not.

216 - Tony Stevens

At the current time of hardship for many, any rate increase is only acceptable if our lifestyle is much improved. This includes all aspects of living within the council controlled area.



219 - Luke Dennison

I think as a city we need to come up ideas/ proposals/plans that make money for the city and can offset the need for rates increases.

23 - Andrew Carr

dont mind

230 - Jean Smith

At least it is not the rumoured 10% .

It is still very high though.

233 - Matthew Tolan

It's lower than what other cities are proposing (eg Auckland and Wellington), and it includes a contribution to the new stadium, so in that context it isn't too bad.

I also read in the Press that councillors voted to delay some works, which means the rates increase is lower in the 25/26 year but will be higher than it otherwise would in the 26/27 year. This is a short sighted decision, and a false saving.

298 - Winsome Bryce

Not easy on a fixed income but better than predicted.

305 - John Veitch

it is what it is.

309 - Mark Rayner

very hard to plan for this type of increase when we are on the pension eith no other income.

314 - Elizabeth Avery

I think the lower the better providing all essential services are covered.

320 - David Martin

we might have to have a rates rise but spend it wisely on the people of Christchurch are wanting

326 - Peter Strong

The proposed average increase is still high and the Council cannot continue to just keep increasing rates. The focus of the Council needs to return to key services only.

327 - Brendan Hampton

too much wastage from the council. It's better than a kick on the head but still a kick in the guts.

328 - Corin Anderson

does this really need an answer? This is a tremendous raise in rates and you have solidified this by attempting to make it seem smaller by saying it's "lower than the 8.48% we previously signalled".

329 - Callum Davidson

not happy about it. But it is what it is

369 - Chris Sloss

Probably as good as we can expect.... still feel like we have too many agenda driven projects ie. nice to have facilities but not essential for the city.

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

As the director of Life in Vacant Spaces (LiVS), I understand the balance that needs to be struck between funding essential services and ensuring sustainability in the community. While the proposed 7.58% average rates increase is lower than the initial 8.48% forecast, I appreciate the council's efforts to manage costs and reduce the impact on ratepayers. However, it's crucial that this doesn't lead to cuts in initiatives that support creative and community-driven projects, like those facilitated by LiVS. The work we do to revitalise vacant spaces and provide temporary spaces for creatives and entrepreneurs is vital for the city's vibrancy and future growth. I encourage the council to continue prioritising funding for projects that bring innovative solutions to urban spaces, foster local talent, and contribute to a sustainable, thriving Ōtautahi Christchurch.

39 - Cameron Farr

rate increases cause a lot of inflation for low and middle class

395 - Susan Eleanor Peake

Rates need to be as low as possible

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It's not a huge amount but it's ratepayers who get hit by funding increases and I believe there is a growing number of renters who don't contribute. I note that the property owners are rate payers however they have had a financial roost from the government recently at the cost of the 'middle income earners'.

399 - Will Fazakerley

I think even though it is lower than proposed, it will still have a negative effect on many households.

425 - Diane Prankerd

I can understand that due to the general rise in the cost of services and products that the rates rise is necessary but I do think there is a huge waste of money and really question some of the decisions made regarding cycleways. I think we definitely have to focus on the basics and make sure we are getting value for our rates

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board supports keeping rates as low as possible while ensuring that service levels are retained, investments are made in hard and social infrastructure, and strategic asset ownership is maintained. We appreciate that New Zealand is experiencing a recession after a period of rapid inflation, felt hardest in underserved areas that fall disproportionately within our Board Area.

465 - Andrea Davis (Sumner Community Residents Association)

Our rates have increased in Sumner as the property has increased in value, however for those who live there we know the land is threatened by not only Sea Level Rise but also surface flooding and nuisance flooding every time it rains at high tide. photos attached attached

476 - Rob Boyd

i think if we want the services we ask for we need to be prepared to pay for then

482 - Judith Hudson

it's the price we pay to have the things Christchurch needs.

483 - Graeme Jack

Still quite high but understand things keep going up. Some projects like the major cycle way routes

485 - Peter John Cameron

whilst appreciating annual inflation 7.58% rates increase is still higher than the inflation rate. Realistically Council does have to remain ahead of the game BUT these increases particularly impact on the elderly etc perhaps increasing the discount to match income levels should be investigated

491 - Andrew Douglas-Clifford

It is something I am able to afford in my current situation, and I'm aware that for some people it may be a challenge.

611 - Claudio Veronese

Any rates increase is not desirable but if money is well spent then an increase is justified

618 - Sebastian Marinhovich (Green Enterprises @ Co)

Could be lower but at aceptal rate.

621 - Colin Ong

Why is the proposed increase still more than double the "official" rate of inflation?

There has been reports that this lower proposed rate is an election ploy and an even greater rate hike waits next year.

Clarification appreciated.

636 - Brett Fellows

A percentage rate increase is a compounding effect when it's a percentage on a percentage on a percentage. I feel sorry for those people that are on low incomes or that are retired and trying to just get by living off the pension with the constant rate increases. With home ownership at its lowest in New Zealand and people forced to rent with ever increasing high rental prices the chances of young families being able to own their home is getting impossible which will force people to leave this country. High rates just adds to this growing problem.

665 - Kathleen Crisley

I have concerns that this apparent reduction in rates increases is a case of "smoke and mirrors" and request better clarity on the Council decisions that have been deferred until after the local body elections.

67 - Kieran Rogers

I dont mind rates increases as long as the money brought in is used to inprove our failing infrastructure, we have some of the worst roads, our potable water infrastructure is failing throughout the region and our drainage is historic. Stop spending money on nice to haves until we fix the must haves. Council should be more focused on budget control instead of build things that look pretty that always seem to have project budget blowouts. Council needs to have more budget oversitw on major capital works.

670 - Emma Hack

yes thats more money for the enviroment more money for BUS FUNDING you need to spent more money on the enviroment increes rate more money now

671 - Ava Strieker

increase rates means more money to use towards climate change actions, such as, more bus routes, cycle lanes, red zone plantings, and offsetting carbon emissions.

673 - Rosie Paul

I think a proposed average rates increase would be beneficial, as adequate climate action cannot be taken at the rates there are now. When I say adequate action, I mean focused climate infrastructure such as bike lanes, bus lanes etc.

680 - Claire Coveney

I understand due to this current government changing financial support for important projects plus increasing costs on projects that maybe should not have started we will now have to pay the extra,

687 - Kayleigh Patterson

I think it would be a lot of money for some people, but as long as the money is going to something worthwhile, I don't mind too much, but be aware of those who can't pay it.

693 - Ethan Venmore

Not much, your prices increase yet your offerings don't.

706 - Simone Gordon

At face value this is good news for ratepayers, but I hope there's not a hidden cost to this that comes back to bite us in future.

710 - Darel Hall (Cholmondeley Children's Centre)

**Reduce or cut services to help reduce rates - Community Funding**

This submission urges you not to cut Community Funded services this year simply to reduce rates. There are seven reasons for this:

1. Many organisations are finely balanced between maintaining or failing, a small cut risks putting an organisation into terminal decline.
2. Small cuts won't produce material rates reductions that off-set the unknown costs of putting organisations into terminal decline.
3. There are a lot of funds and a lot of organisations the Council funds. Some councillors question whether some of these are the responsibility of local government. Some councillors ask what happens if we assess funding is a central government or other public funder responsibility, but central government or other funder doesn't choose to be responsible – ie if Council wants those services then it is stuck part paying for some of them.

4. Those strategic questions should be answered strategically by looking at all the funds and all the organisations at the same time. However, as analysis and discussion will lead to decisions, election year is typically not the best time for nuanced discussion. It also suggests a public process with part of the process in private to come to a proposal that includes material decisions. Conceptually, this mirrors the negotiations between different parties in central government which are top and tailed within a democratic process eg parties run on publicly stated values and positions, post-election negotiations are held in private and then published for the public. These kinds of processes ensue throughout parliamentary terms too. In the local government context, Council would need to be clear about the decision points in public and otherwise abiding by the Ombudsman's guidance.
5. To be clear, I am not proposing another strategy document. I am proposing a strategic process. You have the experienced staff who balance empathy with practicality to provide analysis and advice on options. You have relationships, eg with sister-Councils, to provide critical friends to test assumptions with. It may also be useful to include input from domestic and international organisations that assess social impact such as Impact Lab and the Australian Institute of Company Directors.
6. Public confidence should be sustained as the Council has the great advantage of a high degree of democratic accountability.
7. Politicians can make sub-optimal short-term decisions in an election year. This should be a post-election process leading to an LTP public decision.

I appreciate that Cholmondeley would have to justify its services and funding in such a process, however I am comfortable that Cholmondeley and our city benefits from an evidence-based approach.

#### 727 - Chris Carrow

Increase in rates effects the poor and elderly

#### 73 - Mia Immers

great news that it is slightly lower however it is just another nail for the average and low income household who are already struggling to pay bills. We are paying for things that a lot of people do not want yet they are passed

#### 730 - Merav Benaia

In saying that, CCC needs to be more creative in the way it charges rates. For example: higher rates on vacant land that is not being developed or land that is under utilized CCC should facilitate higher density housing in order to spread the rates burden.

Elected members over successive councils have prioritised artificially keeping rates low rather than finding ways to increase the income. Transferring of funds from one project to another or delaying a project isn't going to make things cheaper in the long run. It will just transfer the responsibility of higher rates to future councilors.

#### 734 - David Lawry

As already indicated far more attention to the continued rising debt failure to balance income to spending driving ongoing significant rate rises is needed.

#### 736 - Adele Geradts (Halswell Residents Association)

While we support keeping costs affordable for everyone, we also want the city to continue providing its current service level or better services. We do not want any services cut, but we understand that comes with a cost. Rates should reflect the cost of running and improving our city. If Rates need to be 8.48%, we support that.

#### 740 - Jacquelyn Cooper

keeping any increase to the minimum will be appreciated for the coming year

#### 760 - Fiona Green

The 7.58% increase is a lot for me to manage because I earn an average wage and still have a mortgage. Due to changing jobs, my income has is the same as it was 10 years ago, so has not increased like the rates do.

#### 768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

We pay \$75k in rates and council doesn't even give us enough bins or mow our berm.

#### 774 - Clive Busby

I would have been happier with a lower increase, but realise that work needs to be done to maintain assets that I use in the city.

#### 783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Having lower rates for this year, election year, sounds good but next years rates will be much higher, that is not good but that doesn't mean we want the higher rate of \$8.48% We also DO NOT want to be in greater debt through borrowing more money. Greater savings need to be made and some programmes will need to be cut/delayed to make those savings.

As a group, the general consensus is to keep rates low, and to stick to the basics. Individual households are forced to tighten their belts and many are struggling to pay for the basics of life, council needs to do the same. If this means to cut back on some programmes then do it. Spending on basic infrastructure like pipes, waste water treatment, drains, is important and needs to be done well so that they can last a long time. Road repairs need to be done but street beautification can wait until the city has more money and out of debt. Street "gardens" (plants on street corners ) cost ratepayers to put in place with new curbing etc needed, plus the cost of constant maintenance or they quickly become an unsightly weed patch with vegetation overgrowing onto the street and footpath. Small shrubs can also conceal small children from view making this a danger to the most vulnerable in our society.

794 - Joy Burt

As a person on a modest income, any increase is not my preferred option, but with expenses rising around us, unavoidable.

I welcome attempts to keep it as low as possible while still keeping our infrastructure in good repair. Maintenance is a very necessary expense and often saves a large expenditure later on.

805 - Geoffrey Sugden

I am concerned that the focus on reducing the rates increase has come at the expense of delivering essential services and investing in critical infrastructure. While I acknowledge the effort to keep rates lower than originally signaled, this should not come at the cost of maintaining and improving the city's core functions.

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I don't support cutting services to reduce rates. In my opinion any cuts would need to show a clear lack of benefit to the community, especially those who might need services the most.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

We acknowledge the financial pressures facing the Council and the need for sustainable funding however, we believe it is crucial to balance the rates increases with the rising cost of living. Rates affect young people, particularly those who are renting, students, and come from low-income households. Many young people already struggle with housing affordability, transport costs, and basic living expenses, and significant rate hikes risk further exacerbating financial hardship for our communities.

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Ensure that any rate increases are justified with clear benefits for young people and communities. While young people may not always be seen as direct ratepayers, they are significantly affected by rates through rising rents, transport costs, and the affordability of local services. Greater transparency around how rates contribute to services that impact young people would also help build understanding and trust in Council decision-making.

>>>



Financial sustainability and affordability: Ensuring that rates increases are balanced with the rising cost of living for young people, prioritising essential services, and exploring alternative revenue streams to reduce long-term debt.

#### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

As a committee - lower rates rises is of limited concern - we were bothered by the initial intent of the long term plan to implement lower rates rises at the cost of community funding. This was ultimately corrected and funding of community led elements in our and all other locations around Christchurch was reinstated. We were generally pleased with this.

As a community - we have a mix of comfortable and high need residents. most of the high need residents are renters and do not directly suffer from the level of increase in rates. They do however suffer from rental increases that inevitably follow rates rises. Accordingly our committee does not have a mandate to prefer maintaining level of service over minimising the degree of increase in rates in each annual plan.

I think we can all agree that eliminating wasteful spending so as to minimise the inevitable creeping increase in rates is a good idea.

#### 846 - Mark Fursdon

In this economy the Council should be taking all steps to keep rates increases to an absolute minimum.

#### 882 - Colin Meurk (Creative Transitions and Sustainable Futures)

whatever it takes to deliver essential and necessary social and environmental services. If that means doing more in-house, getting citizen assemblies to provide cheaper decision-making, and flattening salary pyramid then so be it - while enhancing the employment environment and life-style in city at large!

i don't have time to read through all the material in detail, but i know what is not happening, should happen, and that many competent citizens in our community could provide a broader lens of expertise on challenges and opportunities - but are generally locked out. we want to help in a co-creative atmosphere.

935 - Kerry Neville

Of course I want the cheaper rates, and why do you think you can just put them up every year?

94 - Jane Rickerby

I know we have contribut but we have a new supervision popping up all the time.

Soon it will unaffordable to own a home as the rates are going to unaffordable.

This makes me so sad.

## Business Rates

### General Comments

9 submissions provided feedback on on our business rates proposal.

These 9 submissions provided comments in opposition.

### Officers Response

The relatively limited number of submissions universally objected to the size of the proposed Rates increase, commonly noting that the increase is multiples higher than current Consumer Price Index inflation (CPI), and that increases for business properties have been significantly higher than for residential properties for a number of years.

Business rates have increased significantly more than residential rates in the post-earthquake period (ie. since the 2009/10 Plan), due primarily to two drivers:

- Business properties generally tend to have higher capital value than residential, and higher value properties (of all types) have experienced higher rates increases as a result of Council's reduced use of fixed charges in the period and the reasonably high portion of rates collected applying a capital value formula, and,
- The higher differential that business properties pay on the general rate has increased over the period, from 1.63 times the Standard General Rate to 2.22 times. Any decrease to the current business differential will move the tax burden from business to residential & rural Ratepayers as the same amount of rates need to be collected. The reasons for the differential are set out in Council's Revenue and Financing Policy and essentially Council considers that the benefits

of its services and activities are distributed unevenly between different sectors and business properties tend to benefit proportionally more than other sectors.

## Oppose

### 251 - Kiri Armstrong (Meadow Mushrooms)

The rates increase will have a significant impact on our business and is not a cost we can pass on to our customers.

### 549 - Antony Gough

It is nearly four times the current inflation rate for commercial properties and is unsustainable for most businesses.

>>>

The council continues to propose rates increases in excess of three times inflation.

The current proposed averaged Commercial rates increase is 8.2% before targeted items and Ecan's rates are added in.

This is not a one-off situation but maintains a trend that the council has had for many years in the past now.

Rates increases above inflation are not sustainable for commercial operators and are slowly killing businesses.

We believe that rates increases should be contained within the inflation figure of 2.2% this year. If councillors wish to add new spending to a department, they should offset this by cutting costs elsewhere within the same department.

With the commercial rates increases over the past ten years averaging above 10% pa this then means that rates have risen by over 100% in the past ten years. These costs are actually hurting mar and par who often struggle to make

Our rent increases average around 2.5% each year so are less than a quarter of council rates increases.

The era of relentless rates hikes must end. Council needs to focus on core services rather than prioritising “nice-to-have” projects - just as businesses must do when facing financial constraints.

#### 616 - Amanda Keenan (Chiwahwah and Zodiac Restaurants)

We have been advised that CCC are proposing an average commercial rates increase of 8.21% which is nearly four times our current inflation. I wish to object to the annual rates increases that is proposed.

Looking at the annual plan, this would propose a near \$4,000 increase in OPEX costs to both our venues.

We have finally seen the revitalisation of the Terrace and other hospitality precincts all over the city over the past two years and this can be contributed to the continual investment from hospitality business owners to create an exciting and innovative venue, product and service for locals and international visitors.

Hospitality businesses are encouraged to keep up with trends and operate in a highly competitive market but at a considerable expense. We find guests arrive at our restaurants frustrated at the lack of or cost of parking in the city, but we continue to invest in creating an experience that helps them overcome their reluctance to visit the city as well as encouraging them to return to the city again. I believe the rates increase would add to the already increased pressure on resources available to businesses to provide these experiences for visitors to the city.

This money would be better utilised working collaboratively with other organisations or generating partnerships with ChristchurchNZ for example to encourage repeat and further visitors to the city both locally and internationally.

We also continue to invest in recruitment, training and development to make Chiwahwah and Zodiac a talking point. We also employ and train young students looking to enter the industry as well as overseas employees that continue to bring skills which lift our overall service and guest experience. We are concerned that with the increased expenses these areas could be compromised.

Overall, we want to see the city thrive and develop and we are passionate in our contribution to achieve this. However, with the constant increase in food costs, wage costs, maintenance and insurances as well as other operating experiences we fear the extra expenses would add further stress and pressures on our ability to contribute.

#### 708 - Louis Viecele (Viecele Hospitality)

I am the managing director of Viecele Hospitality, a company that has owned and operated hospitality businesses in Christchurch for more than 30 years. We currently employ over 150 staff at some of

Christchurch's best-loved and most enduring hospitality venues. I wish to make a submission regarding the Christchurch City Council's draft annual plan for 2025/2026.

The council is proposing another excessive rates increase—an 8.2% rise for commercial properties, before factoring in targeted items and the ECan levy. This is in excess of three times inflation. This follows a long trend of rates increases far exceeding inflation, with commercial rates rising by more than 100% over the last decade. Such increases are unsustainable and put excessive financial strain on businesses. For comparison, rent increases average only 2.5% per year.

If this increase is allowed to go ahead, it will result in a lack of economic stability, a lack of investment, the potential of businesses fleeing the city, and a slowing of economic growth. Businesses will be forced to reduce services and cut jobs to operate, if they continue to operate at all.

We urge the council to limit rates increases to 2.2% this year to align with inflation. If new spending is necessary, we suggest offsetting it by cutting costs elsewhere. Council's focus should be on core services at this time.

We call on the council to adopt more sustainable, pragmatic decisions that support businesses and ensure the long-term prosperity of Christchurch.

#### 785 - Sandamali Ambepitiya (Property Council New Zealand)

##### **5. Business differential and vacant site differential**

- 5.1. Although the business differential has not increased in the proposed Annual Plan, Property Council's view on business differentials remains unchanged. The use of rating differentials has been consistently opposed by Property Council as they are collected within the pool of general rates, leaving businesses unable to identify where these funds are spent. This leads to lack of transparency and equity concerns. In saying that, we are pleased to see that no increases have occurred for this year's annual plan, creating consistency for commercial ratepayers.

#### 816 - Annabel Turley (CCBA)

Still too high

>>>

The CCBA strongly urges the Council to ensure that any rate increases remain aligned with the Consumer Price Index (CPI). Businesses and households are already facing increasing financial pressures, and further rate hikes beyond inflation are unsustainable. The Council must exercise fiscal discipline to avoid imposing undue burdens on ratepayers.

>>>

Rates must be kept in line with CPI

827 - Leeann Watson (Business Canterbury)

Businesses continue to face larger rates rises than households, which when coupled with a rates differential of 2.2 times the value of household rates means businesses continue to raise questions about value for money. And rightly so. When compared with other districts around the country – our rates costs can be significantly higher for comparable commercial properties.

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If businesses continue to pay more – their contribution needs to be recognised and weighted accordingly when decisions are made

867 - Taina Scur (Sweet Soul Patisserie)

The proposed increase is 4 times above the inflation. This is really not fair on businesses.

905 - Josie Baker (The Craft Embassy)

I am a hospitality business owner in the central city and would like to make a submission regarding the council's long term plan.

My main concern is regarding the excessive rates rises that have impacted our costs alongside other rising expenses at an increase significantly higher than inflation. This is negatively impacting businesses, especially after the downturn in 2024.

Residential rates have also risen at a rate far above inflation, putting pressure on the average household.

We understand that the council also have rising costs to manage, but doubling commercial rates in the last decade is beyond inflation. Rates must be managed more efficiently than they are. Some spending needs to be treated as a nice to have while managing core city operational necessities. Spending \$200,000 to scope a shuttle may be a tiny percentage of the budget but these add up to significant spending when viewed alongside other scoping work or revisiting plans.

## Remote Rural Rates

### General Comments

1 submissions provided feedback on our remote rural rates proposal.

This 1 submission provided an alternative proposal.

### Officers Response

The sole submission noted that the average increase for Remote Rural properties is higher than for residential properties, and recommended that the increase should not exceed the urban residential increase.

The difference between standard and remote rural properties is driven by the water and sewerage rates, which remote rural properties do not pay, so the general rate is a higher percentage of the total rates bill and the increase in rates: In the Draft Annual Plan, general rates increased by 9.01% compared with 7.82% for water and 5.6% for sewer for an overall average (for all ratepayers) of 7.58%, however, it is important to note that remote rural properties receive a 25% discount on their general rates, which is acknowledged in the submission.

The reason for the differential is set out in Council's Revenue and Financing Policy and essentially Council considers that the benefits of its services and activities are distributed unevenly between different sectors and that remote rural properties tend to benefit proportionally less than other sectors.

## Other

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

### 2. GENERAL COMMENTS

#### Rates and Expenditure

- 2.1. CCC proposes rate increases which average at 7.58% for 2025/26. However, our members based in Christchurch City are classed as 'remote rural' ratepayers and their increase is on average 8.43%. However, NCFF appreciates the continuation of the rural differential of .75.

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Federated Farmers submission to Christchurch City Council's Draft Annual Plan 2025/26

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79

- 2.2. Any small movement in rates translates to a significant monetary amount for farmers, given the high capital value of their properties. We therefore recommend the Council reduce the average rate increase for remote rural properties and ensure that the increase does not exceed that of urban properties. We also request that Council employ transparency and disclose the reason for the additional increase for remote rural properties.

>>>

- 2.6. **Recommendation: that CCC ensure the rate increase for remote rural properties does not exceed that of the urban residential rate increase.**



## Rates Remissions

### General Comments

1 submission provided feedback on rates remissions.

This 1 submission provided an alternative option.

### Officers Response

The sole submitter noted that the proposed rates increase is likely to particularly affect elderly ratepayers on fixed incomes and suggested that remissions be increased to ameliorate this.

The submitter may be confusing rates remissions with the rates rebate:

Remissions are a discount on rates provided by the Council to support the continued operation of community groups or similar “public good” entities – they are paid for by other ratepayers.

The rebate is a government scheme to pay some rates on behalf of low-income households (depending on their income and the amount of rates they pay) – it is paid for by taxpayers. The maximum rebate will increase from \$790 per year to \$805 per year in the 2025/26 rating year (1.9%).

Council does not provide a discount or other form of explicit support for elderly ratepayers, although a rates postponement scheme has existed for many years for those ratepayers (particularly but not exclusively pensioners) who are experiencing financial difficulty.

### Other

485 - Peter John Cameron

these increases particularly impact on the elderly etc perhaps increasing the discount to match income levels should be investigated

## Pausing Cathedral Targeted Rate

### General Comments

213 submissions provided feedback on the proposal to pause the collection of the target rate for Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%.

95 provided comments in support of the proposal to pause the Cathedral targeted rate.

36 opposed this proposal, 53 provided alternative options, and 29 gave general comments.

## Officers Response

The question put in the Annual Plan consultation document was should collection of the Christchurch Cathedral Levy/targeted rate be paused to achieve a rate saving.

- Some submitters on this point either did not understand the question or responded with their views on the Christchurch Cathedral rebuild (many of the respondents in the other categories also shared their views on the Christchurch Cathedral rebuild).
- Some submitters were in favour of pausing the Christchurch Cathedral levy/targeted rate. Most of the submitters in this group supported a pause because the construction works had halted on the Cathedral; a smaller group were concerned about the overall affordability of rates.
- Several submitters were in favour of continuing (not pausing) the Christchurch Cathedral levy/targeted rate.
- Several submitters were opposed to the Christchurch Cathedral levy/targeted rate and wanted the funds collected to date to be either returned to Ratepayers or repurposed for other projects such as revitalising the square or other heritage projects.

Of the submitters who provided their views on the Christchurch Cathedral rebuild:

- Some submitters were either opposed to the rebuild recommencing and/or opposed to the Christchurch City Council contributing towards the rebuild. Common themes were that the Anglican Church should pay for the rebuild, that the rebuild was too expensive, that a church does not represent Christchurch.
- Several submitters wanted to see construction recommence on the Christchurch Cathedral. Common themes were that the Cathedral represented Christchurch and/or that the earthquake recovery could not be completed without its restoration.
- A few submitters proposed turning the Christchurch Cathedral into some form of memorial. Common themes were that it was too expensive to rebuild, but that it should be remembered for its significance to the city.

The Draft Annual Plan modelled pausing the Special Heritage (Cathedral) targeted rate into the 7.58% rates increase. If the levy/targeted rate is reinstated it increases rates by 0.14%, from 7.58% to 7.72%. The Cathedral Reinstatement fund is forecast to have a balance of approximately \$5m as at 30 June 2025, and while acknowledging it was not consulted on, if this were returned to rate payers it would result in a 0.65% decrease in rates in the 2025/26 financial year but would also increase rates by 0.65% in the 2026/27 financial year.

## Support

101 - Ben Hart

Ratepayers should not fund a reinstatement. We should make the site safe and leave it as a memorial

1011 - Valda Craig

I do not want to support CHCH Cathedral.

1020 - Lee Williams

Things I don't want Council to do: "Good rubbish" days, stuff of value is wasted, balance people to take it. left removed by Council.  
Sale of council owned assets (at all)  
Rebuild Shirley Community Centre.  
Any building in the red zone.  
Any further investment in Cathedral repair.

107 - David Moore

I think the cathedral restoration should be stopped. There are better things to spend our rates on.

120 - Lyndon Telfer

Why keep collecting when the church has paused the work with no restart date in mind

121 - David Evans

I am concerned at the inordinate sums of money being spent (and likely still to be spent) on the reinstatement. In my view the original estimate of cost to reinstate the Cathedral together with the seismic strengthening required to bring the structure up to an acceptable seismic standard was likely a gross underestimate of the actual figure required (which may have been aimed at obtaining agreement to proceed) or was incompetently undertaken. An independent review I consider warranted. In the interim the collection of rates for this should be paused.

129 - Ross Boswell

The "restoration" of the cathedral is a bottomless pit for money. I believe the site should be made safe and preserved as a memorial to the earthquake.

158 - Murray Dickinson

The additional \$2m will not be influential on whether the reinstatement is restarted. And if more is collected, then not used, it would need to be returned to the ratepayers later.

16 - Alex Ingrosso

The cathedral was categorically a terrible decision and should have been demolished. It would have been easier to just build a new one.

166 - Lewis Webster

The Cathedral is a privately owned and controlled building. Unless the council is to take ownership of the building, the ratepayers should not be contributing to this.

171 - Melanie Kardt

Pause and cancel the Cathedral fund

173 - Haidee Scott

I vehemently oppose collecting rates or taxes to pay for a church project. The Anglican Church should fully fund the reinstatement.

180 - Nathan Culevski

Scrap the cathedral

181 - Jennifer Mollard

The restoration of the Cathedral is a complete waste of money. It should have been demolished and the insurance money used to build a new Cathedral. Pouring yet more money from ratepayers and taxpayers is a burden the country cant afford

182 - Alexander McCaw

Don't waste anymore money on the Cathedral. Let the church pay to finish the project. Otherwise demolish it and replace with a multicultural center.

190 - Allan Brown

Restoration of the Cathedral was a seriously misguided decision and rate payers shouldn't be asked to support such a folly

203 - Richard Hall

I don't want any of my rates spent on this. Ratepayers should never have been contributing towards this anyway.

212 - Laura Goodman

I do not support the council giving money to the Cathedral.

213 - Tim Watts

It may have been an icon in the past but it's a church! Why should we put millions into it when other churches around the city get nothing. I much preferred the Catholic Cathedral - where is it now. Rate payers should not be contributing to this project.....

216 - Tony Stevens

Non-essential projects, should if possible, be either abandoned or delayed indefinitely. A case in point would be the cathedral. If the Anglican church wants a cathedral, it is up to them to find the finance, not ratepayers.

>>>

Ratepayers should not finance the Anglican church. They have sufficient assets to fully finance the cathedral and should only come to the general public when all assets are realised

22 - Nick Jenkins

Absolutely, sadly this project keeps escalating in lieu of the initial offerings of financial support which were not accepted.

224 - Kyle Sutherland

I agree with Cr Andrei Moore's comments that the funds already collected for the reinstatement of the Cathedral should be used to offset rates at the earliest convenience.

225 - Mark Jermy

I do not support further funding for the rebuild of the Anglican Cathedral. While I loved the Cathedral, it is clear there isn't enough money, from any source, to finish it. Pouring more money in does nobody any good. It is time to stop.

231 - Simon Cutler

Should never have been rebuilt in the first place.

244 - Michael Gooby

waste of money for a vanity project no one wants and the council is unable to control spending on. Stop immediately

249 - Peter Floris

I would like to see all council contributions to the cathedral reinstatement cease. It is time for the Anglican Church to step up and fund this project themselves.

25 - Jimirah Baliza

The Cathedral should never have been funded by ratepayers. Council should have listened to church leaders from the start, who made it clear they had no intention of rebuilding it. The targeted rate should be stopped immediately.

260 - Jan Bierman

Our current economic circumstances as residents, a city and a nation should exclude nice to haves at this time. The proposed annual rates increase is not in line with inflation & is not sustainable for ratepayers. Think again!

264 - John Oatham

Don't agree with targeted rate ever being imposed whole project has predictably turned into a disaster that will be a blight on city rebuild for many years to come

265 - Bevan Phillipson

The Cathedral is becoming a greedy, money "devourer", so stop giving. Time to start "taking" from The Churches.

280 - Julien Gutknecht

The cathedral project has been mothballed by the church, further strain on ratepayers is not justified.

298 - Winsome Bryce

The "white elephant" in the square is a sorry sight but should be the responsibility of the Anglican Church not the city. They need to sell some of their property and use the funds if they want the Cathedral to be fully repaired.

299 - David Palmer

I think it makes sense to pause this targeted rate and return it to ratepayers.

32 - Stacey Shadbolt

its been mothballed so why continue collecting for it? for what? money spent on consultants?

325 - Karin Bathgate

Good to read that the \$ from our rates going towards the cathedral rebuild will be put on hold - I hope that is permanent as it is not a cost that the ratepayer should be wearing.

>>>

See my previous comment. This is not a project that the ratepayer should be contributing to. We did not fund other religious rebuilds and should not be expected to fund the Anglican cathedral.

343 - Michael Aitken

As the Council has no control over the Cathedral Reinstatement project it seems unwise to be rating residents for the stalled project.

345 - Marjorie Manthei

I do not support allocating any further funding to the Cathedral at any point.

352 - Ross Aikman

Why not demolish it, and save the money for something else that all of the people can use

355 - Sarita MacGregor

I think this is a good solution - what's already in the pot will continue to grow so hopefully something will come about that allows the cathedral to provide something to our city centre rather than a rather large blob of sadness.

356 - Annaliese Fisher

take it down and build from a fresh start.

357 - Mark Robinson

The church gets a lot of taxpayer funding and tax cuts... If they want the church fixed, they have money.

36 - John Miller

Why are we paying this it is a waste of money and it needs to stop. The project is stalled so why give them anymore when their coffers can clearly pay for it after all it is not the rate payers, I don't and have never been in the place and never will.

362 - David Gardner

pause it for at least a year, hopefully a new government will help get the cathedral complete

374 - Belinda Ngaata

I don't support further funding of the Cathedral. It's already had millions spent on it for no improvement.

375 - Paul O'Brien

The cathedral will never be rebuilt. It was a bad idea to attempt the reinstate the Cathedral rather than build a new one. We shouldn't throw good money after bad.

383 - Dave Crake

The Anglican church need to selffund more of this work themselves, globally and nationally they are very wealthy.

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

I believe pausing the collection of the targeted rate for the Christ Church Cathedral reinstatement is a reasonable decision, particularly given the ongoing delays and the significant funding shortfall. The project has already taken much longer than anticipated, and the costs continue to rise.

Instead of continuing to funnel funds into a project that is not yet delivering tangible outcomes, it would be more impactful to redirect some of those resources to grassroots initiatives that can have an immediate, positive effect on communities in need. Supporting local projects through LiVS and other community-driven efforts would help to revitalise spaces, empower individuals, and create meaningful change in the city right now.



Pausing the rate collection and investing in projects that directly benefit the community seems like a more urgent and beneficial use of public funds at this time.

425 - Diane Prankerd

I have never felt that the rebuild of the Cathedral was in the cities best interest and I'm appalled at the waste of tax and rate payer funds - amazing that there isn't more of an outcry over the whole outcome. It should be a relic and memorial to the earthquake - definitely no more rate or tax payer funding. Open it up and restore the square - crazy!

433 - John and Nan Simpson

You should pause the collection and reconsider the wisdom of supporting the rebuild of the previous cathedral building.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Until there is clarity on the future of the Cathedral and a clear plan for its repair, it would seem unnecessary to keep collecting rates – however, the Board would not want to put future ratepayers and Councils into a worse position by doing so.

442 - John Batchelor

The taking of the “Cathedral” levy must stop, now that the project has been paused.

487 - Christopher Henderson

Enough public money has been spent on the Cathedral.

490 - Noelene Hodder

The CCC should not be contributing to the Cathedral

This is the responsibility of the Anglican Church. It should have been secured / boxed as a memorial.

491 - Andrew Douglas-Clifford

I support the approach taken, especially in the situation where there is not a clear pathway forward for completion.

536 - Christine Whybrew

HNZPT supports the following proposed initiatives:

>>>

The suspension on rates for three years for the Anglican Cathedral (i.e. up to and including the 2027/28 financial year) pending clarification on restoration plans. We consider the suspension of rates for the Cathedral is appropriate given further clarity and confirmation on the restorations plans are still required.

54 - James Oliver

Definitely

55 - Brian Donovan

The reinstatement is far too costly and the benefits to most residents negligible.

57 - Euan Gutteridge

Whilst it's unfortunate the restoration of the Cathedral has been mothballed there was always risk the costs would blowout significantly - and they have.

The Anglican Church is one of the world's richest property owners. It is their asset and ultimately their decision to take the risk and restore the Cathedral and therefore they now need to step up and sort it out. We can't go on with a ruin in the heart of the city indefinitely.

59 - Devon Stewart

do it

607 - Rebecca Bge

This project has been going on for too long. While a great building for our city, its an unnecessary spend when the focus should be on ways to make living more affordable.

608 - Ondine Kiesanowski

Let the Catholic Church pay for it, or leave it as a ruin

611 - Claudio Veronese

Why spend more money on the Christ Church Cathedral reinstalment. Better spent elsewhere.

615 - William Blair

Churches are the problem of their diocese.

62 - Diane Mulholland

It's gone on too long. Make a clear decision. It been 14 years. The generation now don't know anything about the cathedral, just a mess in the square.

621 - Colin Ong

It is tragic how stalled the Cathedral reinstatement has become. At the rate it's going, this project will never bear fruit, so why keep throwing money at it until and unless there is a solid basis and plan to make this landmark shine again.

633 - Deb Clarke

Most definitely pause it until we have a clear indication of how the Church is going to fund this project.

654 - Mhairi Stedman

DO NOT squander any more money on the cathedral. The anglican church should pay for this or leave it as a reminder. Very few ratepayers want it resored, it should have been demolished and rebuilt. Who knows what other "unknowns" will be found.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the pausing of the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years but only on the understanding that the saving be factored into the proposed rates increase for the 2025/26, 2026/27 and 2027/28 rating years.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

We support the targeted rate being put on hold - it can always be reinstated if work recommences.

[full attachment available]

672 - Natasha Hagan

Please put this money towards things that benefit our community.

679 - Olive Locke

There are more important things that funds should be put into at the moment than the cathedral.

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

The Board notes that a saving here is currently factored into the proposed rates increase of 7.58%, and if the Council decides to continue to collect the targeted rate, the rates increase would be 0.14% higher at 7.72%. Therefore we support pausing the collection of this targeted rate.

706 - Simone Gordon

The cathedral was once a symbol of our city. 14 years after the quakes it's become this sad, contentious set of ruins. Initially post-quake it felt so important for it to be restored to it's former glory. However the further away we get from the events of Feb '11, the more it loses it's significance. Happy for any targeted rates to be paused.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board agrees with the suggestion to pause the targeted rate and invest the current balance to accrue the remaining funds required to meet the Council's funding commitment. Continuing to collect this rate while the project is mothballed would be confusing for the community.

717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board supports the proposal to halt the collection of the targeted rate for the Christ Church Cathedral reinstatement over the next three years.

722 - Elizabeth Ireland

stop the rates for it

730 - Merav Benaia

The Christ Church Cathedral reinstatement project was put on hold. Therefore council should stop collecting money for a project that is not going to go ahead.

734 - David Lawry

Again a nice to have already the budget has blown out . There was a referendum which indicated this project was not supported by the majority yet CCC continues on WHY

762 - Margaret Noble (The Ferrymead Trust)

We agree with the pausing of the collection of this targeted rated however we feel targeted rates are important in supporting key heritage facilities. We would suggest that targeted rates could be used more widely to support the provision of base annual funding to key facilities such as Ferrymead Heritage Park. If for example \$700k was provided each year to support the operation and sustainability of Ferrymead Heritage Park this would cost a very small addition to the rates.

796 - Michael Moynihan

too much money has been spent already on a private asset owned by a religious organisation that does not provide the benefit to the wider community

814 - Mark Gerrard (Historic Places Canterbury)

Special Heritage (Cathedral) Targeted Rate HPC supports the CCC proposal to suspend the rate and investing the remaining collected \$5million.

HPC argues the Christchurch Cathedral is a nationally significant civic building. HPC requests the Council urgently convene a joint meeting of Cathedral officials, the CCC and central government to facilitate the completion of the restoration of the Christchurch Cathedral

839 - Jan Harrison

If I want to contribute to the Cathedral reinstatement I will do so as an individual. If it is included in our rates, then I don't have a choice.

84 - Ken Tod

Yes - it's a no-brainer

843 - Harrison McEvoy

The rate should be paused.

846 - Mark Fursdon

Provided that the savings are used to reduce the proposed rates increase

857 - Viane Makalio

unless we do this for other churches or religions not sure if this is high on the priority list

866 - Martin Richardson

My church has received nothing from the City Council so why should the Anglicans?

869 - Anne Scott

We should use the existing money to pay off debt.

871 - Bal Ram

Please do not waste our money on a material thing such as cathedral. When people have to sacrifice so much to pay the bills on time like rates, insurance, power and other bills etc. Our money should be spent wisely. Keep to the basic. Like upgrading of water pipes, maintaining our structures, keeping our city clean and roads etc.

874 - Grant Slade

If they're not progressing then its pointless isn't it?

878 - Peter Galbraith

Not one more cent of ratepayer money should go into rebuilding the Cathedral.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

This is a tricky one when writing on behalf of an organisation as there are differing views. But definitely pause it until we have a clear indication of how the Church is going to fund this project. The building is iconic to Christchurch and the history behind it, but as leaders of our great City, you do need to be financially prudent when it comes to making these decisions. We need to know when to cut our losses and move on.

92 - Rachelle Woodhouse

no more money should be funneled into this project.

935 - Kerry Neville

Comments - If you're not sure, or have more to add, let us know

I did not want to fix the Cathedral  
full stop, the church didn't want it, either  
look at the amount of \$ wasted already  
Bull Shit, no brainer again. Wast of time  
and money again

Rating for renewal

97 - Michael Zhang

Reinvest the already collected money into community groups

## Oppose

104 - David McLellan

The Cathedral is an important building for NZ

105 - Karl Swart

The council must remain committed to rebuilding the cathedral. As long as it sits as a ruin or a construction site in the heart of our city, we will never move on from being the quake city. Let's just get it sorted, the decision was made in 2017, millions upon millions have been spent and what is left to go is a fraction of the cost of Te Kaha.

119 - Kristie Ferguson

I am more than a bit disappointed that the city is just walking away from the cathedral. Do you see how many people still go to see it in its horrible state. And they still walk over to the cardboard one to see that one. Even if you are not religious, there is just something about going into a cathedral when you are visiting a city.

I recently was lucky enough to go on a trip to Italy and there were over 80 catholic churches in just Rome city itself. They were all beautiful in their own way. And yet our city isn't even will to help one Anglican church, at the very centre of our great city. Lets keep in mind the facts too. The church wanted to rebuild a purpose built church, but the heritage people threatened so much legal action they couldn't even afford to of had a church by the end of it.

It will bring more people into the centre of the city again. People will want to hear their amazing choir when it echoes through the building.

The people who are in that church are great people, who give back to the community, but it is sad that city and the community are just like that going to give it all up.

I suggest maybe still a few dollars going towards the church. Meanwhile their quiz nights and sausage sizzles might take them a while to add up to the amount needed. :/

#### 132 - Gus Fahy

We have committed to the bloody cathedral so lets get the damn thing done. It was a fools folly to start with and Burdon & Anderton should be made to come up with the shortfall. Not that that will ever happen. It was always going to be a money pit.

It's never going to get cheaper so now that we're committed just get it done so that we and the Square can move on

#### 143 - Gretchen Boyd

Council should follow through on their commitment.

#### 148 - Belinda Lansley

We need to get the cathedral fixed. It's an eyesore and the square is lacking in tourists and opportunities to get revenue in.

#### 151 - Gerard Coulson

The Cathedral is THE focal point of our city; restoring this landmark should be prioritised.

#### 241 - Anna Gruczynska

I think this targeted rate should continue, but be ring-fenced for Christ Church Cathedral reinstatement when it restarts, or for a re-allocation to another (preferably heritage-related) project if a decision is made to abandon the Cathedral reinstatement for good.

#### 263 - John Cumberpatch

The Cathedral needs to be fixed as it is an impediment to the developent of the Square and surrounds that will benefit all .



The Church ( The legal owner and decision maker ) can raise the funds but chooses not to and is holding out for Rate and Govt funding. Either way I will end up paying through local or central govt taxes.

268 - John Mackey

The Anglican Church was 'forced' to restore the Cathedral when the Church did not see it as a viable strategy. It is totally unfair to then 'punish' the Church for following public pressure to saddle them with further debt and expense and be no closer to a permanent solution to the replacement of the Cathedral.

324 - Stephen Ashley

This seems like such a minor difference to ratepayers. I'd be happy for the council to collect the funds as promised but let the money gain interest until such time as we know what is going to happen with the cathedral. I don't particularly care about the cathedral, but would like for the construction zone in the heart of the city to be resolved.

334 - Richard Claydon

The Cathedral is Christchurch. Restoration of the Cathedral is a must.

410 - David Hercus

Cathedral Square will remain a weeping sore until such time as the restoration of Christ Church Cathedral is completed. Whilst it is not the sole responsibility of Christchurch City Council to fund the restoration, it still needs to contribute funding. Collecting the remaining targeted rate & keeping the funds invested will allow the funds to grow, which can then be transferred to Christ Church Cathedral Reinstatement Limited as & when restoration resumes.

46 - Peter Fussell

No - progress needs to continue to restore the Cathedral no matter how small. Halting funding will just mean it will sit there for ever as it is.

467 - Kerstin Rupp

cathedral needs to be finished

475 - Tracy Hatton

we have to do something so best save for it now

493 - Kirsten Ferguson

christchurch cathedral, support the funding and would support additional funding (with higher rates) to have this completed earlier.

city is coming alive. This needs to be completed asap

>>>

This needs to be progressed for overall value/benefit to Christchurch

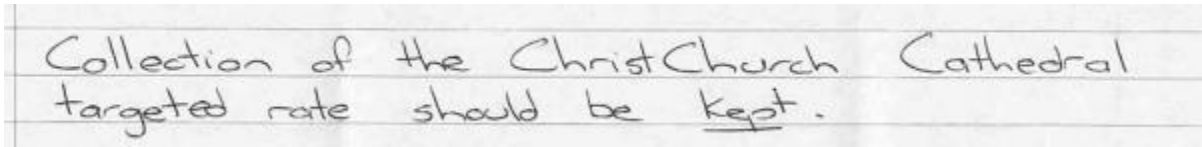
596 - Graham Wagener

The rationale behind pausing seems to be that work has paused. However, work has paused because of a shortfall so making the remaining money even harder to access seems unhelpful.

655 - Josephine Tanner

Just get it done. It is an iconic building for CHC

666 - Janet E Orchard



Collection of the ChristChurch Cathedral  
targeted rate should be kept.

68 - Chris Wildey

just get on with it

726 - William Warren

This would be a big increase in delays if the project does manage to overcome its current issues, and in the worst-case scenario when the project fails, then at least there is a useful unexpected windfall to redirect towards other projects. It's easier to collect and return than to have to collect more later!

736 - Adele Geradts (Halswell Residents Association)

We should continue our commitment so that when they are ready for the repairs, we can provide the promised funding.

#### 770 - Evelyn Slape

i witnessed the cathedral spire fall on the day if the earthquake ans it was terrorfying. Having this restored is a true symbol of hope abd resilience and a reminder of our history. Not much of old christchurch remains and this must be protected at all costs. It is more important thay any flashy stadium. It is our citys icon. "Christ-church"

#### 771 - Jake Moratti

I'd pay an extra \$100 per year to get the bloody thing finished! Its literally our cities icon and a crime to leave it how it is.

#### 83 - Erin Cowlshaw

you have paid out 3m and have 5m sitting there, why are we not just getting it done.

I dont use the Cathedral, however it is iconic and a landmark figuritively aswell as geographically. It will be another step forward towards getting our city back from the earthquakes.

Te Kaha and Parakiore are drawing closer to completion.

Lets get this done and take another step forward to getting our city back.

#### 835 - Robert Fleming

Not too worried either way as it is a very small amount. The cathedral project does need to be completed in my opinion.

#### 836 - Gerrit Venema

Finish the pledge and keep the funds invested. Things only get more expensive(NZD less worth) under the recent decades of NZ governance

#### 860 - Rob Batstone

I am happy to carry on paying for the rebuild of the cathedral, i love it. How ever just keep in mind that is not your money. so if in the future its decided not to repair the cathedral then that money must go back to the people it came from. dont keep it whats not yours.

863 - Samuel Miller

Would support continuing it to fund the continued restoration of Christ Church Cathedral

873 - Jane George

The longer we hold off remediating the square (including the cathedral) the more costly this will be to the city in the long term.

877 - Sarah O'Keefe

It is a project that just needs to be finished, with some compromises, such as no under floor heating!

893 - David Close (Christchurch East Labour Electorate Committee)

## **12.0 Pause in collection of targeted rate for restoration of Cathedral?**

**12.1** Indications are that work will be resumed in due course. A highly relevant consideration for Councillors is that the Council's City Plan placed the Cathedral in the highest category of heritage buildings. This status in law placed serious legal challenges in the way of the original decision to replace the building. Heritage status imposes significant costs on the owners of buildings. It is the reasonable expectation of owners that the Council will support the heritage objectives in the City Plan. The saving from the pause is only 12 cents a week for ratepayers. We do not think that this is a significant issue.

**12.2 Submission: That the pause not be implemented.**

896 - Peter Tuffley

I think it needs to be remembered that the restoration of the Cathedral might well have been completed by now had it not been for an obstructive alien Anglican bishop's disrespect for our city's culture and historic heritage. I have no doubt that the resulting hiatus has contributed to the loss of momentum that has now regrettably resulted in the project having to be paused and the Cathedral mothballed because of a funding shortfall. I fear that if the Council were to pause collection of the targeted rate, this would have a negative impact on the prospects of making good that shortfall in the future, and would delay still further the restoration of a significant city icon; and I therefore urge the Council to continue collection of the targeted rate. I have no doubt that the impact on rates could be eliminated by judicious – and relatively minor – adjustments to major proposed expenditure items – for example, the mysteriously opaque “Other”.

949 - Ron Richards

Comments – if you're not sure, or have more to add, let us know Requires further financial resources in ChCh premium attraction.

#### 96 - Justin Yudistira

Please keep the Cathedral project moving forward. The city will benefit when the cathedral is finished, as it will increase tourism in the city centre. if we pull funding, then the shortfall will be higher. keep the funding!

### Other

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

Although the question about what should be done with the Cathedral is outside the scope of Greater Ōtautahi's advocacy, our members have suggested the following thoughts. One member suggests that the funding from the targeted rate be used to improve public amenities within Cathedral Square, including landscaping, facilities, lighting, and more pedestrianisation to help the Square perform better as the large civic space it is intended to be. - "Keeping the funding ring-fenced to the overall project is important support for the cause, but it should be used to improve Council facilities and spaces if it is not to be used for the Cathedral's restoration. Cathedral Square is in dire need of a major facelift if the new facilities to the North (Te Pae, Court Theatre, Tūranga, Arts Precinct, etc.) are to be properly integrated into the overall fabric of the city. This funding could bring forward projects 60272 and 60273 from FY27/28-34." Another member believes the Council should pause all funding for the reinstatement of the Cathedral. - "I don't think ratepayers should be funding any restoration of the Cathedral. I believe that the Cathedral should be made safe enough to exist as a ruin, as a memorial to the earthquake." 11 Other members think that the funds should be returned. - "With the cathedral restoration project restored indefinitely, it makes sense that the targeted rate be paused. I like the idea of improvements to Cathedral Square, but I also think that returning that money to ratepayers is sensible while the project is in limbo." - "In principle, I support spending money for the purposes in which it was first collected. Using that same principle - If the project is not proceeding, it should be refunded."

#### 116 - Andrew Massie

The Anglican church is worth billions. MAKE THEM PAY FOR IT or make them make their bomb site safe.

Here's an idea. In the UK, churches that were bombed in WWI were made safe by removing dangerous walls and overhangs, and are now beautiful memorials that people can walk in, appreciate, and have events in (which are obviously outside). That would be a win/win, I feel, given the current shambles.

139 - Ryan Lester

Knock it over and rebuild. The decision that should have been made in the first place.

141 - Andrew McKay

Give us our money back!! You took it for a purpose, that will not occur now, so give it back. You cannot just collect money for a purpose **THOUGH SPECIAL TAXATION** and then decide to use it for something else. Where are your morals?

167 - Paul Durie

Public money should have never been taken for religious purposes, and I think you should make the church pay back the first wasted 3 million.

192 - Sonia Bell

I support essential repairs/upgrades, however, the Christ Church Cathedral wasn't viable before the earthquake as there wasn't a congregation to provide sufficient plate money to cover the power account. It now needs to be weather tight, used for viable activities such as restaurant, musical performances, Xmas party for toddlers....changing times bring innovation. Think outside the box perhaps a theatrical performance in the spectacular setting.

>>>

The Christ Church Cathedral could be use as a museum of the earthquake, special function catering facility vb

210 - Lindsay Sandford

The \$4M collected and not used, should be taken back.

211 - Darryl Washington

Hold the commencement of the cathedral rebuild until we have surplus funds to complete it.

Again, prioritise spending.

218 - John Humphreys

finish the cathedral in timber as originally designed = huge savings

>>>

Seriously need to finish the cathedral in timber to the original design. Save \$ & have a more open interior space as some columns could be removed.

229 - David Thomson

The cathedral should be demolished like the church originally wanted. Unfortunately it is too far gone to be practically repaired. Build something more inclusive in its place.

238 - Mitchell Cameron

Please for the love of god just get rid of the cathedral.

If its desperate to stay, then bowl down most of it and make some form of "ruins" memorial.

25 - Jimirah Baliza

The \$10 million collected should either be returned to ratepayers or used to help ease the proposed rate increase, anything else would be a betrayal of public trust.

266 - Name Redacted

CANCEL it altogether NOT wanted and should NEVER EVER have gone ahead.

REFUND THE RATEPAYERS.

THE MONEY IS NOT TO BE USED ON ANY HISTORICAL ANYTHING - GIVE IT BACK TO RATEPAYERS.

It needs to be bowled over. Get rid of it now. It's pathetic and a waste of space.

TEAR IT DOWN NAD GET RID OF IT NOW.

299 - David Palmer

Alternatively, I would also support continuing to collect it, but directing it toward improving Cathedral Square. The uneven white pavers of Cathedral Square make it feel like a broken place to be. Cathedral Square should be redesigned with more greenspace and a more attractive landscape design. We can begin this work now, even if the cathedral rebuild is on hold.

311 - Tom King

I would suggest looking at the Anglican church providing some funding.

326 - Peter Strong

I never agreed with the targeted rate for the reinstatement of the Cathedral in the first place and in my view it has cost a horrendous amount of money when the structure should just have been bulldozed. The Cathedral is not of any national significance and I am concerned that spending more is just an open pit for further wastage of money.

329 - Callum Davidson

leave some ruin, support the church for a complete rebuild. Move on

369 - Chris Sloss

This was a very poor decision from the moment it was made. Recent events have shown that some councilors vote with their hearts rather than make practical decisions for the whole community. A refund of monies already paid to this project should be asked for!

389 - Ian Luxton

Rate Payers should not be putting any money into the Cathedral. Its private sector and church based. Leave it with them.

391 - Regina Martin

Ratepayer should not be funding the repair of the Christchurch Cathedral - totally oppose that expenditure being levied on ratepayers.

393 - Jessica Allison-Batt

Or you could consider taking these funds and supporting the reconstruction of the demolished Sydenham church which would help address a huge eyesore remaining from the earthquakes.



429 - Gordon Nairn

the church should fund this themselves.

434 - Brent Ruru

I oppose the targeted rate collection for the Chch Cathedral reinstatement for the remaining three years.

The amount collected should not be apportioned to any other services, but returned to me as a rate payer.

442 - John Batchelor

The monies already taken, and being held by Council, should be returned to those who have paid them.

There never was a mandate to take this money from the ratepayer. There was no consultation. The Anglican church should have been left alone to make their own decisions.

45 - Cameron Rossiter

Redirect these funds to the air force museum. Don't reinstate the Cathedral, the Anglican Church should be picking up THE WHOLE BILL,or DEMO IT!!!

471 - Josey Fleitas

Knock the cathedral down, burn it, put a plaque on the path and call it history.

474 - Terry Hampton

I always considered that we should have incorporated the stone etc in a new building rather than pouring money into what as is a black hole.

649 - Vic Allen

Should withdraw funding from this project altogether, and reconsider if/when it restarts.

665 - Kathleen Crisley

The Cathedral is an Anglican facility; I believe the City's ratepayers have done enough to support its reinstatement. The Council should permanently cut off the funding for this facility. If the Anglican Church chooses not to reinstate it, for whatever reason, it serves as a useful monument to the Folly of Man.

675 - Bluebell Barr

I don't know anyone who wants this Cathedral finished and it would be better to stop it all together and put the money towards climate goals.

678 - Eva Wilson

Too much time and money is spent on the cathedral. I think its rebuilding should be stopped indefinitely.

680 - Claire Coveney

I do not think we should pour any more money into the Cathedral. Leave it as a relic for tourists to see. Sadly it is time to say enough is enough.

697 - Trish Cross

I do not support funding the cathedral reinstatement. I think the Anglican Church should fund it

698 - Dominic McKeown

council should return the money collected to rate payers immediately and not collect any further funds. The church can fund the works not rate payers. It was wrong of council to have made this decision in the past.

703 - Daniel Holland

we need a decision about the cathedral. I don't really mind what happens and whether it is removed or turned into some sort memorial, or restored. However it is important we reclaim the centre of Christchurch

707 - Richard Umbers

Not sure, there are two questions in this.... we should pause construction work until we can raise the money, but not sure it should be added to rates?!

730 - Merav Benaia

The funds already raised should be used to improve public amenities within Cathedral Square. This will help create a better looking and better used civic space and provide a connection to the Performing Arts Precinct and Te Pae.

751 - Tracey Glass

Strongly object to any more funding for Cathedral restoration.

756 - Dan Heuston

I believe the cathedral should now be stabilised and left as a monument to the earthquake, such as how this has been done in Berlin after World War 2.

le the building remains not suitable for use.

760 - Fiona Green

It was always my preference to put rate payers money into the Arts Center and not the Cathedral.

I have never supported saving the Cathedral. God is in us, not in buildings. Christchurch does not need the Cathedral for its identity. We have many great and useful buildings in our city. It was unfortunate that there were many areas without a view of the service in the Cathedral.

764 - Tim Frank

Whatever form the solution for the Christ Church Cathedral will take, the city will have to contribute some money. It is an important aspect of the city and really the heart of the city. This is a building that is open to all, even though it is owned by the Church. The church can maintain and operate it far more efficiently than a commercial operation could and keep important heritage links. The effort in restoring the Cathedral needs to continue.

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Noone cares about the cathedral anymore so why are you forcing us to pay to fix it?!

775 - Fiona Penney

I think the cathedral should not be reinstated at all. It doesn't belong to the council, it's not even that old, it just looks old. Don't pour good money after bad.

780 - Heather Venis

interested to know where previous cathedral restoration money has been gone...

793 - Kevin Cresswell

Collecting the money in advance bears the risk of it being allocated to another project and not being available when required or would cause a dilemma of how to refund the historic ratepayers if a decision is made not to proceed with the restoration.

It is my view that the Council should not be subsidising the cathedral rebuild at all.

794 - Joy Burt

Please retain the balance not yet handed over, so the interest gained while the reinstatement project pauses, decreases the impact on rates in the future. It is a icon of Christchurch and still looks good even in its present state. Very clever canvas cover!

817 - Justin Fletcher (Predator Free Waimairi Beach)

Funds raised from the Christ Church Cathedral could be redirected to support biodiversity initiatives.

826 - Alastair Watson

Only reinstate if Cathedral rebuild continues - which is needed !!!

843 - Harrison McEvoy

The funds should be used to improve Cathedral Square by bringing forward line items from the 27/28-34 AP lines and doing them now. There is a major disconnect environmentally between the south and north of the city, and Cathedral Square is the primary reason for that. It is unacceptable that CCC has put off this work, and now that the Cathedral restoration has paused, the funds should improve the area adjacent.

858 - Cody Cooper

I support money being used where it was originally intended. So either give it back (rates reduction), pay down debt or improve the wider Cathedral area's amenity.

86 - Chris Arnold

i suggest that you help people more directly and reimburse the 5 million against individual council tax paid by rate payers. This would help reduce debt owed by default payers and offset the payments due for individuals for the next 12 month payments. This is a win win for all parties and would help in the current financial environment that sees people struggling. Its time to think outside the box.

865 - Marie Gray

Use the money already gathered to improve the amenity of the square.

995 - Rose Riley

☐ Yes ☐ No

Comments – if you're not sure, or have more to add, let us know

No more money from Ratepayers

I think the Anglican Church should be responsible  
for the completion of the build.

### General/Other Comments

1007 - John Thacker

This money will eventually be used and can be kept aside earning some interest in the meantime.  
(After all the Cathedral took 35 years to be built & settles saves for it!! 175 years since the 4 ships arrived.

1037 - Rosemary Martini

Why can't the Anglican Church pay for the Cathedral? Or leave it as it is as a reminder of earthquakes for the tourists.

130 - Gaynor James

our cathedral is a symbol of Christchurch.....it is sad to see repair of it come to a standstill

142 - Scott McCormick

as long as 100% of the cathedral rates fund goes to the rebuild and not to poorly managed ccc departments to cover excessive headcount im happy to pay the levy.

144 - Sharon Powney

Should have rebuilt it

149 - Nat Clark

Unsure , we need the Cathedral but how we go a head I have no idea .

189 - Stacy Rendall

This question is extremely confusing - sounds like you are going to take it either way

220 - Sandra Pilet

not sure how to answer that. just stop spending the money

350 - Tony Smith

Do not spend another cent on that Cathedral

Mothball if and make it a monument

Why are the ratepayers funding the cathedral when the church should be doing this

390 - Stuart Batty

In my view as an Anglican, the Cathedral will never be rebuilt and should never had been contemplated. It most likely will never be more than a ruin and a drain on various organisations.

395 - Susan Eleanor Peake

I believe the amount is not substantial  
+ would be OK to support as a ratepayer.

404 - Anthony Field

The proportion of CCC rate payers who actually go to church is so small it does NOT justify the millions spent on this out dated dinosaur.

We are in a Climate Emergency and we must plan and prepare for this reality rather than funding a building to worship a god that most of us know doesn't exist.

405 - Ben Lord

I think the best way forward for the Cathedral is to keep it broken but strengthen it so that people can go in and turn it into a small museum or something similar

439 - Amanda Ward

Can a decision actually be made around the Cathedral? It has been 14 years!

462 - Kirsty Rose

CCC must not invest in the cathedral. This is obscene. the church has plenty of money. if this building were important, they would have repaired it themselves. How very dare the council spend its public money, let alone collect specific taxes, to invest in Anglican assets. This spending is discriminatory to non-Anglicans and only serves to reinforce the reputation for bigotry CHCH is renowned for.

464 - B Frederikson

Unsure. It's expensive and the Anglican church is only used by a small minority of Chch people. However, it does have sentimental value for many other residents ( noting letters to the Editors of newspapers) Also, it has been an anchor to Christchurch in the past and very popular with tourists who still walk to the square to view what remains of it. . If the renovations are not completed, what would happen to the space instead?

468 - Keeley Pexton

The cathedral is embarrassing . The cost burden is huge. Is there no way out ?

633 - Deb Clarke

I know the building is iconic to Christchurch and the history behind it, but as Leaders of our great City, you do need to be financially prudent when it comes to making these decisions. We need to when to cut our losses and move on.

674 - Aurora-rayne Dyer

The cathedral will bring more tourists.

690 - Kevin McSweeney

why are we paying for this anyhow. As the project has stopped the levy must stop

693 - Ethan Venmore

The Cathedral has been nothing but a waste of money, ultimately for no real outcome. The Church is a private entity, when it wants to be - it shouldn't be funded by the people given its black and white lack of any real substantial returns to the public, in regards to their funds having gone toward it.

725 - Gary Durey

Bulldoze it.

727 - Chris Carrow

Christchurch should let the old crumbling cathedral go

785 - Sandamali Ambepitiya (Property Council New Zealand)

**7. Christ Church Cathedral targeted rate collection**

- 7.1. Property Council members have mixed views on the Christ Church Cathedral targeted rate collection. Therefore, Property Council will not be making a comment on either proposal. However, we cannot underplay the importance of the Square and the Cathedral to the city and it is imperative that a solution is needed that does not continue to burden ratepayers.

795 - Dianne Downward

The cathedral should be made safe and left as a ruin to be a reminder what happens when people meddle in the affairs of privately owned property. The church should have been left to rebuild in the way they wanted and now we would have a new building to be proud of instead of a mess.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Heritage and key city landmarks are important. Our committee supports a targeted rate - we have not polled our community on this matter and can therefore not respond with a mandate.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

The people of Christchurch deserve extra consultation with this

870 - Nyge Rimmer

On the whole the citizens of Christchurch are completely dissatisfied in the response of the Christchurch Cathedrals own rebuild efforts. The Cathedral has abandoned the city, and as a result it lies abandoned.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

we MUST stop building a fake cathedral but preserve the ruins and build an adjacent or nearby multi-faith worshiping facility - cf Coventry Cathedral. Use constructed skeletal tower as a platform for the embracing all our cultural and natural diversity.



## Dig into the Heritage Layers reflected in Heart of City (Cityhood)

- Canterbury Bush City
- Tangata Whenua
- Colonial Cathedral & 1<sup>st</sup> 4 ships
- Multi-cultures & taonga

Revealing all valid parts of  
**Historical Tapestry**

### LEGIBLE LANDSCAPE

post-colonial **Fusion**  
Overlapping/topping Colonial era  
Polynesian era  
Mtn building & Glaciation  
Transgression – tropics  
Gondwanic history - Biogeography  
Geo-tectonic Foundation

**EMBRACE NATURE'S LESSONS  
MORE CRITICAL THAN MATH!**



Use our central place to spread the love with urban wild, legible history and **Platform of Peace**.



**Wasteland = Pioneer Biodiversity in**

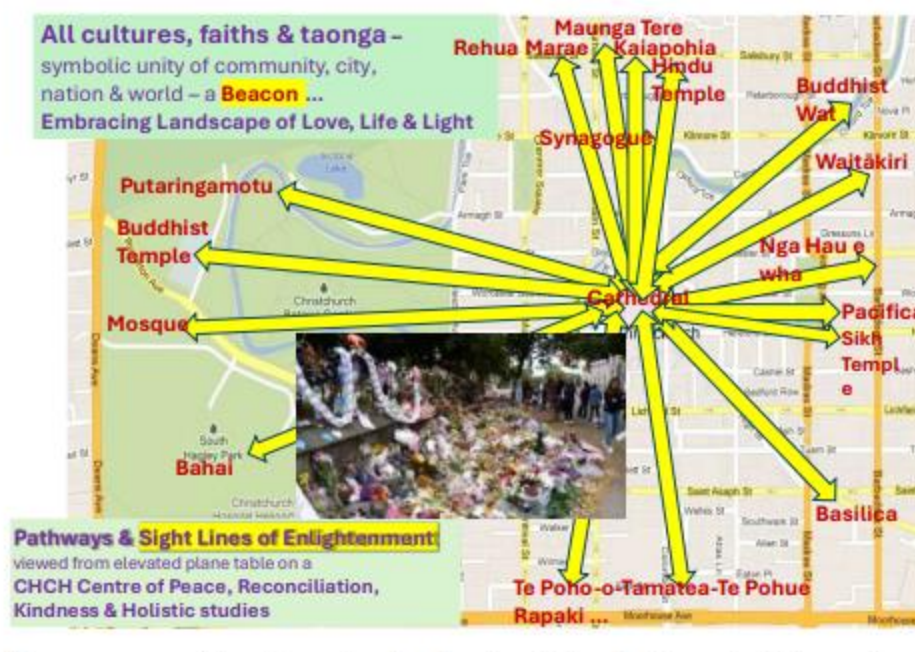


**... a contested/rotational space**



**No time (to  
waste) for  
complacency**

**Reformulate  
a mono-  
cultural  
Cathedral**



## Rates Other

### General Comments

7 submissions provided feedback about other rates related topics.

1 provided comments in support, 3 provided alternative suggestions and 3 provided general comments.

### Officers Response

One submitter supported the Special Heritage (Arts Centre) Targeted Rate.

The other six made a range of suggestions:

- Rates should be reduced for properties which don't fully utilise wheelie bins and/or have their own water supply & septic tank.
- Churches should pay taxes.
- Rates are too high for the services provided (particularly, insufficient wheelie bins and mowing of berms).
- Higher Rates should apply to rental properties because they typically have more people living in them & using Council services (ie. a "Citizen's tax").

- CCC should have a targeted rate for biodiversity (like Ecan).

Rates are charged in accordance with Council's Revenue, Financing and Rating policies and as set out in its Funding Impact Statement noting respectively:

1. The Waste Minimisation Rate funds Council's waste minimisation activities (recycling and composting) and is charged to all properties located within the relevant geographic area and is charged irrespective of actual usage. Water and Sewer Rates are not charged to properties located outside the relevant serviced area.
2. Places of worship are "non-rateable" pursuant to the Local Government (Rating) Act, so may only be charged water & sewer rates (noting that Church-owned properties that are not used as places of worship are rated in the same way as other property) and Council typically remits (ie. discounts) half of these charges under its Remissions Policy for community-based organisations.
3. Rates are a tax, not a fee for service, and are charged mostly in proportion to each property's Capital Value.
4. The 'tax' collected under a Targeted Rate must be spent on the specific activity for which it is levied. Biodiversity is typically a much more significant activity for a Regional Council, which is likely why Environment Canterbury (ECan) chooses to fund its activity through a targeted rate and Council has a much lower scale of activity compared to ECan; Council would need to consult on having a specific targeted rate for biodiversity.

## Support

### 814 - Mark Gerrard (Historic Places Canterbury)

Special Heritage (Arts Centre) Targeted Rate HPC supports the Special Heritage (Arts Centre) Targeted Rate.

## Other

### 192 - Sonia Bell

I am thinking that property owners pay but renters do not. Rented properties could carry a higher rate as multiple persons are taking advantage of facilities. Citizens tax.

### 299 - David Palmer

Council should consider switching to land value rating, instead of the current capital value rating. Fairly applied land value rating would put the highest tax burden onto the property barons who can best afford it, while providing a huge amount of rates relief to the homeowners middle class in the

city. Switching back to land value rating should be a priority for any elected member serious about reducing rates for the majority.

817 - Justin Fletcher (Predator Free Waimairi Beach)

CCC could follow the lead of ECAN and implement a targeted rate for biodiversity.

## General/Other Comments

146 - Mark Gunther

we only have rubbish collection so manage without the rest.

Rates should take this into account.

we are on a septic tank & have our own water supply.

341 - Charlotte Vanhecke

churches are overdue paying taxes themselves

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

We pay \$75k in rates and council doesn't even give us enough bins or mow our berm.

## City Vacant Differential

### General Comments

4 submissions provided feedback on the City Vacant Differential.

1 provided comments in opposition and 3 submissions provided alternative suggestions.

### Officers Response

#### **Submissions were received on the following topics:**

1. Requesting the City Vacant Differential Rate (CVDR) be applied to:
  - 119 Armagh Street (disused basement of the former PWC building)
  - Vacant sites in New Brighton (continuation)

2. Opposition to the CVDR and its extension, seeking: its removal from areas where the Council has enhanced vacant sites; a plan established to phase out the mechanism; and a report on spending of existing and future CVDR revenue.
3. Landbanking – seeking that the Council doesn't allow entities to land bank.

### **Application of the CVDR - Armagh Street, New Brighton:**

Legal advice is that the 119 Armagh St site is considered to be a building for the purposes of the Building Act and so is exempt from the CVDR. Note:

- the owners still pay full business rates for the property and
- Local Government rating legislation does not allow for rating to be used in a punitive fashion.

The CVDR will continue to apply to vacant sites in New Brighton, in parallel with dialogue with owners aimed at supporting permanent development or to improve the appearance of sites where development plans have yet to progress.

### **Opposition to the CVDR:**

The purpose of the CVDR is to encourage private landowners to enhance the amenity of their sites prior to permanently redeveloping them, so as not to undermine investment in and enjoyment of our urban environment by others. Sites will be exempt from the CVDR once any temporary uses comply with Christchurch District Plan standards or resource consent is obtained. A remission from the CVDR is available once the visual amenity of the site is improved in line with a published Vacant Site Improvement Guide.

With regard to the submitter's request for a report on the spending of existing and future CVDR revenue, rates collected under the City Vacant differential are General Rates – they are a general tax and are not ring-fenced for any specific purpose or targeted to specific projects. If more (or less) revenue is collected from the City Vacant differential (e.g. due to demolition, new build and/or site enhancement), then less (or more) revenue is collected from other General Ratepayers – the total Rates collected by the Council is unchanged.

### **Landbanking**

The Council has no control over when private landowners buy, develop or sell their land. However, prior to the permanent development of vacant sites within the centres subject to the rate, the CVDR encourages the visual amenity of these sites to be enhanced so as not to undermine investment in and enjoyment of our urban environment by others.

**Oppose**

- 5.2. Property Council has made extensive submissions opposing the vacant site differential imposed in 2022/23. Since its introduction, the vacant site differential has been extended beyond the city and onto commercial zoned areas across Christchurch (such as New Brighton, Sydenham, Commercial Banks). **We continue to oppose the vacant site differential and its extension.**
- 5.3. Property Council notes that the original intention of the vacant site differential was to beautify areas of Christchurch that had vacant sites. We would therefore, like to see the vacant site differential removed in areas where council beautification of sites has been completed. We would also like to see a plan established to phase of the vacant site differential.
- 5.4. Property Council is seeking information on the implementation of the vacant rate differential and whether it is ring-fenced to the area of collection. Under the Local Government Official Information and Meetings Act 1987, we call for Christchurch City Council to provide Property Council New Zealand with a transparent report on the following:
- Whether the vacant site differential is ring-fenced;
  - The total amount the vacant site differential has collected in each commercial zoned area since its introduction;
  - What the vacant site differential has funded in Christchurch in each commercial zoned area, including project name and project costs (with a breakdown of spending);
- 
- Whether the vacant site differential is ring-fenced towards beautification projects as intended; and
  - Any future planned funding from the vacant site differential.

## Other

1019 - Ciaran Farmer

### Things I don't want Council to do:

sell off Assets  
allow entities to land bank



299 - David Palmer

The Vacant Land Differential must be applied to the Seagull Pit on Armagh Street. Is it unbelievable that Philip Carter has managed to argue the abandoned hole full of seagulls is still technically a building and therefore does not accrue this targeted differential. When tools to receive revenue from major landholders are available, the city council must use them, even if they are threatened with legal action. Not doing so amounts to a ratepayer subsidy for Mr Carter's failure to build anything of value on that site.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board has clearly outlined our priorities in our Board Plan and Long Term Plan Submissions, but our top priorities are:

The targeted rate on vacant lots should applied with urgency to New Brighton

# Revenue

## Dividends

### General Comments

4 submissions provided feedback on dividends.

1 provided alternative suggestions and 3 provided general comments.

### Officers Response

All four submitters supported the council targeting a higher level of dividends.

One considered that the level of Dividends represented a poor return on assets (although they overstated the value of CCHL's assets, which are \$6 billion, not \$18 billion).

Council's dividend revenue is primarily from CCHL, which discusses its dividend projections (along with its overall financial performance targets) with Council as part of its annual Statement of Intent process, noting that CCHL's dividends are derived from the subsidiary companies.

The rate of dividend return from these subsidiaries is an important measure for CCHL and Council, however it is also relevant to note that a significant part of the return has been in the form of capital gain rather than cash dividends, and this capital gain reflects an expectation of future higher dividends.

### Other

918 - Michael Robinson

*get more funds from Dividends.*

### General/Other Comments

734 - David Lawry

The city is financially in a very poor situation with less than 2% return from approx 18 billion in CCHL assets and debt levels that are far too high and costing in excess of 100milin interest alone. this represents financial miss management.



896 - Peter Tuffley

Noting the projected \$108m revenue from dividends and interest, I would offer two comments: firstly, that I think every opportunity to increase revenue from this source should be keenly pursued (albeit prudently and with due diligence); and secondly, that I am pleased that the dividends are going into the city's coffers rather than into private hands.

918 - Michael Robinson

*Build on current assets. /*

## Development Contributions

### General Comments

5 submissions provided feedback on development contributions.

2 provided alternative suggestions and 3 provided general comments about development contributions.

### Officers Response

Three submitters commented that new development should pay for the infrastructure required to service growth, with two noting that ratepayers should not subsidise the cost of growth development.

One submitter noted that new subdivisions provide some of their own infrastructure.

One submitter commented on the costs associated with their home renovation.

One submitter requested that the Akaroa Wastewater Treatment Plant be recovered through development contributions and for the Kart Club relocation to be funded by development in the immediate area only, not the entire west of Christchurch.

Development contributions can only be used to fund the growth-related cost of projects already in the Council's capital programme. Development contributions are not used for improved levels of service, maintenance, renewals or operational expenditure. The Council cannot and does not collect development contributions for infrastructure funded by a third party.

The Development Contributions Policy contains a Schedule of Assets which lists all growth-related projects the Council has provided (or plans to provide). These projects form part of the calculation for the relevant development contribution requirement. The development contribution (growth) component of each project is outlined in the Schedule of Assets.

The Akaroa Wastewater Treatment Plant has a growth component and is included in the 2021 Development Contribution Policy, and the draft 2025 Development Contribution Policy. The Kart Club relocation project is also in the policy. It is categorised as a Sports Park. The Sports Park activity is charged as a district wide catchment, not specifically to the western suburbs of Christchurch.

## Other

### 134 - Dylan Cheam

less cost to submit for toilet and kitchen expansion

>>>

charges for household to apply for extra toilet is really high

### 858 - Cody Cooper

[Three Waters > Waste Water (Capital)]

The cost of the Akaroa Wasterwater Treatment plant is concerning. I supooort targetted rates / DCs for this.

>>>

[Parks > Other]

The Kart Club move should be funded by DCs in that development area only (not the entire west).

## General/Other Comments

### 608 - Ondine Kiesanowski

Its ridiculous! Huge subdivisions going in, so getting more rates per square meter, and subdivisions are installing lights, sewage, paving and roads.

[Coder note: this comment was in relation to the average rates increase]

690 - Kevin McSweeney

however plans need to take future into account and we need to ensure developers cover all costs for new developments up front. I know this may increase prices for new builds but that is only fair - they will get the future benefits

793 - Kevin Cresswell

More attention needs to be given to extracting additional funding by targeting specific beneficiaries i.e. more user pays. E.g. New subdivisions should be fully funding the additional 3 waters and roading systems that they will be using. This is both the capital (either existing or new) and operational costs. These should not be a cost to existing ratepayers.

## Central Government Grants & Funding

### General Comments

1 submission provided feedback on central government grants & funding

This 1 submission provided an alternative suggestion.

### Officers Response

The sole submitter in this category recommended that Council investigate a Regional Deal between the Crown and Canterbury councils, to unlock funding and create certainty for future infrastructure investment.

We're currently progressing early-stage work on a potential Regional Deal through the Canterbury Mayoral Forum. This includes identifying shared regional priorities and laying the groundwork for a future proposal to central government. It's still in development, but we're working alongside other Canterbury councils, iwi, and the private sector to ensure any deal reflects Canterbury's long-term infrastructure and economic needs.

### Other

785 - Sandamali Ambepitiya (Property Council New Zealand)

## 6. Regional Deals

- 6.1. We recommend that Christchurch City Council investigate a Regional Deal between central and local government which could unlock funding and create certainty for future infrastructure investment. Regional Deals are a long-term agreement between central and local government to establish shared infrastructure investment and an agreed pipeline of funding. Having greater financial support and investment from central government will drive improved infrastructure outcomes across Christchurch. This will also help unlock Christchurch as an exciting place to live, work, play and shop, as well as an attractive destination for investment and development.

## Excess Water Charge

### General Comments

3 submissions provided feedback on excess water charge.

2 provided alternative suggestions and 1 provided a general comment.

### Officers Response

The three submitters broadly supported the current regime. Two suggested that excess charges could be increased if wastage becomes an issue, and the other suggested that the residential allowance should be reduced to its original level.

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.

The dollar charge for excess water use is collected under Rates (tax) legislation, so it needs to be reasonably based on the per unit cost of providing the service. Council ability to increase the charge as a “punitive” incentive is therefore limited, although it does have full discretion over the usage threshold above which charges will be applied.

## Other

### 212 - Laura Goodman

Would like to see increase to charge for high water usage to encourage high water users to reduce usage. Appreciate this is likely to be a LTP matter rather than AP.

### 869 - Anne Scott

Water limits should be lowered to the original target as it saves both water and money.

## General/Other Comments

### 874 - Grant Slade

I would also comment that I would not be in favour of a per litre charge for water. The current monthly free limit should be enough to keep residents of our wonderful Garden City from too much wastage. Excess use fees can always be increased if wastage becomes provably an issue.

## Disposal of Council Owned Land

### General Comments

248 submissions provided feedback on the proposal to dispose of council owned land.

147 provided comments in support of the proposed disposal of land and 9 provided comments in opposition to the proposal.

70 provided alternative suggestions and proposals to the use of the land or proposed caveats to the sale. 22 provided general comments.

### Officers Response

Submitters were predominately supportive of the disposal of Council property that is no longer needed. Key themes include:

For disposal:

- General agreement, with no reasons given;
- if the land is not required, then it should be sold;
- the Council should seek the greatest return from the properties;
- Sell to reduce debt or rates; and
- Consider sale that supports social housing / housing policy or revegetation.

#### Against disposal:

- Insufficient information
- Don't sell parks and reserves
- Need to have a comprehensive Port Hills Management Plan before sale of Port Hills properties

#### Against disposal of specific properties

- 48 Balmoral – should be revegetated
- Wakefield Avenue
- 4 Cannon Hill Crescent

#### For disposal of specific properties

- Tarras Airport
- Lichfield Street
- Te Kaha Stadium
- Bishopdale Mall
- Sexton's Cottage, Barbados Street Cemetery

#### Other themes

- Consider alternative uses and benefits e.g. social and community initiatives; and
- Those directly affected should be consulted.
- Offer back to previous owners
- Heritage team need to assess each site before consideration
- Consider expressions of interest from community groups before disposal on the open market
- Use returns for specific purposes such as investing in social housing, paying down debt or investing in community facilities
- Land should not be sold below valuation
- Protect any access that the public may have over Port Hills land
- Give them away to the poor and homeless
- 

#### There were also questions about process:

- several submitters indicated that they could not access information about the property list; and
- Disposal process suggestions e.g. not to developers, offer to Iwi, market rate, housing providers.

Submitters presented mixed views on the disposal of Council's property. Most submitters supported disposal, with a smaller number opposing, having other views or no clear position.

Supporters gave no reasons or saw that if the land was not required for a purpose, then it should be sold. For those who support disposal financial matters seemed important. These submitters want

Council to seek the greatest return from the properties and use this for reducing rates or reducing borrowing.

For those who oppose the disposal of properties, the main themes were a lack of sufficient information or retaining land for ecological, open space amenity or community purposes.

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. 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.

Of the specific properties mentioned

- 48 Balmoral – staff have considered this submission and are recommending the retention of this property
- Wakefield Avenue: a submitter has requested that part or all of this former housing land be kept for park purposes. Given that there are already several parks in close proximity there is no reason to retain this land for this purpose. With part of the site being exposed to building restrictions, any development is likely to retain an open appearance.
- 4 Cannon Hill Crescent: a submitter has suggested retaining this property for revegetation given its proximity to the Opawaho Heathcote River. The site is separated from the river by reserve and private land, and two roads. It is surrounded by residential development with reasonable vegetation coverage. There is no compelling reason, when compared to Council's retention criteria, to change approach and staff recommend the disposal of this property.
- Tarras Airport – this property is not owned by the Council and is therefore out of scope
- Lichfield Street – Several submitters have suggested that the Council does not need to own this facility. Officers are preparing separate advise on this matter, which will be separately reported to the Council
- One New Zealand Stadium at Te Kaha – Council did not consult on the future of this property, so consideration is out of scope
- Bishopdale Mall – the Council owned land is legal road, so a different process is required for this property. Stopping the road and selling it is likely to be expensive and time consuming so is not recommended.
- Sexton's Cottage, Barbados Street Cemetery: Two submitters recommended the disposal of this property. It did not form part of the consultation list, so staff recommend that Council retains the site at this time. The issues surrounding it can be investigated in time to inform the next Annual Plan process.

In terms of the other themes:

- Alternative uses and benefits: Council considers alternatives uses prior to consulting on these properties. Only properties where Council has no feasible uses are put forward for consideration so alternatives have been considered prior to consultation.
- Those directly affected should be consulted: As decisions about property include both local and city-wide consideration, the Council has chosen to use the Long Term and Annual Planning processes for consultation. This has resulted in significantly more public feedback than previous more locally focussed consultation. There is no compelling reason to change consultation mechanisms.
- Offer back to previous owners: two people have suggested that the Council should offer back Port Hills properties to previous owners. The Council has previously considered this matter and decided not to do so for reasons including the original offers being voluntary and above market value, and there was no legal obligation or expectation of offer backs.
- Heritage team need to assess each site: One submitter suggested that the heritage team should assess each site before a decision on the future of the properties. Every Council Unit is asked to make comment on the properties before the decision to consult on them is made. Heritage values are considered along with other values.
- Consider expressions of interest from community groups before disposal on the open market: Where there is a clear and obvious community benefit, the Council does target community groups rather than disposing of property on the open market. In other circumstances, the Council looks to get the best return for ratepayers using open market disposal. There is no compelling arguments presented to change this approach.
- Use returns for specific purposes. Generally, the Council does not "tag" the use of revenue from the disposal of property return. Given its "capital" nature, however, the revenue is frequently used to avoid or pay down debt. While the Council can still tag revenues in specific circumstances, there is no strong justification for changing its current approach.
- Land should not be sold below valuation: The Council aims to sell land for its market valuation and will continue this approach.
- Protect any access that the public may have over Port Hills land: The Council will protect public access over Council-owned land in the Port Hills. In some cases there may be private access over Council owned land that the Council wishes to dispose of. These will be assessed on a case-by-case basis.
- Give them away to the poor and homeless: Giving away land is not supported, and the idea is impractical.

As there are no compelling and overwhelming reasons not to proceed, staff would recommend declaring all properties listed in the draft Annual Plan surplus except for 48 Balmoral.

**Support**



These should be resold privately to fund payment of loans or operational costs

1005 - Michael Scales

The council should sell these properties

1007 - John Thacker

There are a number of properties that could be sold or utilised for the benefit of all.

101 - Ben Hart

Sell them.

1031 - Dennis Pett

If they are no longer used why not sell them and recover the funds for other uses.

105 - Karl Swart

I support selling these but only for the purpose of reducing debt

114 - Paul O'Connor

Don't sell the family silver but get rid of surplus buildings etc.

116 - Andrew Massie

Yup, sell them.

120 - Lyndon Telfer

Quickly dispose of any unused properties to help reduce rates next year

126 - Stephanie Innes

get rid of them

13 - Brian Hill

Sell everything that is under used or not used

140 - Jordan McCormick

Sell these.

141 - Andrew McKay

Sell them all.

142 - Scott McCormick

if its not used or needed sell it and pay off debt.

146 - Mark Gunther

Sell them

152 - Pat Davison

Sell them and reduce the rates with the money

158 - Murray Dickinson

Happy for you to sell these.

159 - Jordan Vink

sell them all off if it will help fund rail!

16 - Alex Ingrosso

Council should not own under performing assets. If the land has no use for public benefit projects then it should be sold. Just don't put awful apartments on it.

162 - Philip Richards

A very good idea. The City is not a Property investment company. Any property not serving a civic purpose should be sold and the proceeds applied to reduce debt

178 - Cedric Croft

sell

184 - Mark Hampton

Great idea, please proceed and use money to pay down debt.

185 - James C Kelly

Accommodation sitting idle has hidden costs to the city, it is correct to lease or dispose of these properties

191 - Rachel Bowker

sell them

207 - Jordan Taylor

they should be sold

209 - Michael Thorley

Yes Do it

212 - Laura Goodman

I support disposal.

214 - Jan Edwards

Sell them. Pay down debt

216 - Tony Stevens

If the property is not performing an essential purpose or earning a profit, it could be disposed of at a profit to be added to the general fund.

218 - John Humphreys

Reallocate where practical or dispose.

220 - Sandra Pilet

sell them off and pay off some debt

227 - Sharyn McNaught

sell

229 - David Thomson

Sell them and use the money to pay down debt.

23 - Andrew Carr

sell them

230 - Jean Smith

Yes sell them.

237 - Christine Nicoll

sell them

239 - Nick Carvel

Sell them at a realistic market rate

241 - Anna Gruczynska

If the property is not "washing its face" and there is no clear benefit to the community that would justify carrying it at a loss, then I support it being disposed.

244 - Michael Gooby

sell them and use to reduce debt. Don't waste it by spending

249 - Peter Floris

Surplus properties should be disposed of.

253 - Gavin Blackwell

sell properties or repurpose

260 - Jan Bierman

If they are surplus to requirements then they should be sold or disposed of.

261 - Ross Watson

These properties not being used at present should be sold as long as they won't be needed in the future.

263 - John Cumberpatch

Yes - sell all thhat we dont need

270 - Robin Chambers

If they are no longer fit for purpose, the council should dispose of them.

28 - Stacey Kennedy

sell them

290 - Sandra Franks

sell them off

296 - Kerry Loper

sell unused property and land I think 1 example is bishopdale mall?

30 - David Thorn

Sell them all

304 - Josh Kirk

sell them or rent them out to thoses who are looking for property to start a business an need office and or workshop space

311 - Tom King

potentially sell or lease.

314 - Elizabeth Avery

Sell them and use the money for other projects

32 - Stacey Shadbolt

while landbanking is a great idea for the future, if you dont think you need them I think its best you sell them as they are only costing money

327 - Brendan Hampton

sell assets you say you don't use it so time to pull in the belt

329 - Callum Davidson

sell

334 - Richard Claydon

Flog em off.

343 - Michael Aitken

If they have no use for the Council then dispose of them.

350 - Tony Smith

Sell them

357 - Mark Robinson

Great, land in the city is hard to come by, free some of it up!

36 - John Miller

Do it

369 - Chris Sloss

Sell

370 - Authur Meikle

**not required now or in future sell**

376 - Evan Owens

sell them

382 - Anthony Worters

sell them

383 - Dave Crake

Sell them

385 - Ian Wood

yes great idea

390 - Stuart Batty

Sell the lot.

391 - Regina Martin

Divest them at market price asap!

392 - Sandy Stewart

Sell the properties as is normal for council owned property and reinvest the funds into upgrading city council properties elsewhere in Christchurch.

395 - Susan Eleanor Peake

If they have been sitting empty for a period of time and require maintenance to upgrade - sell them.

4 - Bradley Patton

Sell or repurpose them

409 - Deb Daines

If they have no use sell them off.

410 - David Hercus

If the properties are surplus to requirements, then they should be sold. If there are no purchasers, then they should be planted with location appropriate native plants in order to help enhance biodiversity.

425 - Diane Prankerd

Definitely need to be sold if they are no longer fit for purpose

426 - Ken Grimwood

All property surplus to requirements should be disposed of as they are creating upkeep costs. Any capital gain probably does not offset the costs of upkeep.

429 - Gordon Nairn  
sell unused building s

430 - Stephan Lloyd  
Sell if no long term plans.

441 - Gary Robinson  
I would be in favour of disposing of these properties and the funds put to better use.

442 - John Batchelor  
Sell them.

487 - Christopher Henderson  
If they're not money makers, not much reason to keep them on the books.

492 - John Noble  
Disposal of unneeded assets should be a focus.

493 - Kirsten Ferguson  
support divesting of property not required

543 - Brian Williams  
Sell.

547 - Judith Baker  
The Council do not HAVE a number of properties which are not being use, I think you meant to say, the city of Christchurch has a number of properties , but yes put them to better use rather than no use at all

548 - Jeremy Richards  
THEy should be disposed of.

549 - Antony Gough



Sell all surplus properties.

552 - Mark Fortune

Perhaps put these properties to the market and let the market decide their value and saleability.

56 - Julie Lowe

sell them if they are not needed or not making a profit

57 - Euan Gutteridge

Makes sense to sell them off if they have no further purpose to the Council.

59 - Devon Stewart

sell them

invest the money in establishing Christchurch's own crypto coin

597 - Lynette Bay

If the property has no strategic value then SELL it

600 - Aaron Ghattas

I trust there many considerations. Sell & with appropriate developments caveats at the right time.

611 - Claudio Veronese

If the properties are no longer used they should be sold. It would help council income and maybe used for other more urgent projects.

626 - Shirley Hussey

Sell them

633 - Deb Clarke

I am all for the Council selling off unwanted land or buildings that are surplus to requirements providing the process is open and transparent and a sales and purchase agreement is done between the two parties including Social Housing Providers and Developers.

649 - Vic Allen

Top priority to dispose of these properties, need strong justification to retain any of them. Remember retaining a property will require future maintenance and perhaps eventual renewal.

65 - Shane Manson

sepl them, simple

655 - Josephine Tanner

If they are sitting unused with no future plans, are costing us, well yes make money from it, if that involves a sale of things, do it!

657 - Garry Holden (Avon Loop Planning Assoviation.)

sell them

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the disposal of properties identified within the Board Area, namely:

- 8 Penn Place
- 44 Canada Crescent
- The area of road reserve on Sir James Wattie Drive being Lot 11 DP 364958
- 13A Parkhouse Road

664 - Gloria Gibb

Sell the ~~pro~~ properties if no longer required

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

9.1. We agree with the criteria developed to identify potential properties.

9.2. We support the disposal of these identified properties.

[full attachment available]

68 - Chris Wildey

if they arent being used correctly then sell to developers and shift the assets on

680 - Claire Coveney

If they are not used or of historical significance then I agree that they should be sold. I haven't looked yet at what these properties are but I agree in principle.

686 - Harwinder Singh

I would say get rid of them where possible

690 - Kevin McSweeney

Yes sell them

693 - Ethan Venmore

Get rid of them, do something else with the funds that would've gone towards upkeep.

698 - Dominic McKeown

if council has properties no longer being used then it should actively consider selling. It should be mindful of any former redzone properties sold not be forgotten why they were redzoned and cavets put on those properties

7 - David King

Sell them all!

704 - Lynda Thomas

Dispose of them and use the money to upgrade infrastructure.

706 - Simone Gordon

Sell.

709 - Geoff McCambridge

If not required or used, dispose of them.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board agrees with disposing of under-utilised property, as it is a poor use of capital.

717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board supports the disposal of 36 Brittan Terrace, Lyttelton.

718 - Joy Miles

Sell the properties and use the money for the community.

719 - Finn Ellis

Sell the properties and use the money wisely

720 - Jenna Ellis

Sell the properties and use the money to reduce debt.

725 - Gary Durey

Sell sell sell

744 - Marie Byrne

agree to all of these

75 - Sam Spekreijse

If they are not currently in use \*at all\*, they should be disposed of, ideally in ways that promote desirables like additional high-density housing. If the properties are in use for a different purpose, they hopefully won't be on your shortlist.

759 - Jeff Scandrett

sell them

767 - John Steere

sell them

769 - Nigel Rushton

Sell them.

774 - Clive Busby

If these properties are not being used as intended and are not suitable for another use, disposal is fair.

778 - Lydia Heard

get money where uou can

8 - Yadnyavalkya Patil

yes

816 - Annabel Turley (CCBA)

Sell them to pay back debt

823 - Catherine Swain

Dispose of these properties.

827 - Leeann Watson (Business Canterbury)

We welcome the thinking by the Council to look at disposing of the property assets no longer fitfor-purpose or where better outcomes can be achieved outside of council ownership. This should be done quickly – with further application of these disposal principles for other capital/assets owned by the Council.

83 - Erin Cowlshaw

If redundant and not a park or reserve. Then yes sell them and free up some cash.

835 - Robert Fleming

From what I've read, it is sensible to consider disposal, providing that there is zero chance of the site being desirable for public green space in the future.

836 - Gerrit Venema

If they are unable to generate enough income to support their continued existence in CCC ownership, then sell them.

838 - Ksenija Vujnovic

I vote to dispose them all.

84 - Ken Tod

Dispose of them if the're no longer needed and use the funds to reduce debt.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Disposal of property that has no useful application and is surplus to foreseeable requirements is a good idea in the view of the WAR committee - we have not polled our community on this matter.

853 - Michael Davidson

This is nothing new...get on with it.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Sell them, invest, start making money or giving back

864 - Graham Robinson (Addington Neighbourhood Association)

If you are sure you are not going to need them, sell them ( but at realistic prices, not at bargain basement rates )

869 - Anne Scott

Happy for them to be sold s long as accessways are maintained where needed.

871 - Bal Ram

If not required . Then sell them.

874 - Grant Slade

Yes sell them off. Get that debt paid off

879 - Anne Scott (Spokes Canterbury)

Yes, as long as access is preserved

881 - Bill Cowen (Cashmere Technical Football Club)

No - move them on if they have no original or future use.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

We agree with the Council selling off unwanted land or buildings that are surplus to requirements providing the process is open and transparent and a sales and purchase agreement is done between the two parties including Social Housing Providers and Developers.

89 - Don Simms

sell them

90 - Kathryn Brown

I think it makes sense to sell land if it's no longer required.

935 - Kerry Neville

*put them on the market, and reinvest what money  
we get out of them, and we don't have to pay  
any upkeep, no cost to rate payer*

## Oppose

149 - Nat Clark

Very hard to find the list so NO , dont sell anything unless its easier to find info out . Seems like important stuff is being hidden . How about in the index in bold letters WHAT WE ARE GOING TO SELL .

266 - Name Redacted

1. I want a full list of all of these properties please. WHERE is it on this "draft" plan? NOT on page 28 or 29 tat's for sure.
2. A FULL list in front of me so I do NOT have to go searching - they should be on the "draft" plan already. WHY aren't they? What are you hiding?
3. It's a NO from me as you have NOT provided me with any details (and that is your responsibility ccc I should NOT have to go looking for things ESPECIALLY when you are so called "proposing" on getting rid of them
4. YOU CANNOT SELL ANYTHING WITHOUT ASKING ALL PEOPLE OF THIS CITY.
5. NO. NO. NO. NOT ENOUGH INFORMATION (or none) provided to be on this plan.
6. This is DEFINITELY NOT a "consultation" at all as you have not provided the info on the plan so how can I make an informed choice? Stop hiding things and put them on the "draft" plan
7. NO. NO DETAILS PROVIDED ON THIS PLAN BY COUNCIL SO THE ANSWER IS A VERY FIRM NO. MUCH, MUCH MORE REAL CONSULTATION REQUIRED - page 233 makes NO reference that I can see for

disposal? (only list of trusts and bequests and no mention at all of disposal) SO NO UNTIL REAL INFO SUPPLIED TO ALL

384 - Chris Coey

Continue to retain and review

408 - Rebecca Robin

dont sell our assests

458 - Michael Sweeney

I am strongly against the suggestion 48 balmoral lane should be disposed of as a residential section. It is presently in the red zone and should remain there. Attached is a statement from the council that this is exactly what would happen to 48 balmoral lane via email to me from the council dated 29/11/23. I am strongly in favour for the area to be revegetated as stated in the email copy attached. If the land is revegetated then there will be no good reason to further protect the batter which now forms the boundary with our land at XXX balmoral lane. It is vital to understand how the batter came about and to this end also attached is my email to council of 29 November 2023 which clearly shows that the very significant realignment of the layout between our respective properties came about because 48 was red zoned and there was no intention for the land to be residentially redeveloped. I also attach photos of the area that existed between us at the time of and prior to the earthquakes. You will see the very significant retaining walls and vegetation that existed between our properties resulting in complete privacy between us. The retaining walls were completely removed and the boundary completely transformed into a low lying landscaped batter instead of a two very substantial retaining walls providing protection and privacy between our properties. The low lying battered slope came about as an agreement between us and the council that the land was red zoned and would not be built on and our engineer [Redacted] will confirm this in an affidavit if necessary. [Redacted] was very heavily involved in the ultimate outcome but at all times agreed to the batter on the understanding no residential development would take place on 48. We are extremely disappointed that the council is forcing us to relitigate this matter again and it is taking a toll on our quiet enjoyment of our property and we sincerely hope now the background has been put in this form that council will acknowledge for all the reasons outlined that the original decision post earthquake and reinforced in 2023 will see the land at 48 balmoral lane remain in the red zone and be revegetated as soon as possible

[Attachment available]

705 - Murray Jamieson



Sell nothing, retain all council owned property.

791 - Marcus Puentener

Keep them, ask for community uses but DO NOT SELL.

865 - Marie Gray

It is premature to dispose of any properties which may have future value as a reserve or community facility. Consult with the local communities on each property to understand how it is being used and the social/community costs of selling.

890 - Kari Hunter

I do not favour disposing of Council-owned properties. I recommend retaining these properties at least till more effective and comprehensive planning for climate mitigation and resilience is developed that meaningfully addresses well-being needs in the face of possible future conditions. I expect that it will be very useful to have publicly owned land for this for a number of purposes.

## Other

1015 - Stephen Downward

One could be used for a skatepark and more BMX tracks are needed esp. as there is a pool now where there used to be a BMX track. Maybe sell a couple but more BMX & skateparks are needed.

1026 - Harrison McEvoy (Greater Ōtautahi)

We are opposed to the sale of any strategic assets (held by Christchurch City Holdings Limited (CCHL)), or property where it could be repurposed for community uses. However, there are properties that can be used to provide capital for the Council. We believe CCC should be able to sell properties it owns, however: 1) CCC should not sell land that is being used by or providing an amenity to the community. 2) CCC should be cautious that the land it sells will not trigger further urban sprawl. 17 3) CCC should be cautious around the usability of the land in relation to contamination and identified risk under the District Plan. 4) CCC should ensure that the sale will give a return to ratepayers higher than the amenity value it would provide if retained. 5) CCC should ensure that Elected Members' Conflicts of Interests are scrutinised in the sale of land. We believe Council should assess the need for smaller parcels of land within the city's authority and where there is no ability for it to be repurposed for a community facility (park, community centre, onsold to local organisation, etc.), create a plan for disposal. The Council should then use these funds to invest in better amenities. However, this needs to be done with care. There are potential conflicts of interest involved with elected members involved in property. Some of the unused land proposed for disposal is reserve land. We think that where public reserve land is providing an amenity to residents, it should be preserved. We believe property in

the Port Hills Red Zone should be reassessed before being sold. Several vacant properties in the Port Hills Red Zone now provide accessways for the public. If these properties are to be sold, CCC should ensure this access is retained through property resizing, so that the access residents now have is not lost. Additionally, land disposals need to be done in such a way that we do not encourage further unmanaged greenfield sprawl, or housing development on land that is of poor quality and potentially a flooding, contamination or earthquake risk. One Council asset that should be considered for sale is the Lichfield Street Car Parking building. The Council directly operates this facility, and it provides a marginal benefit in allowing the Council a stake in the pricing market of parking. However, the Council is under no obligation to operate parking buildings. We have concerns about the sale of Port Hills Red Zone land. Several vacant properties in the Port Hills Red Zone now provide accessways for the public. If these properties are to be sold, CCC should ensure this access is retained through property resizing, so that the access residents now have is not lost.

132 - Gus Fahy

If they are going to sit idle and become a cost, get rid of them BUT if they have a future use and value retain them. The cost of finding something new in the future will be more expensive if we need to purchase something equivalent

137 - Kylie McEwen

Do them up and help our homeless get off the streets

143 - Gretchen Boyd

Offer to Ecan.

Plant in ecosourced natives, playgrounds and/or alternative energy, like solar or wind.

144 - Sharon Powney

If they are sat empty for any length of time then they should be disposed of and used for housing

168 - Michael Toothill

rent them out for passive income unless they are very old in which case the upkeep may be more expensive than the revenue.

173 - Haidee Scott

I support Council divesting any underutilised assets. However, if the assets have any ecological value, I would like them to be gifted to the Summit Road Society, Banks Peninsula Conservation Trust or other relevant charity to be protected and maintained in perpetuity.

203 - Richard Hall

Sell them, but don't sell off any of our parks or reserves. We need to retain green spaces.

213 - Tim Watts

can they be rented or leased to someone?

If they are sold off where would the money be invested?

Pay off interest on loans...

219 - Luke Dennison

Get rid of them and build something in their place

224 - Kyle Sutherland

I strongly urge that as many surplus properties as possible be transferred for the purpose of building social housing. With the growing need for affordable housing in our community, it is critical that we prioritise the use of available land for the benefit of those in need. Rather than selling surplus properties on the open market, these lands should be directed towards trusted housing providers who can develop affordable housing options. This aligns with the Council's Housing Policy and helps address the housing crisis that is impacting so many families. By repurposing these properties for social housing, the Council can create long-term, sustainable solutions to housing inequality while maximising the value of public land for the broader community.

247 - Derek Wallace

My preference would be to exclude from the sale process for the time being those properties that are classed as parks or reserves. These may become important sites of open space as the city grows. Growth might be a lot faster than currently predicted once the full impact of the climate crisis on migration flows is realized.

280 - Julien Gutknecht

rezone them and sell them for housing where practicable (i.e. wakefield avenue)

299 - David Palmer

Parks and reserves must not be disposed of when they are providing amenity to residents. In other cases, I support selling unused property, as long as care is taken to ensure houses will not be built on unsuitable land.

If the council is interested in considering asset sales, the assets I suggest they start with are:

### **Tarras Airport Land**

Christchurch Airport should be directed to sell the land it has accrued near Queenstown and return the balance to council as a dividend. It is ridiculous that the Christchurch International Airport owns land so far away from Christchurch. Now that the Tarras airport project is properly dead with no hopes of revival, the land should be sold.

[Transport > Carparking]

### **Lichfield Street Carparking Building**

There is no serious benefit I can think of to the council owning an enormous carparking building in the city. This should be sold. The council is under no obligation to provide carparking facilities like this, and carparking in the central city represents appallingly poor use-of-space.

### **Te Kaha Stadium**

Te Kaha will never return enough revenue to offset the significant ongoing operation cost that is currently borne by taxpayers. The council has served its purpose in stumping up the capital to build the stadium, and now that has happened, it is appropriate for it to be sold. The council should cut its losses and sell the stadium now, while it is still new, so that other private providers can bear the cost of operation. For example, the council has budgeted \$1.5m for the foreseeable future just to grow turf for the stadium. This cost should not be borne by ratepayers at all, but rather the users of the stadium, be it rugby teams or concerts. If ownership is transferred to a private operator, ratepayers would be insulated from these costs. A sale could probably net the council \$400m in capital, which could pay off the bulk of the debt accrued in building it. If the stadium proves to not be financially viable in private hands, it could be bought back by the council later, potentially for significantly less, representing a financial win for ratepayers.

>>>

In all cases, asset sales must not be used to temporarily offset rates; that would be unbelievably short-sighted mismanagement of ratepayer funds. Any large chunks of capital acquired through asset sales must be directed to paying down debt, to insulate ratepayers from future changes in interest rates.

310 - Alicia Pilkington

There are so many homeless people that need help

313 - Edmund Good

I support the selling of excess properties but not parks or reserves. These should remain owned by the council.

320 - David Martin

If no longer fit for purpose dispose of them in such a way that someone else can utilise them.

324 - Stephen Ashley

Only sell them if they are truly of no use. I'm guessing empty suburban lots can be safely sold if they are not part of any urban renewal plans, but otherwise don't sell lots that could be combined later to sell more useful lots to developers. Empty lots in the CBD for example can presumably be parking until a more suitable parcel is ready to sell to developers.

325 - Karin Bathgate

These need to be considered individually, not as a group

351 - Molyka Nop

turn to social housing

362 - David Gardner

Don't sell the properties, turn the properties into parks/reserves and small pockets of forest, this will help with christchurchs tree cover goal

372 - Jacqueline Simons

I am okay with the sale of used property only

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

You make an excellent point. If these properties are not currently being used for their original purpose, they could certainly be repurposed in the short term to support the community, especially considering the growing demand for affordable space from local artists, creatives, and start-ups.

Rather than leaving these spaces vacant, why not consider transforming them into smaller art hubs, community spaces, or temporary venues for local events? This would not only provide valuable support to grassroots initiatives but also keep the properties active and useful while longer-term decisions about their future are being made.

In the process, this approach could align with the Council's priorities for supporting innovation, creativity, and community development. Even if the spaces are temporary, they can foster a sense of community, provide affordable opportunities for small businesses, and promote local talent, all while maintaining the properties' value and relevance to the public.

If the properties are to be disposed of later, at least they will have served the community in the meantime, making them much more valuable than sitting unused. This could be an effective way to balance both short-term community needs and the long-term strategy for these properties.

388 - Dennis Wilkes

Sell or lease.

405 - Ben Lord

If you aren't using them then yeah selling makes sense but maybe look and see if they can be used for other opportunities or if they are worth holding

417 - Julian Apse

please make them parks or green space

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board generally prefers the Council retain assets or, if they are disposed of, go to a social purpose such as social housing or for charitable use.

The only section that falls within our Board area is 38 Bexley Road, on the corner of Eureka and the State Highway. This is opposite a new Ngāi Tahu residential development and could potentially be used for affordable or social housing.

460 - Mitchell Tobin

Evaluate if there are any other uses for the site, either for public services, or as a potential revenue raiser. Do not sell off parks.

464 - B Frederikson

Can they be used for other community uses? At a break-even cost? Or a low cost? If yes, then keep them. If not, then dispose of them.

465 - Andrea Davis (Sumner Community Residents Association)

The Sumner Community Resilience Project aims to transform underutilized council land into vibrant urban farming spaces while promoting zero waste practices. This initiative seeks to enhance local food security, foster community engagement, and contribute to environmental sustainability. As Part

of the Zero Waste Network Aotearoa, and supported by Riverlution in Richmond Red Zone, we will have access to resources from other like minded communities across Aotearoa. The Zero Waste Network Aotearoa has a vast amount of educational material to begin a cultural shift towards a necessary circular waste practice.

The overarching aim for this resilience project is to remove barriers consumers have when trying to access nutrient dense food or when trying to recycle items destined for the landfill. The bottom line is we need more land to deliver this project to our community. Our current spot at the old Police Station, has a limited space and would not allow any future for growth. We see this project as a necessary part of an uncertain future full of extreme weather events, and the eventual Alpine Fault event which will most likely cut Sumner and Redcliffs off from CHCH. Through the establishment of an urban farm, residents will have access to fresh produce, reducing reliance on external food sources and minimizing carbon footprints associated with transportation. The farm will provide a farmer who will be onsite each day to ensure the allotment project runs smoothly. This is quite different from a community garden model, where the aims are not as focused on food production, and more as a social activity.

The project will also incorporate innovative zero waste strategies, such as composting organic waste from local households and businesses, which will be utilized to enrich the soil, thereby promoting healthy plant growth and reducing landfill contributions and green bin contents leaving Sumner. We already collaborate with Gavin Hawk on his perma-culture garden next door, which is builds soil using a no-dig method. Our urban farm and allotment project will also build soil, yet the farm part sustains itself by regular harvesting and provide food for sale to our community. Community workshops will be held to educate residents on sustainable agricultural practices, composting techniques, and the benefits of a circular economy. Partnerships with local schools, organizations, and businesses will encourage broader participation, ensuring a diverse and inclusive approach to urban farming. Ultimately, the project not only aims to cultivate food but also to cultivate community ties, resilience, and environmental stewardship, making council land a cornerstone of sustainability and collaboration within the community.

[Attachments available]

469 - Charlotte Nicholl

Build social housing with the funds

471 - Josey Fleitas

Sell them and put the money towards Climate Resilience.

630 - Elizabeth O'Brien

they should be offered to community organisations to purchase and in turn continue to serve the community

634 - Kevin Hay

can they not be used by the community.

643 - Anne Simmonds

I would ask you to consider selling the sexton's cottage on Cambridge Terrace. It is deteriorating quickly now that homeless people have discovered it and are using it. I think that land could be put to much better use for housing .

645 - Ian Simmonds

Get rid of the sexton cottage at the Barbados Street Cemetery.

687 - Kayleigh Patterson

turn them into housing or parks and reserves

707 - Richard Umbers

the Council should sell land it does not require, possibly with a covenant in place against unsuitable uses.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

However, the Board's preference would be for this capital to be recycled into new capital expenditure with an expected rates-reduction benefit, not a one-off rates reduction.

726 - William Warren

Perhaps consider whether any of them might be in strategically useful locations for future public transport hubs, otherwise get rid of them and let the market do what development it sees fit with those properties.

73 - Mia Immers

clean them up and rent them out . Supposedly a housing shortage

745 - James Tarrant

maybe. Or rent out the sites as car parks or storage

747 - Paula Jameson (Summit Road Society Incorporated)



We note that the LTP and the draft Annual Plan list potential properties for disposal, including a significant number of Port Hills Residential Red Zone properties. While we accept that the risks that prompted their red-zoning may have been mitigated, we consider their disposal premature. These properties should be retained until the comprehensive Port Hills Plan has been developed, in case they have utility under that Plan, for example, for ecological restoration, fire hazard risk reduction, or other purposes.

754 - Sarah Laxton

No comments, if the land meets the criteria I don't see why the council can't sell the land.

755 - Tobias Meyer

I support the selling of property that is not useful but I believe this must be done with caution. Do not sell land that provides a useful amenity to local neighbourhoods, or land that has a high potential for future use. Short term gain should not trump a useful asset.

762 - Margaret Noble (The Ferrymead Trust)

We would need more information, but there are opportunities for a number of Ferrymead societies to have temporary locations in the Central City for exhibitions and similar activities.

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Bowl them and if they are in the city - use them for free parking

773 - Malcolm Long (Ōpāwaho Heathcote River Network)

Comments on potential disposal of Council-owned properties

22. The list of council-owned properties for potential disposal includes the property at 4 Cannon Hill Crescent.

22.1. We suggest that it would be better for CCC to retain this property which is close to the Opawaho Heathcote River.

22.2. We suggest that the property should be cleared of pest plants and replanted with appropriate native plants to reduce erosion from the cliffs and properties behind.

22.3. The Council would find it advantageous to engage with nearby residents in a community-building exercise of removing pest plants from the area and replanting/maintaining appropriate native vegetation.

775 - Fiona Penney

unless they can be repurpose them to save money then sell them with with a clause that the site has to be redeveloped with 2 years.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

If they are no longer required, start selling some IF they are not able to be used for a new purpose, for example to build a new skate park or a new BMX track

795 - Dianne Downward

If they are no longer required, start selling some IF they are not able to be used for a new purpose, for example to build a new skate park or a new BMX track

805 - Geoffrey Sugden

Properties should only be disposed of where they do no generate revenue for the council. There should also be consideration if these properties will generate a return in terms of being able to be used to adapt to climate changes in future developments or provide space for amenities in future developments.

810 - Lee Hogsden

By "acquire" do you mean forcibly stolen from their original owners? Because if so they should be offered back to those original owners. Government "acquisition" is theft that leaves many victims in its wake. The stress of loosing his property to the government sent my father to an early grave. It shouldn't be allowed to happen. Give it back.

812 - Brad Cohen (NZ Opera)

Please sell surplus properties to social housing providers or to developers who are building affordable houses.

814 - Mark Gerrard (Historic Places Canterbury)

Potential disposal of Council-owned properties: HPC requests these criteria written such that each building/property deemed surplus must be assessed by the Heritage Team to determine its Heritage value. (The Council has this responsibility under its own Heritage Strategy) If it is found to have a Heritage value then it should have a Covenant placed on it and be scheduled in the next Plan Change.

HPC requests for all surplus dwellings, the Council should firstly call for expressions of interest from community and resident groups to determine if they have a use for it. This is to occur before expressions of commercial interest are called. Our rational is that with the cost of housing many community groups cannot afford to rent or own a building to support their activities. If these community groups cannot function then Christchurch as a city will suffer.

#### 820 - Helen Pickering

If they are renewable, then use them for income otherwise dispose of them unless they could have future benefits. These would need to be explained.

#### 832 - Ben Alder (Christchurch Envirohub)

Christchurch Envirohub strongly opposes revoking reserve status from any reserve properties the Council deems as surplus. In this case, local environmental organisations should be consulted to help decide on an appropriate future for these properties.

#### 833 - Peter Mulgrew

Suggest that the property proposed for sale on Wakefield Avenue between Campbell Street Intersection to Truro Street intersection not be disposed of but retained and converted to a park type reserve. This will to a degree compensate for the loss of the previous Wakefield Reserve land lost to the red zone opposite and part of the previous well used open area between Denman and Campbell Streets developed by the council in the 1990's. This reserve could also be extended to include the land red zoned to Paisy Street. This has previously been suggested to the Council,

#### 843 - Harrison McEvoy

- 1) CCC should not sell land that is being used by or providing an amenity to the community.
- 2) CCC should be cautious that the land it sells will not trigger further urban sprawl.
- 3) CCC should be cautious around the usability of the land in relation to contamination and identified risk under the District Plan.
- 4) CCC should ensure that the sale will give a return to ratepayers higher than the amenity value it would provide if retained.
- 5) CCC should ensure that Elected Members' Conflicts of Interests are scrutinised in the sale of land.

#### 851 - Fiona Bennetts

I would prefer the Council retains their property, but if there can be no foreseeable use for the property, and it is not serving the community, then disposal should be carefully considered. Do not sell land to developers to increase urban sprawl. All potential uses should be considered, including pocket parks and connections between communities.

#### 852 - Fay Brorens

Be careful what is sold. Can it become a micro park? A place for biodiversity. Think long term.

#### 857 - Viane Makalio

application based rent to buy for organisations or families

858 - Cody Cooper

Permitting more than one use for the building is always preferable to just a single use.

860 - Rob Batstone

give them back to the people you fleeced them off. shows your lack of empathy even asking this question. who are you.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

they should be used for social housing - or other fee-paying amenities.

893 - David Close (Christchurch East Labour Electorate Committee)

#### **11.0 Potential sale of Council-owned properties**

**11.1** We have no objection *per se* to the sale of land that is surplus to requirements.

However, we consider that the following principles should be adhered to:

- (i) Proceeds from the sale of land acquired for parks should be paid into the Reserves Fund.
- (ii) Proceeds from the sale of land acquired for road widening should be returned to the roading account.
- (iii) Land acquired for housing, or suitable for housing, should be retained in Council ownership and offered to the Otautahi Trust or Nga Papatipu Runanga, under a peppercorn lease, for development.
- (iv) No land should be sold below valuation in haste; land invariably increases in value over time.

**11.2 Submission:**

**That the above principles be noted.**

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Potential disposal of Council-owned properties – the Board supports in some cases, the Council departing from its Council Policy to support, where appropriate, assets being disposed to community groups or for objectives such as the social housing, aligned to the Council's Housing Policy adopted in 2016.

97 - Michael Zhang

Sell them or redevelop them into something that can benefit the local community

995 - Rose Riley

Possibly create a couple of "Day Centres" (not just for homeless people) but for those who are disadvantaged, lost, lonely. Somewhere that folk could go, have a cuppa, have someone to chat to, somewhere they can feel safe!! (also so they are not hassling people on the street)

Anything else?

### General/Other Comments

171 - Melanie Kardt

I don't know and would need to know more about these properties and reasons for selling them

192 - Sonia Bell

Yes, can these properties generate income as social housing?

25 - Jimirah Baliza

Yes, I suggest listing all the properties that are no longer being used for their original purpose and clearly marking which ones the Council intends to dispose of.

It's important to consult with local residents and community groups who will be affected by any potential sales to ensure their views are considered. Additionally, the Council map is difficult to use and provides little information about the properties listed, which makes it harder for the public to engage meaningfully.

265 - Bevan Phillipson

Ask you to always consult our Residents before acting towards Selling.

342 - Michael Heenn

This should be an ongoing exercise to ensure that the best use is made of Council's funds and resources.

344 - Marjorie Manthei (Victoria Neighbourhood Association)

Decision should be made alongside those most affected by the loss of the identified properties.

345 - Marjorie Manthei

Decisions should be made alongside those most affected by the loss of the properties. What one person considers "surplus", another considers "essential".

358 - Steve Hanson

You can't really evict people from these properties and then sell them to the lowest bidder. You're stuck with them

490 - Noelene Hodder

I would need to consider these in isolation to comment

596 - Graham Wagener

Who can acquire Port Hills Residential Red Zoned properties and what can they do with them?

615 - William Blair

Not really... but once they are gone they are gone forever so think carefully. I realise to turn them into assets for the public you create another operational expense.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

yes hand them out to the poor & homeless

62 - Diane Mulholland

Dont get rid of any reserves etc. Reserves are important to the city.

621 - Colin Ong

If they are sold, what will the proceeds be used for?

654 - Mhairi Stedman

Depends what the properties are and whether the council will actually listen to the rate payers. Usually they ask ratepayers and then do the exact opposite.

#### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board supports a regular review of these properties holdings regardless of the present circumstances of needing to minimise rates rises, while maintaining appropriate investment in the future of the city.

The Board also supports local voices and representation being heard in these matters, respecting the Council's role in balancing needs across the city.

#### 703 - Daniel Holland

perhaps. I havent had time to review these in detail

#### 790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

##### **4. POTENTIAL DISPOSAL OF COUNCIL-OWNED PROPERTIES**

- 4.1. CCC has 44 properties which are no longer required for the purpose for which they had originally acquired them. The properties under consideration make up less than 1% of the Council's overall portfolio.
- 4.2. While the properties make up a small part of the total assets, they may still have significant value or potential for other uses. This level of detail was not provided within the consultation materials. If there are clear economic benefits in the disposal of these properties, such as the measurable offsetting of rates, then NCFF supports the disposal. However, it may be useful for the Council to carry out more targeted engagement with the community which looks at the potential for re-use or re-purposing of the buildings conducted on a building-by-building basis.

#### 794 - Joy Burt

I tried really hard to see what properties are on the disposal list. I got a map but could not identify any specific properties. Please make sure there is consultation with local communities for each one before disposal.

#### 873 - Jane George

I found it very difficult to ascertain the types of properties - the map did not link to property descriptions and I found the directions to further information took me in circles. This makes me suspicious - it would have been very easy to tag descriptors of the properties with the map markers.

Therefore I am unable to make specific comments. I will say however that I would not want to see existing park or reserve spaces sold.

896 - Peter Tuffley

While I have no quarrel in principle with the disposal of surplus properties, I would hope that the scheduling of properties as surplus would be preceded by appropriate consultation within the communities where such properties are located.

949 - Ron Richards

*On a case by case basis for consideration*

## Revenue Other

### General Comments

6 submissions provided feedback about other revenue

5 provided alternative suggestions and 1 provided general comments.

### Officers Response

The six submitters in this section suggested a range of possible ways to increase Council revenues, to reduce reliance on rates or help mitigate rates increases:

- Some are not directly within Council's control – eg. increased fuel tax, and higher charges at the airport & port (which are decisions for those companies and will have a complex impact on profits & dividends as they may affect volumes).
- Others are already in place or under consideration – eg. using Te Kaha for non-sporting events, ensuring Council-owned buildings are adequately leased, maximising government funding.
- Others are considered either impractical or inappropriate – eg: creating a wealth fund and/or investing in the share market:
- These options would require the generation of a large capital base through higher Rates and/or asset sales.
- Investments would need to be in relatively risk assets (to generate a long-term return above Council's cost of borrowing), so could not be relied on for annual income with which to reduce Rates.



- The strategic review of CCHL in late 2023 rejected a more active “asset recycling” approach to the management of council’s major commercial companies.

Council seeks to maximise revenue where it can and/or offset expenditure:

- The Council currently leases out spaces in Council facilities (set out in the Fees & Charges schedule);
- Revenue streams from Te Kaha, such as events and sponsorships are currently being pursued; and,
- Council obtains government funding for a number of purposes, including New Zealand Transport Agency funding assistance and better off funding from the Crow.

## Other

### 219 - Luke Dennison

I think as a city we need to come up ideas/ proposals/plans that make money for the city and can offset the need for rates increases. For example, long term plan to use the stadium for sports/music and other events and use the extra revenue generated.

### 405 - Ben Lord

diversify revenue >>> I think CCC should try and expand how they gather revenue invest in the stock market for example and let it sit and grow this can eventually ease some pressure off of rate payers in the future

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Explore alternative revenue streams to reduce reliance on rates while maintaining vital services. This could include investigating new partnerships, sponsorship opportunities, or central government funding to alleviate financial pressure on residents while ensuring the city continues to thrive.

>>>

Given that young people will inherit the long-term financial outcomes of today’s decisions, it is integral that they have a genuine role in shaping how the Council manages its finances. Prioritising youth perspectives in financial planning will ensure that Christchurch remains an affordable, accessible, and future-focused city for generations to come.

### 918 - Michael Robinson

create a wealth fund 1

96 - Justin Yudistira

Please also consider another revenue stream such as leasing spots in council buildings and libraries, increasing fuel tax, or increasing airport tax/port tax. every little bit matters

### General/Other Comments

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Stop trying to save money.....start trying to generate it

# Borrowing & Debt Management

## Borrowing & Debt Management

### General Comments

15 submissions provided feedback on borrowing and debt management.

2 provided comments in support and 1 provided comments in opposition.

7 provided alternative/additional suggestions and priorities and 5 provided general comments.

### Officers Response

The significant majority of submitters were concerned about the level of Council's debt, with particular concern at the proposed un-balanced budget.

A few comments suggest a lack of clear understanding about Council's budgeting & borrowing – in particular, a belief that the capital programme is fully debt funded (incorrect, as most growth capex is funded from Development Contributions and most renewals are funded from Rates), and a belief that increased borrowing for Te Kaha reflects a cost blow-out (incorrect; debt is just not incurred until the construction cost is actually incurred).

A couple of submitters supported increased borrowing, on the grounds of intergenerational equity.

Submissions suggest that a return to Council's pathway to full renewals funding through Rates is a priority for ratepayers. On-going communication should continue to support the public's understanding of Council's funding choices.

### Support

405 - Ben Lord

I am pro paying down debt

896 - Peter Tuffley

Under this heading I think the Council deserves praise for two features in particular of this DAP. One is its continued adherence to the principle of intergenerational equity, whereby future generations who benefit from the results of current borrowing and spending pay for the enjoyment of that inherited benefit by repaying the inherited balance of the debt that made it possible.

## Oppose

### 141 - Andrew McKay

Stop borrowing, stop the massive tax increases, live within your means like businesses and ratepayers must.

## Other

### 156 - David Blanchard

I am writing to express my concerns regarding the council's financial decisions in the Draft Annual Plan 2025/26, particularly the increased borrowing for Te Kaha Stadium and the proposed rate increases during an economic downturn. As someone with experience in the civil construction industry, I have witnessed inefficiencies and overspending firsthand. I believe the council must prioritize investments that provide long-term benefits for Christchurch residents rather than shortterm gains for select businesses.

2. Borrowing for Te Kaha Stadium The council's decision to borrow more money for the stadium is deeply concerning. Ratepayers were given an estimated cost, and any budget overruns should be the responsibility of the contractors, not the public.

I propose:

- Implementing fixed-price contracts with penalties for cost overruns.
- Reassessing whether the stadium will generate sustainable revenue for Christchurch or primarily benefit inner-city businesses.
- Prioritizing projects that provide consistent financial returns, rather than entertainment venues that may not meet projected visitor numbers.

Historically, large stadium projects have placed financial strain on cities, often becoming long-term liabilities rather than assets. Christchurch should learn from these examples instead of repeating the same mistakes.

3. Investment in a Waste-to-Energy Plant

Rather than borrowing for the stadium, Christchurch should invest in a waste-to-energy plant. There is already interest in establishing one in Waimate, with government funding available. Christchurch must take advantage of this opportunity before another region secures the investment.

- A waste-to-energy facility would reduce landfill waste, provide a sustainable energy source, and create local jobs.
- My industry contacts, including individuals with direct experience setting up similar plants in India, can assist in connecting the council with the right stakeholders.
- This project aligns with the city's environmental and economic goals, providing long-term benefits rather than financial burdens.

#### 299 - David Palmer

I think rates should be kept at 8.48%, and the difference between the proposed rate and the planned rate directed to paying down debt. The decision to use the projected surplus to reduce rates is short-sighted, and will result in more hefty rates increases in the future. I think it is important for council to maintain a balanced budget, and it is financially irresponsible of councillors to not work toward that.

#### 549 - Antony Gough

The council owns numerous assets that are not critical to running the city and its services. Its debt sits at around \$2 billion, leading to significant interest costs. Selling off non-essential assets could help reduce debt without impacting core operations.

Some potential assets for sale include:

**Lichfield Street Car Park** - Worth at least \$40 million, but not generating a return that justifies this level of investment. Car park charges are dictated by customer demand. Customers will not be price gouged as the customers will only pay what the market will stand.

**Suburban Libraries** - These could be leased rather than owned by the council. Currently you have a temporary library in the Colombo.

**Storage Facilities** - Many could be consolidated and leased instead of owned.

**Vacant Land** - The council holds numerous vacant sites with no immediate plans for development, such as:

A large landholding between Blenheim Road and Main South Road.

Various leftover lots from road alterations that should be sold.

607 - Rebecca Bge

People are struggling now! Rather than borrowing more, consider how to borrow less. As living costs are increasing, we're having to do more with less.

749 - Michael Jason Smith

I support increased borrowing. Borrowing across the lifetime of a facility means that everyone that uses the facility will get to benefit from the facility.

79 - Alex Dieudonne

Sell some assets to reduce debt

793 - Kevin Cresswell

The draft plan notes "that in 2025/26 we will also have an unbalanced budget, mainly due to the LTP overestimating the amount of Government funding towards our capital programme. When we do not balance our budget we need to borrow money to cover the shortfall".

Borrowing money to cover any shortfall is not the only option. If expected funding is no longer available then Council needs to consider whether the projects not receiving Government funding can be reprioritised or indeed are essential. Current ratepayers should not be relied upon to bear an increased financial burden if budgeted funding is no longer available.

## General/Other Comments

233 - Matthew Tolan

The council should be funding its planned expenses from its usual revenue sources, not by increasing debt. While I understand what is proposed, it evidences poor financial planning by the council. The big item in the council's budget is the new stadium, and the fact that the council can't run a balanced budget does bring into question the affordability of this enormous project.

265 - Bevan Phillipson

Under a previous CCC, which I will not name here, we Residents were informed that our City could loan more because we had the ability to service any such increase in our City's loans. This was a poor, bad choice to make. Servicing Loans costs, the "Loaner Pays", ie, Us Residents of Christchurch.

This was " crystal ball" politics, and I am definitely against any Christchurch City Councillors who believes in FUTURISTIC Fortune Telling.

[Coder note: this was said about rating for renewals and why the submitter was for it; however this is more about borrowing and debt management]

#### 464 - B Frederikson

Why are we borrowing? Who benefits from this? (which businesses or banks?)

#### 698 - Dominic McKeown

can reduce borrowing by using budets smart and taking from area that are given more than needed.

#### 713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board remains concerned that there is an underlying issue which is not being addressed, that having a capital programme which is fully debt funded is not sustainable in the long term.

## Rating for Renewals

### General Comments

86 submissions provided feedback on our rating for renewals proposal.

37 provided comments in support of the proposal, and 18 provided comments in opposition.

14 provided alternative suggestions and priorities and 17 provided general comments.

### Officers Response

Several of submitters were uncertain or didn't understand the issue. Several confused it with the amount of renewals work being undertaken.

Several submitters supported the proposal, some recognising that there was short term pain required for long term gain. There was general recognition that borrowing generated higher future costs.

The Draft Annual Plan included renewals spending of around \$353m, funded by a mix of Rates (\$221m), government grants (\$26m), and borrowing (\$106m). Council has a long-standing objective in its Financial Strategy to fund its renewals spending from rates and government grants (ie. no

borrowing), with the long term objective of reducing rates increases each year before any other budget items are considered.

Progress towards full rates funding has recently been slowed, and is being increased in 2025/26.

The Consultation Document asked for feedback on whether the proposed Rates increase of 7.58% should be increased by 0.25% in order to increase Rating for renewals by \$2m. It is important to note that rating for renewals is a funding mechanism and does not affect the actual spending incurred on renewals projects each year, but how the renewals work is funded.

Rating for renewals is an important aspect of Council's long-term Financial Strategy and has an influence on its Credit Rating.

## Support

### 100 - Jared Brookes

I would say yes that we should increase to pay down debt, however we should not be incurring further debts at this stage as we will then forever be in the same cycle.

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We support increasing funding for rating for renewals by at least \$2 million a year. Council's current scheme of borrowing capital to pay for major renewal work is unsustainable. While it presents no upfront cost to the ratepayer, it compounds debt and interest over the long run, costing us more, and exposing Council to the volatility of international markets and pressures. CCC needs a more robust method of renewing infrastructure. With urban sprawl exacerbating CCC's infrastructure maintenance costs, it is more crucial now than ever that CCC gets ahead of the curve, and does so in a way that won't saddle the city with long-term debt. Councils across the country are experiencing eye-watering rates increases in the face of Official Cash Rate fluctuations, increased insurance premiums, and reduced central government funding. We argue it is better to speed this process up as much as possible, to reduce the amount we have to repay and the risk we are exposed to. This will help keep rates increases lower in the medium- and long-term periods. It is prudent to reduce the risk Council's finances are exposed to by reducing debt rather than keeping rates lower in the short-term. From what we understand, the more we invest in this, the more benefit we will see. While borrowing for renewals means there is no up-front cost to the ratepayer, it will create more pressure in the future, as we need to both service a larger infrastructure network and more debt. Council should "bite the bullet" and fund this renewal work itself. The expected savings alone are enough to justify this change.

### 107 - David Moore



I prefer a long term focus to short term thinking.

132 - Gus Fahy

Basic economics says keep debt servicing costs as low as possible. Don't push today's costs in to future liabilities

145 - Lily Sanson

Short term pain long term gain.

162 - Philip Richards

But only if real efforts are made to control spending on nice to haves It is pointless rating to reduce debt if you don't do something to reduce spending

238 - Mitchell Cameron

Yes- Hell raise it even more than that. But please give rate payers some surety that if it does go up then we won't have another increase over X number of years.

280 - Julien Gutknecht

A long-term view is better

299 - David Palmer

I support adopting a rating for renewal approach so that we can modernise our water infrastructure.

>>>

I strongly support this idea. Rating for renewals future proofs our city and will help to mitigate dramatic or unexpected cost escalations in the future.

32 - Stacey Shadbolt

this sounds required

355 - Sarita MacGregor

We need good infrastructure. This sounds like an efficient solution that minimises waste.

384 - Chris Coey

While interest costs have decreased, better to pay as we go rather than accumulate debt.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

This will save the people of Christchurch interest costs in the long run for a marginal increase in rates now.

59 - Devon Stewart

i understand its necessary

596 - Graham Wagener

This seems like a fairly small increase in order to not waste money paying as much interest into the future.

67 - Kieran Rogers

yes but only if the money is going to be spent wisely. Im sick of seeing projects blowing budgets while our infrastructure is in shambles

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board agrees that this is a sensible proposal. Even though it will have a small rates impact in the short term, it will quickly pay itself back.

726 - William Warren

No point in short termism

734 - David Lawry

This is a start in the right direction but a very small start. There needs to be urgent and hard ball needs focus on core council service delivery with nil nice to haves until debt is reigned in and rates increases brought down to at least inflation level.

754 - Sarah Laxton

I think that its better to get rid of your debt.

760 - Fiona Green

It would be good to see the Council make savings. People on fixed incomes and regular wages have to make cuts when prices and interest rates go up, but the Council continues to spend more money than it gathers.

762 - Margaret Noble (The Ferrymead Trust)

*This seems a reasonable approach to us.*

764 - Tim Frank

Not increasing the rating initially makes the city worse off financially. In the interest of inter-generational justice, we need to be responsible now and not burden our children with debt.

795 - Dianne Downward

For **this year only** to have an increase as that is what is suggested.

846 - Mark Fursdon

Use the money saved by canning the Harewood Road cycleway

849 - John Forbes

This seems like a no-brainer. Interest rates aren't zero anymore, just fund it directly.

852 - Fay Brorens

keeping borrowing down is important. Future generations will have multiple challenges - climate heating, glaciers melting, sea level rise, population increases, resource scarcity, energy scarcity (very low EROI from wind and solar), less fertile soils, unhappy people expecting a higher standard of living, poorly insulated homes, people from flooded and hot countries seeking refuge etc It is import we avoid extra debt that isn't providing value.

853 - Michael Davidson

This sounds like a very sensible idea

858 - Cody Cooper

Yes - it's common sense. We should not be using debt to fund renewals.

865 - Marie Gray

In the long run, it is cheaper to pay for the renewals as we go, rather than rely on borrowing.

869 - Anne Scott

We should be paying for regular maintenance and renewal now rather than leaving it to future generations or paying more in interest.

875 - George Laxton

Yes, I think that it is a good idea to try reduce our debt.

889 - Allan Taunt

WE should minimise the loading of costs on to future years.

893 - David Close (Christchurch East Labour Electorate Committee)

### **3.0 Prudent financial management**

**3.1** We were pleased to see that the Mayor's introductory statement had a whole paragraph on the balanced budget: *This year we won't achieve a balanced budget..... Rather than increasing rates immediately to fund asset renewals, we're choosing to borrow more and spread the cost over time. While this approach helps in the short term, we must return to a balanced budget in the longer term to ensure costs are managed responsibly and fairly for future generations. We aim to do this by 2028.*

3.2 Will that aim be achieved? Past performance is not encouraging. The LTP 2021-31 (page 210) stated: *Capital renewals – we are moving towards fully funding the long-run average asset renewals programme (net of subsidies) from rates.* The Council later stated its aim was to fund 80% of depreciation from rates by 2031.

3.3 In the Draft Annual Plan for 2022-23, depreciation was calculated to be \$292m, of which \$165m (56%) was funded from rates. The situation has not changed. In the current Draft Annual Plan, depreciation is calculated to be \$390.5m, of which \$221m (56%) is funded from rates. This leaves a gap (operating deficit) of \$169m. (The gap between fully funding renewals and the amount budgeted in 2025-26 is a lower figure of \$106m.)

3.4 The Consultation Document (page 23) explains that the renewals are forecast to be fully funded by 2032. To achieve this, the proposed rate increase of 7.58% includes an additional \$5m. We strongly commend the intention but doubt whether it will be fulfilled as new cost pressures arise. We expect the operating costs of the two new sports centres to greatly exceed budget, because, in our view, the forecasts of revenue are over-optimistic. The modest sum of \$5m is likely to be 'gone by lunchtime' when Te Kaha opens.

3.5 We commend the Council for the table (page 23, Consultation Document) which illustrates the savings from funding capital from rates instead of loan. Increasing the rate take by \$2m (.25%) in the coming year brings savings of \$2.6m over the next six years and \$21.3m over the life of the loan. We strongly support this proposal and urge that the \$2m be increased by any savings identified before the Annual Plan is adopted in June.

3.6 Elected members who want to see lower rates should see that it is commonsense to move to full funding of depreciation (or at least renewals) as soon as practicable. Ongoing reliance on the credit card is expensive for the ratepayer. (Please see Appendix 1 for a simple example of the advantages of funding depreciation.)

### 3.7 Submission

#### **That the Council:**

- (i) affirm the seriousness of its intention to fully fund renewals from 2032.**
- (ii) increase the funding of renewals in the Annual Plan to make it more likely that the incoming Council will be able to achieve the intention.**

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Rating for renewals - the Board supports an increase of rating for renewals and supports the rationale that this will keep borrowing and interest costs lower over time.

896 - Peter Tuffley

I support the idea of increasing rating for renewals as proposed in the DAP.

949 - Ron Richards

Comments Unavoidable with the future development to consider.

## Oppose

1037 - Rosemary Martini

We are already paying enough for rates.

120 - Lyndon Telfer

Renewals benefit future generations so the cost should be by borrowings over the life of the asset.

137 - Kylie McEwen

no it's already hard for some family's to make ends meet as it is

167 - Paul Durie

Rates are already too high

224 - Kyle Sutherland

I do not support this proposal, as it adds further costs to already overburdened ratepayers at a time when many households are struggling with rising living expenses. While the idea of reducing borrowing costs in the long term is sensible in principle, the council has repeatedly demonstrated an inability to manage finances responsibly. Instead of continually increasing rates, the focus should be on improving fiscal discipline, identifying efficiencies, and prioritising essential spending. Ratepayers should not be asked to contribute even more when there are already concerns about how existing funds are being managed.

241 - Anna Gruczynska

I do not support increasing rating for renewals because I feel there is too much waste across Council which should be eliminated first to find the \$2 million a year, before any consideration of additional ratings or further borrowing. Agreeing to the increase equals acceptance of the wasteful spending, would dis-incentivize fiscal responsibility and would reward continuation of wasteful spending therefore I strongly oppose it.

383 - Dave Crake

Not until there's a proven desire/attitude shown by council to spend rates more wisely.

429 - Gordon Nairn

no income increase no reason to collect extra money.

631 - Nicole Trayner-Smith

no, i believe with cost of living being so high, we need to recoup as an economy by staying as low and stable as we can before adding hikes “for our future”

649 - Vic Allen

Not affordable at this stage.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board does not support the proposal to increase rating for renewals by a further \$2 million a year (\$12 million in total over six years). The future rating benefits in the longer term are uncertain.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

We support the continuation of borrowing rather than increasing rates at this time - primarily because we don't see enough of a financial benefit and it spreads the responsibility over the years.

This should be a question in every annual plan consultation as circumstances may change.

[full attachment available]

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Stop raising our rates!!! We can barely afford our properties as it is!

793 - Kevin Cresswell

Ratings for renewals needs to be a cost on the future users of the system being renewed. Current ratepayers should not be subsidising future users of the system.

857 - Viane Makalio

living costs are just too high at the moment

860 - Rob Batstone

NO way, do not increase any more. we have had enough. you need to look at what your spending money on. like any business

874 - Grant Slade

Years of wastage has to stop. Stop borrowing, stop excess spending and balance the budget with what you can reasonably take in. That is without these recent horrendous rate hikes.

We have to bring this whole policy of "borrowed" expansion to a halt...as you present the debt service cost, because the debt servicing game is a slippery slope we need to get off.

935 - Kerry Neville

Comments

*cut your spending, I would  
call the rate payers have had to, while  
the council and magi-fication has  
cost us all dearly. money wasted. We are already  
in the hole; - I'm on fixed income  
stop the spending*

Fees and charges

Other

162 - Philip Richards

An alternative plan would be to reduce spending on nice to haves so that the debt can be reduced without a rate surcharge

214 - Jan Edwards



Instead, reduce other over engineered jobs and pay down debt

221 - Mike Stopforth

As per the comment at the start - in my view the rates increase is CPI only. The increase in rates to minimise borrowing is a great idea but if it can't be afforded in this CPI increase then it has to go

229 - David Thomson

Spending less, rather than borrowing more, seems more appropriate.

362 - David Gardner

Don't borrow money. Borrowing money will just mean even higher rates later.

374 - Belinda Ngaata

Better to stop building cycleways to save money

409 - Deb Daines

lets find other ways of getting revenue thats fairer

607 - Rebecca Bge

People are struggling now! Rather than borrowing more, consider how to borrow less. As living costs are increasing, we're having to do more with less.

68 - Chris Wildey

will it really, or will it be a new target to expand on, the public aren't a endoess cashcow.

Should try and have a ceiling to keep under, not seemingly spend as much available as possible

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

This approval of rate increase is for 2025-26 **only** and not for future increases

79 - Alex Dieudonne

Get rid of them.

843 - Harrison McEvoy

This should be far more ambitious. CCC should be targeting a much higher percentage of rating for renewal given the savings it will have.

864 - Graham Robinson (Addington Neighbourhood Association)

This seems to make a huge saving on interest costs when it is such a small percentage of the total Renewals spend of \$353.4 million.

My suggestion is to borrow less, even if it means doing less, especially if the Government is not offering to put money towards costs they are forcing on local government through regulations. Protest about the lack of financial help.

A list of items that the Government requires but does not financially support would be helpful in understanding the Council's position.

995 - Rose Riley

I do understand that it costs money to repair roads & footpaths, it is just an ongoing thing. But some money or work done is not always necessary. Is it possible for the council to spend within their budget??

## General/Other Comments

144 - Sharon Powney

Plan should look at what is good long term for the city

171 - Melanie Kardt

I don't know about that? I just know that out here in grassroots Chch, people are struggling and yearly rate increases are crippling!

209 - Michael Thorley

This question is hard to understand and the information provided does tell me what is actually changing.

220 - Sandra Pilet

again a convoluted question just stop spending money

311 - Tom King

the \$2.6m over 3 years is pathetic when looking at the overall savings over 6 years.

325 - Karin Bathgate

Unsure - i don't understand how this works

439 - Amanda Ward

I do not feel confident that this saving by paying down debts will be passed onto us the ratepayers.

57 - Euan Gutteridge

I would like to better understand what this means in terms of long term savings to ratepayers

655 - Josephine Tanner

I say no however from a business standpoint, it is probably the best thing money wise. I don't really know

680 - Claire Coveney

Fairness matters. Long term and short term ratepayers share the cost.

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

The Board is mindful of the additional rates increase of 0.25% in 2025/26 for this option, but also that it will generate \$2.6 million of overall rates savings over the next six years.

The Board supports the Council having particular regard for the consultation results—an important part of the community will be feeling current financial strain, while others will be prepared for short-term pain for long-term gain.

The Board are undecided on this point as we can see both sides of the proposal.

690 - Kevin McSweeney

i may have misunderstood here - \$2million per year over 6 years is \$12 million but somehow this saves \$2.6 million. Where has the other \$9.4 million gone? The point of borrowing for this sort of area is that the eventual users pay. Also inflation does overthereal costs

83 - Erin Cowlshaw

I say yes IF - That money is actually going to go towards matters of importance - cathedral completion, Parks keeping their play equipment Roadworks being completed in a timely manner and not being dug up again and again. Get the city shuttle up and running to align with the Kahas completing

I say no - if this is only going to pay exponentially high staff wages or contracts. Or pay for things we don't need right this minute such as more confusing cycle ways.

836 - Gerrit Venema

Stop borrowing more money. Re-Budget within our means. If we get less Stadiums, all the better. Lots of stuff we don't need. Stick to core services.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

WAR has no particular position on this. In our view it is a matter of the cost of equity vs the cost of debt - if on balance CCC can borrow at advantageous rates and does not need to burden property owners with more regular rates increases - then borrowing to avoid this social burden makes sense - we leave it to the financial minds of the CCC to make the best call on our collective behalf.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

we have to pay for our services. and some should come from central govt in a fairer funding of the super south.

97 - Michael Zhang

Our infrastructure is ageing and we are not replacing them at an acceptable rate

# Fees & Charges

## Car Parking (Parks)

### General Comments

4 submissions provided feedback on car parking (parks) fees and charges.

2 provided comments in opposition and 2 provided general comments.

### Officers Response

As part of the Long-Term Plan, the Council introduced a \$1.10 per hour fee to park at the Botanic Gardens and Hagley Park. This decision was made with the intention of increasing revenue and to discourage use of the car parks by those not visiting the parks.

The four submissions we received opposed the carparking charges, stating that carparking at parks should be free. Alternatives were suggested such as monitoring cars parking longer than 3 hours and fining them rather than charging for parking.

The charging has been successful in eliminating all-day and non-park-related parking, ensuring those who visit the parks can now always find a car park.

The forecasted revenue is significant, and staff strongly recommend the charging regime remain.

### Oppose

#### 266 - Name Redacted

Oh, and remove parking fees on hagley park - you had NO proof (only heresay) and instead of getting parking people to monitor the parking better (makes sense doesn't it?) you put in meters and fees. You didn't even TRY and other way. WHY DIDN'T YOU?

You had no proof at all and it was admitted so how can you justify doing that with NO PROOF??? Typical ccc looking at fleecing ratepayers at every turn without doing due diligence. Shameful and incredibly unprofessional! Shame on you.

#### 303 - Name Redacted

Stop charging for parking at Hagley Park.

## Other

### 165 - Paul Amtman

Car parking at parks should be free

### 891 - Mary O'Connor

Charging for all vehicles parking in Hagley Park discourages those who want to get pedestrian exercise but are greatly discouraged by the challenging urban environment. If the problem was people parking vehicles longer than the P180 restriction, number plate recognition, as used in your carparks, with fines, could have reduced that problem while retaining the opportunity for healthy foot exercise in a more people-friendly environment

## Venue Hire (Libraries)

### General Comments

2 submissions provided feedback on venue hire (libraries) fees and charges.

1 provided comments in support and 1 provided an alternative proposal.

### Officers Response

Support: One submitter asked that we not change any library access fees.

Other: The Waimaero Fendalton-Waimairi-Harewood Community Board supported discounted venue hire for community/not-for-profit groups, but suggested that Council review its fees and charges for meeting room hire for commercial users.

Support:

The only changes to fees and charges for Libraries' meeting spaces are the annual inflation adjustments, added in order to recover costs and to keep in line with other community-based venues.

Other:

The only changes to fees and charges for Libraries' meeting spaces are the annual inflation adjustments, added in order to recover costs and to keep in line with other community-based venues.

## Support

62 - Diane Mulholland

Don't change any library access fees

## Other

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board recommends that the Council reviews its fees and charges for meeting room hire. For example, some of our public meeting rooms with full AV equipment are hired to commercial users for as little as \$10/hour. The Board has no problem with community/not-for-profit groups receiving free or discounted booking rates, but for commercial users this appears to be well below market rates.

## Resource Consent Fees

### General Comments

3 submissions provided feedback on Resource Consent Fees.

These 3 submissions provided alternative suggestions.

### Officers Response

Submitters felt that the fees on the resource consent application process are too high and inefficient.

There is not currently a proposal to increase fees. Fees on resource consent applications are charged to the applicant on a cost recovery basis only as opposed to being funded by rates. Fees are intended to cover the cost of processing the application including professional salaries and administration/technological support.

## Other

336 - Rick Loughnan

Consenting charges are sometimes ridiculously high

79 - Alex Dieudonne

Reduce the consent process and costs.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Many of our committee members experience direct and personal contact with council fees and charges. Not one of us considers that the fees charged by council in particular with respect to building and resource consent matters reflect commercial reality and in the absence of the ability to tax - council would be out of business as a value provider in moments as cost does not reflect value.

This can be address either by reducing cost or increasing value. In many ways the latter would be better with CCC changing its mandate to actively enable activity and provide advice and guidance - moving some way from its "risk mitigation" current MO.

## Building Consent Fees

### General Comments

5 submissions provided feedback on Building Consent Fees.

These 5 submissions provided alternative suggestions.

### Officers Response

Submissions were received on the following topics:

- The building consenting fees are too high
- The process needs to be simplified to reduce costs
- The burden of compliance costs on businesses, particularly when these costs are disproportionate to the benefits
- Inefficiencies in the council's consenting process can hinder business growth
- There is a disconnect between council fees and commercial reality

Building consenting costs are based on the time taken to process the consent. Fees for building consents vary depending on the size of the project, the technical complexity of the consent application, whether it is residential or commercial, and the value of the works. The final cost can increase if the application quality is lacking and requires a significant number of Requests for Information (RFIs) due to missing or incorrect documents and information. This can stop the statutory clock while the applicant's agent provides the additional information. Consequently, the actual time between submission and issuance of the applications extends, but it still meets statutory timeframes. Currently, 94% of consents are processed within statutory timeframes.

Under the Building Act, a Building Consent Authority (BCA) is permitted to recover the costs involved with consenting. The Auditor General requires that fees charged reflect the costs of providing the service and that fees recovered are justified. Therefore, building consenting fees are charged on a cost recovery basis.



Additionally, CCC consent costs include Building Levies set by legislation and collected by CCC on behalf of MBIE.

## Other

### 134 - Dylan Cheam

simplify the process of having council approval on home renovation

less cost to submit for toilet and kitchen expansion

>>>

charges for household to apply for extra toilet is really high

### 336 - Rick Loughnan

Consenting charges are sometimes ridiculously high

### 827 - Leeann Watson (Business Canterbury)

Compliance costs can be severely limiting for businesses and are particularly frustrating when they are disproportionate to the outcomes desired by businesses and by councils. One way the Council could deliver considerably more value to businesses is around consenting. In a recent submission to the Council, a few very good examples of consenting not working well and getting in the way of growth included it taking seven months to get a building consent to build an 8m<sup>2</sup> extension, and another where it cost \$16,500 to get a building consent for a \$5,000 partition wall

### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Many of our committee members experience direct and personal contact with council fees and charges. Not one of us considers that the fees charged by council in particular with respect to building and resource consent matters reflect commercial reality and in the absence of the ability to tax - council would be out of business as a value provider in moments as cost does not reflect value.

This can be address either by reducing cost or increasing value. In many ways the latter would be better with CCC changing its mandate to actively enable activity and provide advice and guidance - moving some way from its "risk mitigation" current MO.

## Other Libraries Charges

### General Comments

5 submissions provided feedback on other libraries charges.

1 provided comments in support and 1 provided comments in opposition.

1 provided additional suggestions and 2 provided general comments.

### Officers Response

Support: Two submitters supported library access being free.

Other: One submitter asked that fees and charges not be raised for any public service like libraries and pools.

#### **Support response:**

The only changes to Libraries' fees and charges are the annual inflation adjustments, which are added in order to recover costs.

#### **Oppose responses:**

The only changes to Libraries' fees and charges are the annual inflation adjustments, which are added in order to recover costs.

### Support

62 - Diane Mulholland

don't change any library access fees

### Oppose

379 - Simon Atkinson

Remove the \$3.00c charge for borrowing CDs from the library and it will help them be borrowed more often by offering NO charges for borrowing music CDs (Quite a few people support this idea including

librarians). Most other libraries that still have music CDs do NOT charge to borrow them at all

## Other

362 - David Gardner

don't raise fees and charges for any public services like libraries and pools please.

## General/Other Comments

794 - Joy Burt

Libraries in particular must be free.

820 - Helen Pickering

Make sure continue to make libraries free

## Car Parking Fees (on-street & off-street parking)

### General Comments

5 submissions provided feedback on car parking fees (on-street & off-street parking)

4 provided alternative suggestions and 1 provided general comments.

### Officers Response

Submitters highlighted that:

- People travelling and spending money in CBD arrive by car so more parking spaces are required and keep to an appropriate price.
- Reduce parking costs in the city.
- On-street parking should not be free in the entire CBD without a resident's permit.
- Illegal parking in the city (Mobility space) and as outside normal business hours, was unable to be attended to. It can be challenging for those with a mobility issue and can Council consider a mechanism for enforcement during these times.

Council conducts periodic surveys of the on and off-street public car parks in the CBD in order to collate the number of spaces available to those travelling to the CBD to work, visit and shop. This includes privately owned publicly available car parks.

A market-based approach to setting parking fees is taken based on the supply and demand for parking around the city.

To set the parking fees, Council regularly reviews the charges set in other main centres around New Zealand and endeavours to take a comparative approach, which is appropriate to local market conditions while looking to keep charges as low as possible.

While there is unmetered and non-restricted parking in the CBD, Council tries to deliver a balance that also includes metered and restricted areas to enable commuters, visitors and shoppers to have the various options of parking available to them.

Currently, the Council has an agreement with a private security company to enforce blocked vehicle entrances in the city outside of the usual business hours. To assist with the availability and enforcement of mobility spaces, Council will look to include this in the agreement.

## Other

### 21 - P B

reduce parking costs in city

### 851 - Fiona Bennetts

On-street car-parking should not be free in the entire CBD without a resident's card.

### 867 - Taina Scur (Sweet Soul Patisserie)

The majority of the customers and people spending money around CBD come by cars. We should facilitate more parking areas and not abusive prices on carparks.

### 889 - Allan Taunt

Illegal parking is a serious problem. As an example, on Sunday 23/03/25 there was a driver illegally parked in the mobility park outside Tūranga. This was at about 6pm. When I called it in to Staff, they unfortunately could not attend as it was outside business hours. People were attending a show at Isaac Theatre Royal, the mobility parks were full from other legal users. I logged as a SnapSendSolve as well if you want to look it up. I don't fault Staff, they simply don't have the resources for increased hours.

Things can be difficult for people that have a challenge with mobility, I feel the Council should try to make it easier for people where possible.

Please can we have a better mechanism for enforcement and/or issuing fines for illegal parking. These days we should be using technology, multiple photos if they meet a necessary criteria (i.e. enough detail to stand up against a legal challenge) should be a mechanism available to us. I know, this has been rejected in the past, but can we find a better way of reporting illegal parking at any time.

## General/Other Comments

62 - Diane Mulholland

Although parking and parking charge would still be an issue with access to the city.

## Community Halls and Spaces

### General Comments

The submission identified a discrepancy in the process for booking rooms at the Fendalton Library/Service Centre whereby commercial users were charged the community rate.

Staff have rectified the discrepancy, and this will no longer occur. Staff are reviewing standard operating procedures to ensure this does not happen elsewhere.

### Officers Response

1 submission provided feedback on community halls and spaces fees and charges.

This 1 submission provided an additional proposal.

## Other

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board recommends that the Council reviews its fees and charges for meeting room hire. For example, some of our public meeting rooms with full AV equipment are hired to commercial users for as little as \$10/hour. The Board has no problem with community/not-for-profit groups receiving free or discounted booking rates, but for commercial users this appears to be well below market rates.

# Rec & Sport Charges

## General Comments

10 submissions provided feedback on rec & sport charges.

2 provided comments in support of the proposal.

7 provided alternative/additional suggestions and 1 provided general comments.

## Officers Response

10 submissions were received with six requesting that fees not be increased, two submission were supportive of the proposed fees, One submission from UCSA and UC requested a specific discount for tertiary students, and the Disabled Persons Assembly were supportive of the proposed increase from 25% to 30% for all community service card, supergold, and Hāpai card holders.

The draft fees and charges were informed by pricing elasticity and affordability research for pools, gyms and group fitness classes. Comparisons to the market rates in the main centres across New Zealand was also completed.

The Christchurch City Council (CCC) utilises existing community services such as the Community Services Card, Super Gold, and Hāpai card to identify where lower income levels are likely to be a barrier to participation. These cardholders receive a discount to reduce the barriers to participation.

It has not been proposed to provide a discount to tertiary students as price will not be a barrier for all tertiary students. However, tertiary students can apply for the above cards if lower income levels are a barrier to participation.

In addition CCC also provides:

1. Low to no cost partner funded programmes to identified communities most at risk of physical inactivity.
2. Low cost learn to swim holiday programme in between school terms.
3. Council facilitates a funded school swimming programme which subsidises the costs and delivery of the Water Skills for Life programme offered at aquatic facilities throughout Christchurch (including Christchurch City Council, private aquatic providers and school pools). This programme provides financial assistance to enable tamariki and rangatahi to access quality water safety instruction. The subsidised lessons are for schools with an Equity Index of 432 and above.

## Support

DPA notes the proposal to raise council and gym membership charges for individuals and families as part of this annual plan. We strongly support the proposed increase from 25% to 30% for the discounts available to all Community Services Card, Gold Card and Hapai card holders as this will substantially mitigate these increases for many disabled users who are often on low incomes. We welcome Council's recognition that gym and pool memberships have social, therapeutic and recreational benefits for everyone, including disabled people.

#### 83 - Erin Cowlshaw

Fee increases look reasonable and still hopefully don't deter users from using the pools and gym facilities.

### Other

#### 362 - David Gardner

don't raise fees and charges for any public services like libraries and pools please.

#### 62 - Diane Mulholland

Dont change entrance fees to pools especially for children

#### 736 - Adele Geradts (Halswell Residents Association)

The increase in costs seems to be fair and reasonable. For the pools and gym, we think the increase could be more consistent, rather than different percentage increases. I.e. 5% across the board for the pools and gym rather than the various suggested amounts.

#### 794 - Joy Burt

Please keep fees as low as possible so families and those receiving low incomes can still access CCC facilities. Maybe look at family discounts when a parent arrives with more than one child and community services card holders?

#### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Additionally, we urge the Council to keep pool costs down, particularly for children and young people. Learning to swim is a vital skill in an island nation like Aotearoa, and rising costs could become a barrier to access. Affordable entry fees ensure that all young people, regardless of background, can develop water safety skills, stay active, and enjoy recreational spaces

#### 831 - Luc MacKay (University of Canterbury students' Association & University of Canterbury)

The UCSA and UC would be keen to see a reduction in pool fares for students at the CCC pools. Currently it is \$6.70 but we would be keen to see it be \$5 to encourage more students to use the facilities. \$5 would be in line with community service card holders. It would also encourage students to engage with CCC facilities so that when they leave UC, they have that connection with council facilities. The health benefit is a big one too!

#### 96 - Justin Yudistira

Please reduce the gym and pool fee. we must remain competitive with private gyms such as city fitness.

### General/Other Comments

#### 345 - Marjorie Manthei

Some of the costs are getting very high (eg some of the fees for Parakiore) and will undoubtedly limit many families in particular.

## Trade Waste

### General Comments

72 submissions provided feedback on the proposed changes to how we charge for trade waste.

6 provided comments on the overall proposal (2 alternative options and 4 general comments)

43 provided comments having supported Option 1: Three-tiered volume rate (the Council's preferred option).

3 provided comments having supported Option 2: Two-tiered volume rate.

20 provided comments having supported Option 3: fixed volume rate.

### Officers Response

- Supporters of option 1 considered that was the fairest option and most of them trusted on Council's judgement to propose it as the preferred option.
- 2 of the 3 supporters of option 2 did an analysis about how the option would affect their business, however they didn't see their business fitting in any of the options, they selected this as the best for their interests.
- Most of the feedback for option 3 was about the simplicity for its implementation as well as considered this was the most favourable alternative for small businesses.



- 
- Most of the comments that didn't select an option were not related to trade waste or didn't have a preference.

Based on the feedback and further consideration from an operational perspective the staff recommendation is to move the tiered charging option. This structure and charging will begin on 1 July if approved by Council.

## Other

### 725 - Gary Durey

As this is often bulk it should be free.

### 864 - Graham Robinson (Addington Neighbourhood Association)

None of the above. It should perhaps be based on the type of trade waste ( and how that affects the waste system ) rather than just on volume.

## General/Other Comments

### 220 - Sandra Pilet

no idea just make sure the rate payers aren't forking out for it

### 241 - Anna Gruczynska

I have no preference personally, but support the option which is the preferred option of the majority of businesses directly affected by these changes.

### 325 - Karin Bathgate

The volume of waste that goes to landfill is simply unsustainable. We need to be looking at methods to encourage less creation of waste, and charging more at source for dealing with it.

### 659 - Christopher Stewart Hay

As a resident in a new subdivision, I'm dismayed at the amount of construction waste going into skips and off to landfill. Businesses should be financially incentivised to reduce waste and maximise recycling.

## Option 1: Three-tiered volume rate (the Council's preferred option)

### General/Other Comments

114 - Paul O'Connor

If this is the preferred option of Council I accept their wisdom.

116 - Andrew Massie

It seems sensible.

143 - Gretchen Boyd

Suits the Council best.

147 - Michael King

Despite my demeanor on other topics, you aren't wrong about everything

149 - Nat Clark

One size fits all is unfair and does not work .

158 - Murray Dickinson

Assuming this is due to competitive pressures (ie. the volume based rebate). So probably sensible, given the investment in transferstation infrastructure.

185 - James C Kelly

It is more equable.

192 - Sonia Bell

Don't know enough about this so going with council option is my option.

216 - Tony Stevens

It would appear to be the most fair

234 - Kate Bint

sensible

238 - Mitchell Cameron

Unsure on the proposal so trusting the CCC on this

247 - Derek Wallace

I can see the importance of the issues Council is trying to address.

252 - Robyn Campbell

Makes the most sense equitably

253 - Gavin Blackwell

not sure

262 - Da Steel

Obviously the council has looked at this and agree that it is the way to go.

263 - John Cumberpatch

Dump arges are ridiculousy high now, especially for green waste

270 - Robin Chambers

Makes sense

280 - Julien Gutknecht

Provides a more graduated approach, however of the opinion that large disposers should pay more and small disposers less per m3 than proposed

310 - Alicia Pilkington

No opinions

357 - Mark Robinson

Council preferred, didnt look into it

362 - David Gardner

The ccc staff have more knowledge than me on this subject

370 - Authur Meikle

council would know the best option

425 - Diane Prankerd

not someth8ng I have much knowledge of - just trusting the Council breakdown

465 - Andrea Davis (Sumner Community Residents Association)

blanket charges are not fair

54 - James Oliver

Because it's fairer for people

615 - William Blair

I don't know – so I trust the Council's judgement.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

I want more things to be recycled or disposed of properly.

633 - Deb Clarke

It appears to be the most fair and reasonable of the tiered system allowing for the waste to be disposed of appropriately

640 - Lance Herrick

it seems the most fair for smaller companies, the more you use, the more you pay

655 - Josephine Tanner

Business can pay for it with tax benefits etc.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board considers that the Three-tiered volume rate for charging for trade waste is a more equitable regime and notes that the Hornby Ward has numerous trade waste disposals.

749 - Michael Jason Smith

I approve of the three tiered option.

794 - Joy Burt

User pays for this one. It is possible to limit lots of waste so there needs to be an incentive to look for recycling or reuse options.

During the earthquake repairs to my house, I scavanged all sorts of timber offcuts, plastic etc from the disposal trailer, most of which I have now used around my garden instead of in a landfill. I was amazed at the sheer waste!

83 - Erin Cowlshaw

It impacts less companies.

My concern is around how its implemented and all the costs involved to then only have a lesser impact on approx 20 large companies.

when tasks are less straight forward it ends up having more hidden costs to implement and so forth

839 - Jan Harrison

It seems to me to be a fairer option.

84 - Ken Tod

It seems to be the most consistent approach with the least impact to businesses overall.

857 - Viane Makalio

I think this is more equitable and gives good clear targets for groups to reduce so they are charged less

870 - Nyge Rimmer

It is the councils preferred option

887 - Sonya Hodder (Spreydon Neighbourhood Network)

It appears to be the most fair and reasonable of the tiered system allowing for the waste to be disposed of appropriately

889 - Allan Taunt

Reasoning from Staff makes sense.

935 - Kerry Neville

*It will do for now. untill we can sort it, and maybe improve the system*

949 - Ron Richards

Most practical of the three options

97 - Michael Zhang

Its a fairer user pays model

## Option 2: Two-tiered volume rate

### Other

803 - Phil Kilgour (Silver Fern Farms Limited - Belfast Plant)

Silver Fern Farms Belfast wishes to express objection to the proposed increase of trade waste fees and charges.

A comparison of our trade waste volumes from 2024 to the proposed changes to the charges indicate there could be an increase to our trade waste volume charges of between 5% with Option 2, 7% increase with Option 1 or an unacceptable increase with Option 3.

The suggested benefits to the Council wastewater system from increasing the flexibility of large wastewater customers to time their discharges are not applicable to Silver Fern Farms even under the proposed changes to the charging structure. Our existing Trade Waste Agreement currently limits when we are permitted to discharge, will this new pricing structure trump our Trade Waste Agreement? Silver Fern Farms Belfast would welcome an amendment to our trade waste agreement, to allow us and Christchurch City Council to benefit from the proposed flexibility of discharging at more variable times. Without an amendment, then we will be paying more for no or limited benefit, to site operations.

Of the proposed options, Option 2 is seen by Silver Fern Farms Belfast as the best of an undesirable set, due to the smaller cost increase for site.

Option 3 with up to a 33% increase in charges is considered unacceptable and would be an undue burden on the site.

Additionally, the proposed price increase would divert resources away from efforts to reduce waste and operate in an environmentally sustainable manner. We believe the Council should be supporting business in this area, not penalising them with higher charges

In light of these concerns, we ask the council to reconsider the proposed price increase and to find a more equitable and sustainable solution that does not place an undue burden on local businesses.

## General/Other Comments

### 251 - Kiri Armstrong (Meadow Mushrooms)

Options 1 and 3 will substantially disadvantage our business compared to the current charges. Option 1 would prompt us to store more tradewaste, and discharge less often, to target a higher daily rate and cheaper discharge price. This would work against the objective to prevent hydrogen sulphide build up, and could also work against the objective to avoid overloading the system, if other users do the same.

### 296 - Kerry Loper works

### Option 3: Fixed volume rate

#### General/Other Comments

126 - Stephanie Innes

Why penalise the small companies more to get rid of their rubbish

140 - Jordan McCormick

why go with option 1 and hurt smaller companies?

141 - Andrew McKay

Keep these as low as possible or you will drive business out of the city.

173 - Haidee Scott

I support option 3 because it will be the simplest to implement, interpret and calculate billing. I also firmly believe that this will incentivise commercial and industrial companies to seek to reduce industrial waste.

203 - Richard Hall

It would be far easier to implement and administer

32 - Stacey Shadbolt

why make it better for people discharging lots of waste?

35 - Cameron Vincent

I don't believe smaller businesses who are discharging less waste should have to effectively subsidise large business who discharge more.

352 - Ross Aikman

It's easier for everyone and the larger companies have had it sweet for far too long, time to pay up.

365 - Malcolm Clark



Just seems simpler.

384 - Chris Coey

Simpler charging method.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We prefer this option because it is the fairest to small businesses who have the least capacity to adapt to cost increases, and because it incentivises big users to reduce their waste.

600 - Aaron Ghattas

Waste water should not be discounted. Keep the pricing simple. Business will be passing the cost on at the highest rate anyway. There is cost for administering tier pricing further incentives are required to reduce waste. Some larger companies are delaying projects for waste water improvement because cost is already cheap enough, to dispose of it.

680 - Claire Coveney

Simplest is best. We need to be reducing waste rather than giving the highest volume dischargers cheaper rates

693 - Ethan Venmore

Its clearer to all involved.

703 - Daniel Holland

This has a major impact on our biggest volume businesses. However these businesses are presumably in the best position to decrease their usage and improve their efficiency. Option 3 signals to these businesses that the community would like to encourage them to reduce their load on our infrastructure

726 - William Warren

I think we should be most encouraging towards small businesses and keep the pressure off them in favour of putting more pressure on larger businesses. In particular, small businesses are more likely to feel pressured by environmental regulations and try to circumvent them, so we want to reduce incentives to do that by reducing the cost of compliance. Larger businesses, because of the increased scrutiny and greater available resources to deal with those compliance costs, are less incentivised to try circumventing costs.

756 - Dan Heuston

reduce your admin which is ongoing savings

774 - Clive Busby

I feel that larger companies could afford to look into reduction strategies far more than small or even medium companies.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

This option seems the most fair as the others have greater impact on small and medium business

795 - Dianne Downward

This option seems the most fair as the others have greater impact on small and medium business

## Fees and Charges General

### General Comments

50 submissions provided feedback on general/other fees and charges.

7 provided comments in support of proposed fees and charges, and 8 provided comments in opposition.

15 provided alternative suggestions and proposals for fees and charges, and 20 provided general comments.

### Officers Response

A significant number of submitters opposed the proposed changes in fees & charges – many wanted fees & charges reduced, and others expressed concern that increases would make some items unaffordable.

However, many submitters supported the general principle that the cost of services should be primarily borne by users, without Ratepayer subsidy (albeit with potential for discounts for certain user, such as pensioners). There was a range of views around what type of services should be free versus charged for (eg. Art Gallery, public events like Sparks in the Park).

Some submitters suggested that fees be increased as a source of revenue to support Rates – there was a range of specific suggestions, none of which is considered sufficient to require further action (see more below).

One submitter proposed an “adults tax” (effectively a poll tax on individual residents), which is not permitted under current legislation.

Fees set under Council bylaws are for reasonable cost recovery, and so higher than cost recovery fees are not permitted (eg. fees for alcohol licences and dog registration can only be to recover costs). Non-bylaw fees are typically for “commercial adjacent” activities, such as campgrounds, recreation centres, facility rental (which will include Te Kaha charges, once completed), etc., and are set to recover costs and with reference to relevant market prices.

Other suggestions present a range of challenges to implement and are beyond the scope of this Annual Plan:

- eg. cat registration and limitation to one per household;
- a “resident’s pass” so that non-residents are charged for access to public assets like the Art Gallery;
- a “3 museums pass” for the Airforce, Antarctic, and Canterbury museums, noting that the first two are not owned by Council, and the third is funded by more than just Christchurch City Council).

## Support

### 238 - Mitchell Cameron

I can appreciate an increase in costs.

Can't appreciate if this happens recurringly

### 298 - Winsome Bryce

User pay.

### 344 - Marjorie Manthei (Victoria Neighbourhood Association)

Some of the costs are getting very high and will undoubtedly limit many families in particular. However, most of the increases do seem reasonable at this point.

### 345 - Marjorie Manthei

The list goes on and on, which is more evidence of just how much CCC does do. >>> However, most of the increases do seem reasonable, provided they don't go too much higher.

### 460 - Mitchell Tobin

Support [Coder note: proposed changes to fees and charges]

### 597 - Lynette Bay

No keep as proposed

749 - Michael Jason Smith

I approve of the fee increases.

## Oppose

178 - Cedric Croft

Must be reduced.

213 - Tim Watts

fees and charges are already to high

244 - Michael Gooby

lower them

260 - Jan Bierman

No increase in fees & charges. Savings must be made within Council operations.

266 - Name Redacted

I cannot find ANYWHERE what is changing and what the old and so called "proposed" new fees are?  
So, until I sight that it's a NO from me.

351 - Molyka Nop

outrageous.

608 - Ondine Kiesanowski

We pay too much as it is for rates!

870 - Nyge Rimmer

Do not increase fees and Charges.

## Other

### 141 - Andrew McKay

I support user pays if this applies cross the board for all services, but it does not. You cherry pick who you want to charge and others get a free ride. I pay full price to swim at a pool, others gets subsidies, and others get free stuff they like such as "Sparks in the Park". This is a two tier taxation system.

### 216 - Tony Stevens

Fees and charges should reflect the cost of the service. Rebates may be applicable in cases of financial hardship.

### 265 - Bevan Phillipson

Please aim,try and DO keep increases to an amount where 80%+ of our adult Residents can afford.... it's common sense, really

### 362 - David Gardner

don't raise fees and charges for any public services like libraries and pools please.

### 409 - Deb Daines

I think Christchurch should get progressive and tax all adults living in Christchurch not just those that own a home, all adults use the roads , libraries, swimming pools, rubbish pick up, recreation area, etc that the CCC pays for through rates so why isn't everyone taxed. Other countries do this and its much fairer, and you'd get more revenue in, without taxing those already taxed enough through rates.

Also every ticket sold at the new stadium for shows / sport etc needs to have a \$5 " CCC rates" charge on it so all who use it contribute to its building and running costs- just like some airports have to raise capital.

### 543 - Brian Williams

With most ratepayers hurting; business closing or retrenching, job layoffs due to the negative economy forecast for the next year plus keep the same or make a plan to reduce.

### 59 - Devon Stewart

charge for a 3 museum pass [coder note: airforce museum, antarctic centre, canterbury museum] like all the major American cities however make the attractions world class

62 - Diane Mulholland

Add fees to alcohol licences etc which cause more harm to the community and society.

649 - Vic Allen

Raise all charges wherever possible.

680 - Claire Coveney

I would like the council to introduce cat registration and limits of 1 cat per household. This could raise revenue and increase biodiversity.

On the spot fines for dogs off leashes in areas that they need to be on lead.

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

The Board appreciates the remarks in the consultation document that the Council is “conscious of the financial pressure many of our residents and ratepayers are under, and we have attempted to avoid cost increases to the community that would create a barrier for them using our services”.

The Board notes those remarks go on to say that: “In other areas the proposed fee increase is in keeping with the increased costs the Council is facing. “Fees in some areas are staying the same.”

The Board appreciates the balanced consideration that has gone into the proposed fees and charges. It acknowledges that for those fees and charges that have increased, this reflects the Council’s increased costs.

However, the Board questions whether the fees and charges are adequate some respects. The Council must have a very detailed look at potential increasing fees in a number of areas it is fair and reasonable to do so, for example the Botany room hire fee, Mona Vale and Gardens wedding hire fee, and RSE meeting room fees.

725 - Gary Durey

They need to be reduced.

744 - Marie Byrne

I appreciate that rates have been kept as low as possible, but I believe there are measures that Council could undertake to increase revenue and keep rates rises at a minimum. While it's great that as a ratepayer, I can take advantage of the many services that Council provides and enjoy a number of free

or low cost things, the Art Gallery, our Libraries and events. However, I don't see why I should subsidise these for users from outside of Christchurch. One solution would be to introduce a "residents pass" and increase charges and user fees, with discounted rates for residents pass holders. Why not put a charge on the Art Gallery, but still make it free for residents. This concept could be introduced for Te Kaha and Parakiore use.

>>>

consider an entry charge to the Art Gallery. See my earlier comments on a residents pass. If this was able to be implemented, fees could be raised without impacting residents negatively.

759 - Jeff Scandrett

increases in line with cpi

767 - John Steere

All fees and charges should reflect the costs involved without subsidising services. As cheap services mean the ratepayers are being hit more.

## General/Other Comments

218 - John Humphreys

keep them affordable for us ratepayers

219 - Luke Dennison

I think fees and charges need to be kept in check for the ratepayers of Christchurch. You need the people of the city to be on your side and endorse your decisions.

220 - Sandra Pilet

if the fees and charges go down I'm all for it

241 - Anna Gruczynska

I have no comment on specific changes to fees and charges, but in general terms I am supportive of the cost of services being borne primarily by the users of those services, with some partial subsidization of costs for low-income users (e.g. student ID holders, Community Services card holders, Gold card holders etc.) by all ratepayers. I do not believe that making rates more unaffordable for all ratepayers so user fees stay affordable for some ratepayers is an equitable approach. It would be helpful to see in the Annual Plan not only the current fees and proposed new fees, but also what

percentage they represent of the cost to provide these services so it can be seen clearly by how much ratepayers are subsidizing the cost for various user groups.

253 - Gavin Blackwell

keep fees to a minimum

30 - David Thorn

If you think it is good that every rate payer should pay the proposed increase, then it should be that all charges for use of council owned facilities/property should be recovering the cost of operating them. Rate payers who don't use these facilities ie swimming pools, stadiums etc shouldn't have to subsidise the cost so that other people get the use for a fraction of what it really costs to operate these facilities.

32 - Stacey Shadbolt

there was very little on there as to what this is about

425 - Diane Prankerd

Definitely agree charges need to reflect the general increases but would hate for facilities to become unaffordable and stand empty - tricky balance to get right

426 - Ken Grimwood

I agree with user pays and fees and charges should represent the actual costs of additional services to individuals and organisations.

429 - Gordon Nairn

no increase no money

464 - B Frederikson

Increases to ratepayers should be as low as possible, with money being spent to the benefit of as many as possible - including non rate payers who are indirect paying through increased rents imposed by landlords/ladies.

470 - Judy Yarwood

Please keep these as low as possible

615 - William Blair



I am not really sure what these are. I do know why will not really be changes but increases.

665 - Kathleen Crisley

During the recent hearing on dog control, it was suggested by elected officials that our dog registration fees would need to go up to fund more enforcement. Yet, the Council's own data supplied as part of a LGOIMA request clearly shows that \$2 million in controllable revenue was generated in the FY2020 through greater enforcement - when other "pet projects" were not undertaken. The Councillors need to do more to ask the right questions of staff and ensure that revenue is generated and rules are enforced.

680 - Claire Coveney

Fees to services could be scaled to avoid creating barriers to access services: libraries, pools, public transport.

Not sure.

690 - Kevin McSweeney

at the end of the day i believe fees and charges for anything that is an individual benefit should cover all the costs. Ratepayers should not be subsidising any of these.

698 - Dominic McKeown

council should be more proactive on recovering debt.

fee increases should be limited given the burden to users of facilities.

801 - Penny Carnaby

We get good value for our rates

823 - Catherine Swain

Keep any increases as low as possible.

864 - Graham Robinson (Addington Neighbourhood Association)

Fees and charges should reflect the cost of delivering services, but be aware that increases could be the straw that broke the camel's back for some people and businesses.



# Spending

## Our Proposed Spending

### General Comments

66 submissions provided feedback on the proposed spending outlined in the draft plan.

7 provided comments in support of the proposed spending, and 30 provided comments in opposition.

11 provided alternative/additional proposals and priorities and 18 provided general comments about our proposed spending.

### Officers Response

Many submitters requested that the council “stick to the basics” and/or focus on “needs not wants” – most did not provide examples, but those that did included:

- Waters
- Roads & Footpaths
- Rubbish collection
- Parks
- Housing
- Infrastructure
- Reduction of debt
- Sports Centres
- Libraries

Similarly, the relatively few specific examples of “nice to haves” and “wants” focused on:

- Cycleways
- Te Kaha
- “Communities” spending
- Fireworks
- Entertainment
- Art
- Climate Change
- Speed bumps

Some submitters were concerned with the Council’s financial management, particularly spending on consultants, “efficiency” (ie. reviewing & ceasing items that are not delivering the city’s strategic objectives), and how operational spend is reported in the annual plan (eg. explanation of “Other” and “Communities”). Several suggested that internal budget items be capped, and that Rates increases be limited by CPI inflation.

Some submitters also generally supported what Council is spending on, considering that Council provides good value, the city is improving as a place to live, and Council provides good services.

A few submissions requested the council increase its spending, including on infrastructure, transport, the arts, and support for the homeless.

Other submissions suggested:

- Greater consideration of local requirements in Akaroa & Lyttelton, rather than a CBD focus;
- Using the balance sheet to free up capital (implying major asset sales);
- Keeping Rates increases sustainable by cutting levels of service;

The majority of responses in this category requested the council “stick to basics”, “focus on needs not wants”, or were concerned with the Council’s spending. Reduction in budgets need to ensure they do not significantly impact agreed levels of service without consultation, and this is a constant challenge for councils. The issue of staff or consultants is one that Council seeks to manage by ensuring it has sufficient staff capacity to deliver its services but consultants and contracts are required for specialist work or to support high workloads, for example in areas like consenting where there are statutory timeframes. However, consideration should be given to how choices in the Consultation Document can be more clearly presented (eg. “if we knew that closing libraries on a Sunday would save 1% in Rates I would say go for it, but if it was just a tiny percentage I’d say look somewhere else.”).

## Support

535 - [Roleen Hamblin](#)

Yes I agree with the Annual Submission Plan

537 - [Daphne Inder](#)

Yes fully agreement with Draft of Annual Plan

546 - [Vera I Butterick](#)

Yes I agree with the Annual Plan submission.

749 - [Michael Jason Smith](#)

I think Christchurch gets good value from the Council.

817 - [Justin Fletcher \(Predator Free Waimairi Beach\)](#)

Council facilities are important for communities and should be supported.

#### 852 - Fay Brorens

As mentioned already I support good quality services. Our government is currently cutting education, health care, welfare, environmental protections, and it all creates a feeling of poverty and fear. I'd really like CCC to avoid this kind of cutting back. Good public facilities benefit social wellbeing and social cohesion which is very valuable in my opinion.

#### 896 - Peter Tuffley

The other feature of the DAP that I consider praiseworthy is that the Council appears to have made the strategic choice to safeguard services by pruning capital rather than operational expenditure as a means to contain the burden on ratepayers. There may be differences of opinion as to what capital items should or should not be pruned, but the principle the Council has followed is important in my view.

## Oppose

#### 1015 - Stephen Downward

Money needs to be saved not spent because something comes in under budget then use savings on something else. Save it and offset debt.

#### 120 - Lyndon Telfer

Most of us just want you to focus on roads, 3 waters and rubbish collection. There will be many programs of work that managers think are important but do they add value and make ratepayers lives better? Do we need 9% of our rates spent on communities. I have no idea what I get for that. This is a very difficult question as I have no idea how much rates would reduce if you reduced library hours, so its really up to council to put some suggestions in front of rate payers. For instance if we knew that closing libraries on Sundays would save 1% in rates I would say go for it. But if it was just a tiny percentage I'd say look somewhere else.

#### 142 - Scott McCormick

All spending should be cut to get to a 3% rates rise max.

>>>

cut you spending by 10% that will reduce your debt.

#### 155 - Rob McCreanor

As a rate layer / ex Lyttelton councilor I would like to see this council Getting the basic done rather than worry about cycleways. Fix all the pot holes , footpaths and roading and bring our city back to The garden city we were known as

#### 156 - David Blanchard

##### 6. Conclusion

The council's current financial trajectory is unsustainable, and the proposed rate increases will make Christchurch a less desirable place to live. Instead of burdening residents, the council should focus on projects with long-term financial and environmental benefits, such as a waste-to-energy plant.

Additionally, better financial oversight, AI-driven efficiency improvements, and stricter contract management would help reduce unnecessary spending.

I urge the council to consider these concerns seriously and provide a formal response outlining how it plans to address them.

[Full attachment available]

#### 162 - Philip Richards

Many projects are nice to have, but not essential. but the City can not really afford them at the moment. As many nice to haves as possible should be suspended . Reduction of debt, and provision of essential services should be the priorities

#### 225 - Mark Jermy

I would like to see the Council concentrate on the core services of roads, water supply and drains, garbage collection, parks, and key services like libraries and sports centres. Other things should be cut right back

#### 266 - Name Redacted

Reduce your costs again, STOP the nice to haves, STOP the road bumps everywhere, REINSTATE the original speeds on the roads, (why did you keep reducing them when you were told by the then new govt that they would revert back? WHY did you not put that on hold? I said to you in writing that is what you should be doing but, by ignoring everyone YOU cost the city more money, WHY did you NOT LISTEN? Classic CCC and it's road planners (they still need to be sacked they are incredibly anti car and it's not acceptable behaviour) IS costing us the ratepayers more. STOP with the cycle lanes - they

are creating issues and ALL people who ride a bike MUST be responsible for their actions and be AWARE of what is happening around them NO ONE should be babying them (life is hard they have to learn to use their brains not be moddy codled) - if they cannot (or will not) use their brains and expect to have everything done for them and expect to do what ever they like then THEY ARE AT FAULT. YOU, CCC have allowed this mentality to continue it must stop. The cycle groups are incredibly rude, disrespectful, derogatory, racist and arrogant they are NOT people CCC should be listening to as that means you are all of those things also.

>>>

A lot more work required. STOP sepnding so much money on creating chaos on the streets (stupid speed bumps, narrowing roads, removing give ways signs that actually work, the list is so long) and more on what is REALLY needed. NOT NICE TO HAVES. The city is gojng backwards and the city centre is NOT THE BE ALL AND END ALL.

>>>

If your "avoiding" paying something you are NOT saving money as it STILL needs to be paid (with interest).

AGAIN, ccc, reduce your costs. STOP adding speed bumps for no real reason (apart from angering people in vehicles), STOP ALL nice to haves, STOP loaning/gifting/giving money to anyone, STOP giving money to ANY AND ALL BUSINESSES, if they cannot survive then they need to close, STOP with all the incredibly expensive cycle lanes we cannot afford it and CCC needs to STOP spending money like this. STOP listening to they cycle groups (rude, nasty, aggressive, racist as well that is NOT acceptable)

Get back to your core responsibilities - get that sorted first BEFORE anything remotely "nice to have" and do it now.

>>>

CCC you're spending is OTT and cuts are needed NOW. Reduce your costs, tie down contractors to do the job once, clean up after themselves (NOT happening), and do IT RIGHT FIRST TIME. THAT IS NOT HAPPENING AND CCC IS LETTING THEM DO IT WHAT A WASTE OF RATEPAYERS MONEY! That would be a huge saving.

You need to get non council people in to go over your books and they would DEFINITELY find savings where you can't (or refuse) to do so.

Council should get back too basics and stop unnecessary spending

301 - Rahera Carter

I don't agree with a lot of tge piffle or non necessary works that are planned.

318 - Kevin Dean

Too much money is being spent on none essentials. Fireworks, entertainment. Let's get the rubbish, water, drainage, road and footpaths right.

32 - Stacey Shadbolt

these Im also not sure about

An additional \$1.1 million to meet higher digital licensing and contract costs over and above inflation.

- An additional \$3.7 million to meet staff costs that cannot be covered by capital projects.
- An additional \$8.0 million in staff salaries and wages costs due to pay equity, living wage and contract settlement adjustments, partially offset by increased revenue and other budget reductions.
- An additional \$6.5 million to cover higher than expected inflation costs.

351 - Molyka Nop

Cut spending not-spending more in the recession.

>>>

just spend less. Like act like a business, cut cost. Rate payers has LIMIT money. We're not banks!

463 - Vincent Pageot

Enough unnecessary spending please. We struggle paying this level of rates

474 - Terry Hampton

The council needs to be reducing spending, as ratepayers cannot continue to sustain the cost increases we have experienced to date.



484 - Ron McTaggart

Council spending on unnecessary projects should be curtailed.

548 - Jeremy Richards

I think the Council should stick to its basic(yes, boring) tasks rather than the nice to haves!

57 - Euan Gutteridge

Council needs to appreciate that many ratepayers are really struggling financially and now needs to make some tough calls to reign in its spending to make significant reductions in rate increases. Very much a case of "need to" rather than "nice to"

608 - Ondine Kiesanowski

Stop spending of frivolous things, that's how you'd save money

693 - Ethan Venmore

Tge council keep mentioning increases, yet lookaround at how much 'The Garden City' has fallen, into an appalling mess of terrible unkept gardens, messy roads and paths, and a concerning hyper-focus upon cycle lanes used by few (if any, who dont financially contribute road users costs towards the building and maintaning of these).

>>>

Its seemingly all about them, yet what does the payer of such things het out of them? The earthquakes were a long time ago now, yet we still have this as an excuse as to why the city has gone downhill maintaince wise, and jas never returned to anything it was as a whole since. A lot ofmkoney has been received form the people, and apent by the council though.

725 - Gary Durey

Council needs to cut back spending and restore control to elected people.

751 - Tracey Glass

I would like CCC to stick to funding of core services and make sensible cost effective decisions on these.Sadly the "nice to haves" are a thing of the past!

767 - John Steere

The council must take drastic steps to slash its spending. Councils nationwide have increased their spending out of proportion to the rest of charges the public face.

#### 778 - Lydia Heard

too much waste has occurred with failures in projects like the central pool. Put a hold on any more proposed projects and complete the ones we have in progress. We gave enough event centres and public pools etc

>>>

need to see more towards infrastructure and less in big idea projects. More on transportation and fundamentals otherwise we will be crawling mess like Auckland.

#### 790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

2.3. Operational expenditure for 2025/26 is projected to be \$17.5million higher than forecasted in the LTP. This is a significant increase which CCC attributes to a number of reasons, of which the following are concerning for NCCF:

2.3.1. An additional \$1.1 million to manage the large number of District Plan Changes the Council is required to address.

2.3.2. An additional \$3.7 million to meet staff costs that cannot be covered by capital projects.

2.3.3. An additional \$8.0 million in staff salaries and wages costs due to pay equity, living wage and contract settlement adjustments, partially offset by increased revenue and other budget reductions.

#### 810 - Lee Hogsden

Council still hasn't showed signs of slowing down on vanity projects further inflaming public opinion of council spending of our rates.

>>>

*[Three Waters > Local Water Done Well]; [Other/Special Interest Topics > Governance]*

Past council showed little regard for looking after Christchurch's water supply and as such we have all suffered the effects. I don't trust the council to look after our water. Again the priorities for spend seem very skewed to vanity projects and cycle lanes rather than the main services that the council should be prioritizing. Trust not there.

#### 820 - Helen Pickering

I think you need to get back to core spending and forget the rest.

#### 836 - Gerrit Venema

We need to cut spending on "un-necessaries" to reduce rates to be compatible with what people can afford. Home ownership is a traditional Kiwi virtue & we need to be supporting that fully. We don't actually need the fancy stuff like City centre stadiums(=free work environs for the elite sports), excess riverside precincts, art sculptures/art constructs and all those cultural pander projects. We also don't need to spend ANY money on dubious climate change ventures that target the hoax of carbon dioxide content. Common sense ecology will do just fine & we've been pretty steady on that over the years.

Oh and we can quit spending any money on the recent & ever increase asphalt vehilce destroying, Emergency service slowing humps that are appear out of nowhere on pedestrian crossing. No warning, just a sign at the hump, and largely invisible at night. I CCC planner created disaster waiting to happen. Where has road planning's common sense gone??? In a true emergency this disingenuous development will come home to roost.

#### 860 - Rob Batstone

easy to waste the money when its not yours isn't it.

>>>

you need to look at what your spending money on. like any business

if your spending more than your making thats on you. Just spend on what needs to be done not what you think we want. Because if you keep doing what the community doesn't want its called a dictatorship

#### 922 - Lewis Hudson

Things that I don't want Council to do:

Stop wasting Taxpayer/rates money on things that aren't broken until council brakes them and makes more of a HAZARD.

## Other

1019 - Ciaran Farmer

[Things that Council can improve]

homeless services.  
Drug Services & treatment.

21 - P B

spot the over spend! Lock contractors into fixed fee jobs

219 - Luke Dennison

Moreover, I think more care and diligence is needed for contracting work out by the council. The best bang for ratepayers buck needs to be priority. Companies should compete to get the work at the most cost effective price for the city.

231 - Simon Cutler

Have a budget and stick to it. If it is over the budget then take things out, or adjust expectations. Need to have first, nice to have last.

549 - Antony Gough

Council must take a balanced, pragmatic approach that prioritises the economic viability of the city, supports businesses, and ensures Christchurch remains accessible for all.

Ideological planning that disregards practicality will only drive businesses away, reduce economic activity, and weaken the city's future.

It's time for council to focus on responsible, sustainable decisions that serve the entire community - not just a select few.

62 - Diane Mulholland

Invest in the basics - water, housing, roads (not cycle ways), park, that give the city and our children the best start in life.

67 - Kieran Rogers

Councillors, start working on the things we need (infrastructure, roading) instead of frivolous nice things that you think will get you relected.

685 - Liz Roche

Increase in homelessness in New Zealand, and in Christchurch in particular, is a disturbing social issue and a reflects a failure by society to ensure basic human needs are met. I respectfully request that the City Council increase funding to be allocated to the Communities and Citizens expenditure for the greater care of the homeless, especially women and children. A shocking statistics is that 57,000 women nationwide identified as being homeless, in the latest Census data.

816 - Annabel Turley (CCBA)

The CCBA strongly advocates for prudent financial management to ensure ratepayer funds are utilised effectively. We are deeply concerned about expenditures that do not yield tangible benefits for the community and the local economy. It is imperative that all spending undergo a rigorous assessment to confirm its necessity and potential return on investment. Councillors and council staff must treat public money with the same care and responsibility as they would their own, cutting unnecessary expenditures and focusing on core services.

>>>

The CCBA calls for a thorough review of the Council's budget to identify areas where efficiencies can be found. This includes scrutinising existing projects and services to determine their effectiveness and alignment with the city's strategic objectives. By eliminating or restructuring underperforming initiatives, the Council can reallocate funds to more impactful areas without necessitating rate increases.

>>>

We urge the Christchurch City Council to prioritise responsible spending, focus on projects with tangible benefits, and conduct a comprehensive budget review to enhance financial efficiency.

>>>

Councillors and staff must adopt a mindset of financial responsibility, treating public funds as they would their own.

83 - Erin Cowlshaw

It is good you have considered where some budgets can be looked at and what can be shifted to another budget to be realistic in what is actually going to be delivered.

An additional 3.7million and 8 million in additional staff wages and to cover staff costs - Excessive by all accounts. Take a look at what/who actually needs to be in place as a restructure is probably very timely.

But we can't be spending an additional 12+ million per year on extra staffing expenses. Some of that money needs to be scouting an area for a new primary and potential secondary school in the Halsall zone.

935 - Kerry Neville

PPS CCC is not a Bank and should not be  
lending my money to charity or any  
other organization

#### General/Other Comments

100 - Jared Brookes

I'm glad the council is looking seriously at ways to save and reduce the burden on rates payers, please continue to hold the clear and open discussions on this

1016 - Stuart Gordon King

#### Things I don't want Council to do:

Concentrate on the things that  
are important & need for

165 - Paul Amtman

Nice to haves are great if everything is running to full efficiency, but all these nice haves are a drain which in the long term push up rates.

263 - John Cumberpatch

Use your balance sheet to free up Capital.

280 - Julien Gutknecht

No issues provided the money is well spent with value for money a top priority

309 - Mark Rayner

we are asked to support projects such as the stadium and the Harewood Road cycleway. Neither of which we will ever use.

310 - Alicia Pilkington

Depends what my money is spent on. You like to waste it on beneficiaries who then steal all of my hard earned possessions

442 - John Batchelor

Efficiency of all Council operations is key.

68 - Chris Wildey

I have no problem with services being Maori named, but I would prefer to see them as shared names ie library rather than by its 'gifted' name (that "we" have had to pay Maori consultants for) either its a gift of a name they deem appropriate or kindly reject the offer and save the rate payers some money to allocate to other projects

731 - Victoria Andrews

**Council's One Size Fits All Approach in Relation to Akaroa and Rural Parts of Banks Peninsula**

The council applies policies across the board without regard to where activities take place. Doing so impinges on the level of service and quality of life for many in the Akaroa community some of whom lack the resources to travel into town to access a dentist (Akaroa has no dentist), attend appointments, seek entertainment or to further their education.

Parts of the Peninsula are often cut off from Christchurch due to inclement weather conditions.

In my view and experience, reports regarding Akaroa area do not always reflect the actual situation based on the location of the activity and rural limitations which are different to those in the city yet councillors are often expected to make decisions based on partially accurate information.

In my view the focus of Christchurch City Council remains firmly on the CBD and the suburbs of the city. It also appears that some decisions can be swayed by business lobbyist or sporting interests.

Reading the newspaper it seems that well connected developers and businessmen are able to achieve the desired result while the average ratepayer is left with little recourse but to write a submission with a 3-5 minute oral time slot to be heard (it's not exactly a level playing field in my view).

[Full attachment available]

755 - Tobias Meyer

Council facilities are vital and the services are important and should not be cut.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Millions have been wasted on consultants and modelling over the years with little to no advantage.

795 - Dianne Downward

Millions have been wasted on consultants and modelling over the years with little to no advantage.

807 - Zoe Brock

I have no problem with you charging rates as long as you don't neglect places that Chch historically seems to think are unimportant. Lyttelton deserves MORE from CCC. Our Museum needs to be funded, our school is a DISASTER, our playground adjacent Albion Square is a liability and our roads are a pockmarked hazard. In addition we are surrounded by speedways that are never monitored for boy racers. Why should Lyttelton people have to pay rates when CCC has abandoned us in the wake of Sail GP?

827 - Leeann Watson (Business Canterbury)

. Nobody will tell you to cut services, but there are some decisions that need to be made by the Council on behalf of ratepayers with the primary aim of keeping rates rises at sustainable levels.

835 - Robert Fleming

The city is steadily becoming a better place to live. We have to keep progressing with what will make the city even more liveable in the future. Many areas of greatest improvement ( particularly CBD ) now have slower traffic speeds, enhancement of the ability to walk, bike and scooter and there is some great artwork.

894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

The explanations given for increases in projected operational spending appear to us not to be unreasonable – except that, when looking at the Operational Spending pie chart, we are surprised to



see that 11.4% of the projected spend (twice the proposed expenditure on Libraries) is allocated to OTHER. We think that 11.4% is proportionally too large a “fudge factor”, and that the public is entitled to a more transparent breakdown of this item than is given in the footnote accompanying the chart.

#### 896 - Peter Tuffley

While I broadly accept the explanations given for increases in projected operational spending, I take exception to a “mystery package” labelled merely “Other” and priced at twice the proposed operating expenditure on libraries. The perfunctory footnote’s “interest on on-lending loans, business contingencies, etc” appears to me to be a grossly inadequate explanation of what \$98m is projected to be spent on – indeed, the “etc” strikes me as downright insulting – and to fall far short of the transparency (in a more detailed breakdown) that ratepayers are entitled to expect. A more explicit breakdown, please!

## Te Kaha

### General Comments

15 submissions provided feedback on Te Kaha.

5 provided alternative suggestions and 10 made general comments about Te Kaha.

### Officers Response

All submitters who expressed an opinion were opposed to Council’s investment in Te Kaha (although with some acknowledgement that it was too late to change). Key concerns were the related debt & Rates increases (and implied risk to Council’s ability to restore a balanced budget), a perception that ratepayers are spending significant amounts for the enjoyment of just a minority of people who want to use it, expected difficulties with traffic congestion and noise, and a perception that competition with Dunedin will make both stadiums loss-making. Several submitters suggested that a greater contribution should be sought from the organisations likely to use it (eg. Rugby), neighbouring councils, and/or the hospitality industry. One suggested that local Ratepayers be entitled to subsidised tickets for stadium events.

The views of the citizens of Christchurch have been a significant determining factor in the investment. A full investment (business) case also considered by central government before they confirmed their contribution to the project. The impact on rates was a key consideration.

Councils’ investment in One New Zealand Stadium at te Kaha has been through a number of significant rounds of public consultation including for the 2018-28, 2021-31 and 2024-34 Long term plans. In all rounds of consultation there has been a majority of support for the investment. Traffic management processes have been carefully planned to accommodate a variety of event capacities.

With regard to noise control there are consent conditions that the venue operator must adhere to along with significant acoustic performance design elements incorporate into the design.

Usage charges are commercially negotiated by Councils venue operations company Venues Ōtautahi with venue users and event promoters. Entry fees are currently being considered as well as a potential levy for non-Christchurch residents by Venues Ōtautahi.

## Other

### 1020 - Lee Williams

[Things i want Council to do]

*Chch Ratepayers to have subsidised  
tickets to events in the new One Stadium.*

### 345 - Marjorie Manthei

The amount spent on the Stadium angers me more than any other issue. I therefore support delaying expenditure--preferably REDUCING expenditure, in any way possible.

### 490 - Noelene Hodder

Organisations such as rugby need to pay more. They have an expectation of being treated favourably as the no one sport. They are no longer in the numbers to push their case.

### 791 - Marcus Puentener

User pays for Te Kaha stadium - rugby union should be helping with costs, as should Canterbury councils.

### 793 - Kevin Cresswell

Another example for more user pays, is that more of the cost burden should be placed on stadium users or benefactors. E.g. if hospitality is going to benefit, then they should be investing more in the contributions that the ratepayers are contributing.

## General/Other Comments

233 - Matthew Tolan

The big item in the council's budget is the new stadium, and the fact that the council can't run a balanced budget does bring into question the affordability of this enormous project

309 - Mark Rayner

we are asked to support projects such as the stadium and the Harewood Road cycleway. Neither of which we will ever use.

325 - Karin Bathgate

So much money put into facilities that will never pay their way. We are a small city on a small island and should have worked in with Dunedin to share such facilities as the One stadium, rather than both cities being crippled by outrageous costs and forever rising rates for these builds. Ditto the convention centre - somehow that should have been incorporated into the stadium. Stupid short term thinking in my view.

341 - Charlotte Vanhecke

stadium is a waste, will cost the ratepayers for a very long time

464 - B Frederikson

The huge monotony and expense of the stadium being constructed in the city centre that will only appeal to a small section of people, whilst substantially increasing both noise and traffic pollution, still doesn't make sense to me. I would rather see money spent on local facilities that can be accessible by all people eg: parks that have no entry fee, an Avon river (and Heathcote) that is again clean enough to swim in.

680 - Claire Coveney

I did not support Te Kaha so to me not in the right place and will cause traffic problems. Not happy about this waste of money.

>>>

As mentioned before, I did not support Te Kaha. It is in the wrong place. Will become congested. Housing intensification and increased noise and traffic is not a good combination.

690 - Kevin McSweeney

I do think ratepayers should not subsidise things used for commercial purposes. I consider spending on stadiums, pools and the like unnecessary

749 - Michael Jason Smith

I do disagree with the funding of Te Kaha, but I am fine with that being one of the few things I disagree with.

836 - Gerrit Venema

No more Stadiums.

896 - Peter Tuffley

I have always considered the Te Kaha project (the third largest item) to be a gross extravagance (no doubt an unpopular view), but I recognise that that is now a long-bygone issue.

## Capital Programme (General)

### General Comments

71 submissions provided feedback on the general distribution of capital programme spending outlined in the draft plan.

9 provided comments in support of the proposed general capital programme and 8 provided comments in opposition to the proposal.

34 provided alternative/additional proposals and priorities and 20 made general comments about the capital programme.

### Officers Response

#### **Climate, Green Spaces & Sustainability**

Submitters supported the preservation and enhancement of green spaces, natural waterways, and environmentally sustainable development. There were requests that climate action continue, but not at the expense of essential infrastructure. Others emphasised the value of integrating sustainability with community spaces and ensuring long-term resilience to climate change.

Council recognises the importance of climate adaptation and environmental sustainability in capital planning. The Capital Programme reflects investment in green infrastructure, waterway enhancement, and researching best practice. While affordability remains a challenge, these projects are assessed for their long-term benefits, including reduced maintenance costs and improved environmental resilience.

#### **Transparency, Reporting & Project Data**

Submitters raised concerns about the lack of clarity in capital project listings, particularly in how titles are worded and whether they reflect actual delivery. Some noted that project names were too vague to identify what work was planned or where it would occur. There were also requests for more visible breakdowns of spending, particularly when multiple types of work (e.g. road renewal and cycleways) are bundled under a single line item. A small number of submitters raised broader transparency concerns, including decision-making around project deferrals or reprioritisation.

Christchurch City Council provides regular, detailed reporting on its capital programme through the Monthly Capital Programme Performance Report, Watchlist and public-facing dashboards. These tools provide visibility over scope, timing, budget, and delivery risks. However, Council acknowledges that some high-level titles in the Annual Plan may not clearly indicate the scope or location of planned works. As part of continuous improvement, Council is reviewing how project titles and descriptions are presented in summary documents to enhance clarity. This includes exploring options for clearer naming conventions and separating bundled work streams where feasible.

### **Affordability & Rates Pressure**

Many submitters urged Council to reduce capital expenditure to ease the rates burden on residents. Some specifically asked for a pause on new projects, others proposed a “consolidation year” to complete what’s underway. Rising living costs were a repeated theme.

Council is mindful of cost pressures facing the community. The Draft Annual Plan reflects a targeted reduction in the Capital Programme, with a focus on affordability while still meeting critical infrastructure and community needs. Debt and depreciation limits, along with inflationary pressures, are being managed carefully. Where possible, lower-priority projects have been deferred to reduce peak programme spend without compromising essential services.

### **Project Prioritisation and Value for Money**

Submitters called for deferring or cancelling “non-essential” or “nice-to-have” projects. Concerns were raised about over-designed infrastructure, wasteful spending, and projects that lack tangible community benefit. Many requested a focus on cost-effective delivery and questioned the merit of aesthetic upgrades.

Council is undertaking a rigorous deliverability process for the Capital Programme, aligning investment with service needs, strategic goals, and financial constraints. Project scopes are reviewed to ensure they deliver value for money. Not all projects can or should be deferred, as this can increase cost escalation, disrupt community service levels, or breach regulatory obligations.

### **Essential Infrastructure (Water, Wastewater, Stormwater, Roads, Footpaths)**

Submitters expressed strong support for maintaining and upgrading essential infrastructure. Key concerns included delays to stormwater and wastewater projects, deteriorating road and footpath conditions, and a desire to prioritise core services. There was also emphasis on not deferring critical renewals, given the long-term consequences of doing so.

Council acknowledges the importance of resilient infrastructure and recognises the need to maintain core services such as water supply, wastewater, stormwater, roads, and footpaths. The Capital Programme includes significant investment in these areas, with projects prioritised based on asset

condition, criticality, and risk. While some rephrasing may occur due to market capacity or site readiness, projects related to lifeline infrastructure remain a top priority. Deferring essential renewals can lead to higher lifecycle costs, and the Council seeks to balance prudent financial management with long-term resilience.

### **Community Facilities (Libraries, Pools, Community Centres)**

Submissions were mixed. Some residents value community facilities and support investment in their upkeep; others questioned the need for more libraries or new builds, particularly where existing facilities appear adequate.

Christchurch City Council continues to invest in the maintenance and renewal of community facilities, guided by asset condition, utilisation levels, and assessed community needs. Not all projects involve new builds; many are focused on essential upgrades that address health and safety requirements, compliance standards, or accessibility improvements. Investment decisions are underpinned by community engagement, demand insights, and alignment with Council's strategic priorities and Long-Term Plan.

## **Support**

### **141 - Andrew McKay**

Core work, so must be completed. However, define "Adapting to climate change."

### **158 - Murray Dickinson**

Sensible changes.

### **238 - Mitchell Cameron**

Nah most stuff is good.

Just want the council to stop getting bogged down dealing with chronic complainers. Who ultimately hold up processes and cost rate payers' money.

The saying is "the squeaky wheel gets the oil" but often times the squeaky wheel doesn't represent what the majority wants

### **351 - Molyka Nop**

agree

### **440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)**

DPA supports the proposed capital spend of \$736.1 million in 2025/26 year. This is a worthwhile spending commitment which will provide a much-needed boost to the city's economy and

infrastructure during this time of significant economic downturn.

690 - Kevin McSweeney

seems ok

889 - Allan Taunt

Support the proposed spending.

894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

We applaud the statement that the Council is “reviewing the capital programme to assess its deliverability” so as to “avoid charging ratepayers for work in 2025/26 that we may not be able to deliver within that year”. Likewise we welcome the stated intention to “ensure that we remain focused on what we can realistically deliver in a cost-competitive way”. Those statements alone provide a rationale for the review and reprioritisation that the Council has undertaken, and for the deferral or rephasing of some projects – which we broadly support.

896 - Peter Tuffley

The other feature of the DAP that I consider praiseworthy is that the Council appears to have made the strategic choice to safeguard services by pruning capital rather than operational expenditure as a means to contain the burden on ratepayers, There may be differences of opinion as to what capital items should or should not be pruned, but the principle the Council has followed is important in my view.

>>>

Ratepayers should, in my opinion, welcome the statements that the Council is “reviewing the capital programme to assess its deliverability” so as to “avoid charging ratepayers for work in 2025/26 that we may not be able to deliver within that year”, and that it aims to. “ensure that we remain focused on what we can realistically deliver in a cost-competitive way”. Indeed, I would go as far as to say that I think the philosophy embodied in those statements should henceforth emphatically guide every Annual and Long Term Plan that the Council makes. With the qualifications given in paragraphs 8 and 9 below, I broadly support the proposed deferrals.

Oppose

147 - Michael King

You need to sort the budget out, it's unacceptable waste, the state of the roads, you should be ashamed

178 - Cedric Croft

Needs to be curbed and rationalised.

214 - Jan Edwards

Again, costings way over the top. We dont need the Mercedes model, just the Toyota is what we can afford

220 - Sandra Pilet

no. we dont have the money. Stop the spending

296 - Kerry Loper

scale spending down we can't fund everything

311 - Tom King

overall Capex is high and should be reduced / reviewed.

633 - Deb Clarke

Please aim to keep the Capital Programme as low as possible to help ease the financial burden on the ratepayers of Christchurch and Banks Peninsula.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

Again we urge you to keep the Capital Programme as low as possible to help ease the financial burden on the ratepayers of Christchurch and Banks Peninsula.

## Other

1024 - Mary Wood



**Things I don't want Council to do:**

Sell assets

Reduce public areas e.g. green areas, pools/gyms

1026 - Harrison McEvoy (Greater Ōtautahi)

[Transport > Capital (General)]

**We think the following programmes either need more clarity or should be considered for priority within the Council's Transport Capital Expenditure.**

- |  |  |
|--|--|
| - 26611 - Major Cycleway - Wheels to Wings Route (Section 1)                                     | - 66637 - Radcliffe Road Railway Crossing                  |
| - 66289 - Public Transport CRAF - Advanced Bus Detection   | - 71536 - Brougham Street Complementary Projects           |
| - 66294 - Public Transport CRAF - Bus Priority, Lincoln Road (Whiteleigh Avenue to Wrights Road) | - 27273 - Pages Road Bridge Renewal                        |
| - 78851 - PT Futures - Bus Priority - Intersection Upgrades - SCATS Bus Priority                 | - 72242 - New Brighton CRAF - Marine Parade Street Renewal |
| - 78854 - PT Futures - Bus Priority - Enforcement  | - 76054 - Programme - Footpaths and Cycle Renewals         |
| - 75051 - Programme - New Footpaths  | - 80178 - Amyes Road Street Renewal                        |
| - 41650 - Minor Road Safety Improvements   | - 18396 - Te Kaha Surrounding Streets                      |
| - 212 - Coloured Surfacing Renewals  | - 42047 - Wigram and Hayton Intersection Improvement       |
| - 924 - Halswell Junction Road Extension   | - 6099 Amyes Awatea Springs Intersection Improvements      |
| - 17052 - Sparks Road Improvements   | - 26608 - South Express (Section 1) Hei Hei - Jones        |
|  | - 26607 - Southern Lights - Strickland to Tennyson         |

9

1026

- |   |  |
|---|--|
| - 72755 - Te Aratai Cycle Connection                  | - 17058 - Cycle Connections - Northern Line                                  |
| - 72760 - Simeon Street Little River Link Connection  | - 17088 - Christchurch Northern Corridor Downstream Effects Delivery Package |
| - 44700 - Local Cycle Network - Eastern Outer Orbital | - 2735 - The Cathedral Square & Surrounds                                    |
|   | - 60297 - Bus Interchange Upgrades   |

#### 120 - Lyndon Telfer

Council needs to have a good look at the programme and work would what work could be deferred or even cancelled. When you do work keep it basic. For instance there is no need for pavers in cycle lanes and trees in the middle of the road (Riccarton Rd).

#### 13 - Brian Hill

Stop building swimming pools and community centres, there are plenty already

#### 142 - Scott McCormick

Cut all facilities projects and maintenance until you get rates increases under 3%

#### 146 - Mark Gunther

Stick to basics. manage & maintain infrastructure and services. STOP spending on unnecessary projects until CCC are in a better financial position.

>>>

Stop spending on any unnecessary works, projects.

#### 156 - David Blanchard

##### 5. Addressing Overspending and Transparency

I have worked in the civil construction industry, including at City Care, and have seen significant waste firsthand. The sale of City Care was a direct result of financial mismanagement, yet the council continues to engage in poor spending practices. Additionally, Mayor Phil Mager's ownership of a civil construction company raises concerns about potential conflicts of interest when awarding contracts. I propose:

- Stronger transparency measures for council contracts and procurement processes.
- A thorough review of unnecessary council expenditures.
- More accountability for project overruns and delays.

#### 190 - Allan Brown

In my view we are in a good shape as a city with current and near completed facilities across the board and it is time for a consolidation period. The more facilities the more maintenance costs. Focus future development expenditure on enhancement of natural assets such as our waterways cycle ways and green spaces as these generally don't suffer destruction through calamities as does major above ground infrastructure.

213 - Tim Watts

How about having a year of minimal spending and completing the projects within budget and on time.

No new big projects and spending only on maintaining essential things will give the council more money to spend the following year. Rates are still collected

260 - Jan Bierman

Focus should be on maintenance and renewal - our water supply and stormwater infrastructure, roads & footpaths, climate mitigation. Other projects should be deferred.

263 - John Cumberpatch

Stop all Vanity Projects !!

328 - Corin Anderson

be more effective with your spending, times are tough for everyone and everything is going up in price. Perhaps a little more thought into the benefit of what your ideas are should be put into play

35 - Cameron Vincent

With the increases in rates at what they are, I believe cycleways and any other infrastructure projects which are wants as opposed to needs that can be delayed, should be delayed.

350 - Tony Smith

Forget the nice to haves and concentrate on critical infrastructure

Finish Parakiore and Te Kaha and thats it for a while until debt is under control

### 383 - Dave Crake

The focus needs to go on the important everyday issues, water, roading, footpaths and supporting our current infrastructure and not wasting money on nice to have projects, when times are tough for rate payers.

### 387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

As the director of Life in Vacant Spaces (LiVS), I recognise the value of well-planned capital spending in revitalising our city and creating spaces that serve the community. It's encouraging to see the proposed investments in community facilities, including the prioritisation of projects like the Ōtākaro Avon River Corridor stopbank and the Te Aratai Cycle Connection, which contribute to making our urban spaces more accessible and sustainable.

However, I would encourage the Council to also consider how vacant or underused spaces can be transformed in tandem with infrastructure developments. LiVS' work in temporarily activating spaces offers an opportunity to support and promote community engagement, creativity, and sustainability, which can complement the capital projects that focus on physical infrastructure. Collaborative efforts between the council and local creative enterprises can help shape a more dynamic, vibrant city.

Additionally, ensuring that spaces for social enterprise, community projects, and creative ventures are integrated into the capital programme will help provide lasting value and vitality to Christchurch's urban spaces for future generations.

### 390 - Stuart Batty

All capital spending should be put on hold until reviewed by independent panel i.e. members should not be rate payers, have no political affiliation or other conflicts of interest

### 409 - Deb Daines

Every one should pay for capital works programmes not just rate payers

### 428 - Chris O'Brien

Please focus on your key agenda of providing roads and footpaths, water and sewage, and get rid of the wasteful green agendas which we just don't need.

45 - Cameron Rossiter

I think the council needs to seriously consider what the community needs vs what it would like.

Do we need as many libraries etc???

491 - Andrew Douglas-Clifford

However I am wary of deferring things like renewals and key infrastructure projects just to keep this number down, as this typically results in higher long term costs which result in higher rates anyway. Better to have higher rates and invest now instead of when key things become more expensive.

>>>

As stated before, it makes sense to invest early and reduce the impact of additional costs on rates - three waters renewals and services are likely to result in much greater costs in the future, so the more we can spread this and reduce the delay, the more equitable it will be on future generations.

543 - Brian Williams

Keep the budget as previous

57 - Euan Gutteridge

Priority needs to be on maintenance only to keep rates down and affordable

608 - Ondine Kiesanowski

Its disappointing when you council is putting money into pathetic projects, when they should be sorting out the basics first.

649 - Vic Allen

Reprioritise as necessary to achieve acceptable rates increase.

657 - Garry Holden (Avon Loop Planning Association.)

We feel the Bangor Street Pump Station in the Avon Loop should be restored...it is basically the only building left in the Loop post earthquake. It is a wonderful building with historical interest. The Avon Loop Planning Association has planted 50 Native trees adjacent to the Pump House in recent years .

Children from Christchurch East school assisted. At the time we were able to explain the significance of the Shed. It is a jewel not to be lost.

#### 67 - Kieran Rogers

Same as above stop spending money on cycle lanes and “nice to have things”. Fix our roads and failing infrastructure

>>>

the facilities dont need to look architecturally fancy, they just need to be functional and on budget

#### 730 - Merav Benaia

How council reports on transport expenditure, mainly cycleways needs to change. A great example is the work on Antigua Street. The cost of the cycleway and the cost of the road upgrades needs to be split out and reported separately.

Currently all spending is lumped in one number and given a title that drives the belief that our cycleways are “gold plated.” I would like to see a breakdown of the costs so it will be clear how much is spent on road improvements (water and sewage infrastructure, traffic lights etc.) and how much on the paving of the cycleway itself.

#### 759 - Jeff Scandrett

Spend money on the basics , and make sure value for money is a priority

#### 780 - Heather Venis

facility projects should be fixed costs & not increased

#### 805 - Geoffrey Sugden

I am concerned that the focus on reducing the rates increase has come at the expense of delivering essential services and investing in critical infrastructure. While I acknowledge the effort to keep rates lower than originally signaled, this should not come at the cost of maintaining and improving the city’s core functions.

Christchurch needs long-term investment in infrastructure resilience, transport networks, and community facilities. Delaying or underfunding these areas may lead to greater costs in the future due to deferred maintenance and reduced service levels. I urge the Council to prioritize sustainable service delivery and infrastructure investment over short-term rate reductions.

>>>

I don't support cutting services to reduce rates. In my opinion any cuts would need to show a clear lack of benefit to the community, especially those who might need services the most.

>>>

[Three Waters > Capital; Planning & Strategic Transport, Urban Design, & Urban Regeneration > City Planning]

I support investment in the three waters network, as it is an essential service that underpins housing and urban development in Ōtautahi Christchurch. Given that we are already funding these assets, the city should maximize their use by encouraging urban intensification.

A denser urban form reduces long-term costs, as a more compact network is cheaper to maintain. The Council should ensure rates are set at a level that allows for proper network upkeep, preventing costly ad hoc repairs and insulating against future cost increases. There is no better time than now to invest in critical infrastructure.

#### 84 - Ken Tod

There needs to be a real appetite across the council (Staff and representatives) for better stewardship and spending decisions that bring real value for money on core infrastructure

- roads, water, waste, parks and recreation - not solely on goldplated over engineered cycleways and raised pedestrian crossings.

#### 843 - Harrison McEvoy

CCC needs to seriously reassess how it reports and presents project funding data. Programmes like PT Futures account for a \$71M spend but have no definition. That's insane.

#### 935 - Kerry Neville

Who have you got to pay for all your wonderful plans in mind me the poor rate payer: get rid of the school lunches

## General/Other Comments

100 - Jared Brookes

I believe maintaining the infrastructure is important, however any upgrades should be carefully considered

1021 - Allanah Cosgrove

### Things that I want Council to do:

\* Focus on infrastructure

140 - Jordan McCormick

i think greater explanation around moving money needs to be made regarding its effect on this years budget. Could be interpreted multiple ways.

192 - Sonia Bell

Keep our facilities at a very high level. This will attract greater interest, word of mouth is the best advert.

216 - Tony Stevens

Spending on infrastructure is always money well spent. This covers all services provided by council and should also include the provision of wholly new projects such as cycleway and remediation for projected climate change matters. Non-essential projects, should if possible, be either abandoned or delayed indefinitely.

302 - Blane Waihi

Our council sometimes appears to invest in the wrong projects and basic project management principles are not followed to the point of appearing either deliberate or negligent.

357 - Mark Robinson

Neutral

362 - David Gardner



Don't cut any christchurch services

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

We reiterate the need for all infrastructure, especially roads, footpaths, community facilities and transport to be safe, inclusive and accessible for everyone, including disabled people.

485 - Peter John Cameron

one of the most important function of Council is to provide resilient infrastructure and maintenance of assets , our experience during the earthquake should be driving this aspect

62 - Diane Mulholland

But also why are you delaying so many things especially the waster water plant problem and storm water issue especially when it rains alot.

>>>

projects that align and don't reduce capacity would be great. Our libraries, pools and community building are very important to the people of the city.

648 - Joshua Van Eeden

just making sure that every dollar is spent wisely and provides noticeable improvement for everyone in the city.

655 - Josephine Tanner

The information for this seems satisfactory

683 - Jan Gregor

Wainui is an active and vibrant community in Akaroa Harbour. Although our permanent population is small, our ratepayer base is significant and we receive many visitors to the bay especially during the summer months. Visitors come for the day to enjoy the beach and boating, and come to stay as guests of residents or at rental properties. Our community welcomes these visitors and is generally proud of what our bay has to offer. Unfortunately some of what we have to offer, and in particular essential public services, are not up to the standard that we consider adequate. With this in mind, I have considered the details available in the draft annual plan documents to identify where Council intends to improve these services in Wainui. I find the detail provided in the capital works programme insufficient to be sure what is intended for Wainui, apart from water supply and wastewater treatment plant equipment renewals. I have no idea what is included in the operational budget. My point here is that generic, non-specific project titles are inadequate for consultation, for example Project 65442

Banks Peninsula Public Toilets Renewals could be any/many bays.

698 - Dominic McKeown

this currently works with the funding already available and doesn't need an increase. Even with the new stadium and metro sports centre

774 - Clive Busby

We need a city that functions and is not a burden to future generations.

795 - Dianne Downward

Last year the Fendalton Library was given a makeover but in my eyes it didn't look like it needed a makeover, so was this money well spent? This is one of my preferred libraries.

Are there other makeovers that are made that aren't really needed?

864 - Graham Robinson (Addington Neighbourhood Association)

Practical often lasts longer than flashy.

879 - Anne Scott (Spokes Canterbury)

When reviewing the project lists, in some cases it is difficult to follow which projects have been funded or not.

884 - Alana Batcheler (SPACPAC Canterbury)

where is the Pacific hub in this plan

## Services valued the most

### General Comments

233 submissions provided feedback to tell us about the services they value the most and would not want reduced.

## General/Other Comments

100 - Jared Brookes

Basic necessities - water, waste-water, waste, transport, parks

1007 - John Thacker

CAREFUL SPENDING MORE TRANSPIRANCY

WATER/TRANSPORT/PARKS & RESERVES

101 - Ben Hart

roading and infrastructure

cycle ways

libraries

1010 - Judith Deans

I value the cycleways

I value rubbish/recycling collection

I value library, art gallery

1031 - Dennis Pett

Keep on with rubbish collection. It is vital.

109 - Diane Heather

Libraries, fitness centers

116 - Andrew Massie

Entertainment events, support for tourism ideas and things that make Christchurch more fun (that does NOT include the purchase of expensive art works).

125 - Judith Bennetts

Bus service, libraries, parks, sports facilities...

129 - Ross Boswell

Of discretionary spending, I value parks and reserves and library services.

134 - Dylan Cheam

Museums, three water, transport and sports

136 - Daniel Teed

libraries, pools, rubbish collection, playgrounds

140 - Jordan McCormick

parks

141 - Andrew McKay

I am happy for their to be less of all except core infrastructure; water, waste, roads. Reduce libraries, sports complexes, free events, STOP all donations of money compulsory taxed from ratepayers, housing

142 - Scott McCormick

cut All spending. To reduce debt.

143 - Gretchen Boyd

Roads

145 - Lily Sanson

Public transportation!!

146 - Mark Gunther

Basic services.

147 - Michael King

Rubbish collection, park maintenance, road maintenance, all essential services should take priority over ideological vanity projects

159 - Jordan Vink

Parks, library, street cleaning!!

162 - Philip Richards

Water , Recycling, parks and reserves maintenance,

165 - Paul Amtman

Roads Rubbish Water

168 - Michael Toothill

curb side collection

maintenance of parks

support for community based services

171 - Melanie Kardt

Libraries, water and wastewater, roads, parks and reserves, public transportation and cyclelanes, art gallery and museum

173 - Haidee Scott

I would not want to see funding cuts for libraries in any way.

184 - Mark Hampton

Parks, playgrounds, central library.

185 - James C Kelly

Public transport.

189 - Stacy Rendall

Library, parks

192 - Sonia Bell

You can never reduce rates, inflation and public demand for facilities of a high standard requires budget to meet this demand.

198 - Brody Falconer

Parks and gardens. Water reticulated.

201 - Jesse Reynolds

Libraries, cycle transport. Museums

206 - Mat Logan

Overall I think it's important to retain front-line services at high levels for communities, and if services such as libraries, recreation, community development, etc., are expected to find savings, the Council commits to finding these savings only in back-of-house functions.

I would oppose reductions in hours or days for the likes of libraries and pools which are largely affordable to operate at the front-line, considering they are staffed by among the worst-paid employees within Councils.

To maintain no reduction in service levels, back-of-house efficiencies could be found through a streamlining of "specialist" support staffing.

210 - Lindsay Sandford

We would like water without chlorine.

213 - Tim Watts

water and sewage, waste disposal

216 - Tony Stevens

Expenditure on CLIMATE CHANGE. All infrastructure and last but by no means least, our environment.

217 - Sue Allard

I value the city libraries and would not want any cuts made to the services that they offer.

218 - John Humphreys

library - do not change

art gallery - do not change

museum - complete renovation.

cathedral - rebuild in timber as originally designed.

219 - Luke Dennison

Bin collection

maintaining parks

220 - Sandra Pilet

I am sure everything can be reduced

221 - Mike Stopforth

Water, waste, roads (NOT cycleways)

226 - Ana Connor

libraries and community soaces, parks and other facilities are essential to our community well being.

23 - Andrew Carr

Rubbish collection

230 - Jean Smith

library.

Aquatic centres.

232 - Georgina Barugh

parks and reserves up keep/ maintenance

cycle network need expanding and regular sweeping for debris. Library and public pools should be maintained as is

233 - Matthew Tolan

I don't think the council should be reducing services, it should be managing its finances in a more prudent manner. As said above, by a large margin the most significant item in the council's capital spending budget is the new stadium. While this is a popular project, the council has failed to fund it in a prudent manner (eg not getting confirmed support from neighbouring councils, not getting support from the rugby unions etc). Now all of the council's projects are under financial pressure.

I also don't think Christchurch's rate increases are that high compared to other cities.

235 - Ursula Gooby

Looking after Nunweek Park

238 - Mitchell Cameron

access to public facilities eg libraries, pools, gyms etc

239 - Nick Carvel

Bin collection

Libraries

Park maintenance

Street lighting

241 - Anna Gruczynska

- Rubbish collection

- Maintaining 3 Waters infrastructure to a functional standard

- Maintaining the transport network to a functional standard



- Core library services, core recreation centre services

242 - Graeme Wood

We have a spectacular city which visitors and citizens comment on the beauty of what has been achieved after the earthquake rebuild. Lets keep it clean and tidy.

244 - Michael Gooby

no e cut spending across the board.

25 - Jimirah Baliza

Public transport, libraries, pools, and safe cycle lanes are core Council services that must not be cut. These services are essential for accessibility, community well-being, and a more liveable city.

253 - Gavin Blackwell

water, library, roading, parks, swimming pools

260 - Jan Bierman

Core services water, maintenance etc. The library is my most valued community service.

263 - John Cumberpatch

Water, Roads, Rubbish, facilities

264 - John Oatham

Central library

266 - Name Redacted

Harewood road to REMAIN CYCLE LANE FREE. Since the earthquakes it's used a LOT more and should NOT have cycle lanes on it. Dangerous and illogical idea. NO TO HAREWOOD RD CYCLE LANES IT MUST STAY AS IT IS.

Libraries - roster them so they are not all open on Saturday am. Alternate weeks is good. Save money. Do NOT close them.

I'd like more rubbish bins not enough in parks especially. Core responsibilities council NOT nice to have.

RE-INSTATE the give ways signs around church corner/bush inn that actually worked and got traffic flowing it's DIABOLICAL NOW AND MASSIVE CONGESTION. Unacceptable. It should never have been changed it is NOT an improvement.

NO MORE REDUCING ROAD SIZE FOR BIKE LANES NO MORE NARROWING STREET ENTRIES/EXITS FOR CYCLE LANES. STOP ALL CYCLE LANES.

CORE RESPONSIBILITIES ONLY.

268 - John Mackey

Core infrastructure which excludes cycleways.

270 - Robin Chambers

Waste Management

28 - Stacey Kennedy

parks

280 - Julien Gutknecht

Library, playgrounds

296 - Kerry Loper

water, sewer, tea kaha

297 - Charles Shaw

public transport, swimming pools, libraries

298 - Winsome Bryce

Rubbish removal - the current bin system works well.

299 - David Palmer

- rubbish collection
- transport safety
- libraries
- parks and facility maintenance
- recreation facilities

In particular, the "third space" services like libraries and recreation facilities are absolutely critical to a thriving city. My wife found the Baby Times sessions at the library incredibly important for her mental health when she first became a mum. Our librarians are an absolute treasure and an asset to this city. They are the last people we should be penalising with reductions in staff or working hours.

To be extremely clear about this: reducing opening hours at these facilities are service cuts, and are not a productive way to reduce rates.

30 - David Thorn

Rubbish removal, 3 waters, roading and footpath maintenance

303 - Name Redacted

Free parking at Hagley Park needs to be re instated.

310 - Alicia Pilkington

Environment protection

Cycleways (but not the ones that take up half of the road or on small roads that don't need them)

311 - Tom King

waste collection, road maintenance,

314 - Elizabeth Avery

Rubbish removal, leaf collection St James Ave, good street lighting, park maintenance including play grounds

317 - Mary Gavin

Water systems - fresh water supply, storm water and waste water treatment

Roads - road planning and maintenance

Rubbish collection

32 - Stacey Shadbolt

libraries are very important as are dog control and parks

320 - David Martin

Pools , libraries, service centres,

324 - Stephen Ashley

I really value continued investment into cycling and walking infrastructure, and am please to see budget for the Southern Lights and Opawaho cycleways brought forward. I also would not want a reduction in community facilities (parks, pools etc) funding.

325 - Karin Bathgate

Art gallery and libraries - they are safe, free and welcoming environments for those who can't afford to do much with their free time and is a good measure of a liveable city

329 - Callum Davidson

rubbish collection

Street maintenance/cleaning

Parks and reserves

Water

Waste water/sewage

343 - Michael Aitken

Libraries, art galleries, recreation and sports facilities and programmes.

345 - Marjorie Manthei

Very difficult to answer. All services are valuable to someone and I am reluctant to single out specific ones that are more valuable than others. I'm sure staff have looked at ways to reduce expenditure on any / all services, as well as keeping track of the usage of each. My main concern would be reducing services used mainly by people on lower incomes.

35 - Cameron Vincent

Public transport (Don't use it but it is important)

Road maintenance

Waste collection and disposal

350 - Tony Smith

Water, sewage, roading

351 - Molyka Nop

services that benefits the whole community (e.g. jellie park, libraries)

352 - Ross Aikman

Parking in the city, you want people in the city spending money, then sting them for parking it doesn't make sense.

355 - Sarita MacGregor

Love the libraries - please don't reduce this service. Such a community cohesive.

Love the rubbish being collected. And the recycling - yellow + green bins. We have so little red bin rubbish now! Don't reduce this service, even better to educate people more so it's used more efficiently,

Love the parks + having them maintained to a tidy but not necessarily manicured standard. Just safe + not that the weeds are taking over! Natural is great + have loved the wild flower beds in the lawns - they just need resowing each year I think, leaving them to themselves didn't work + was just a weedy mess (thinking Woodham Park).

357 - Mark Robinson

Parks, community events, stormwater

361 - Desmond Fox

Libraries

362 - David Gardner

all Christchurch services should not be reduced

365 - Malcolm Clark

Public Library's

Weekly green waste removal plus our red and yellow bins.

385 - Ian Wood

library

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

The services I value the most are those that support community engagement, creativity, and sustainability, such as those facilitating public spaces, local events, and initiatives promoting circular fashion and environmental sustainability. These services foster a vibrant, inclusive, and forward-thinking Ōtautahi Christchurch and should not be reduced.

389 - Ian Luxton

Water, Sewage, street cleaning and rubbish collection

390 - Stuart Batty

Waste Disposal

393 - Jessica Allison-Batt

Cycleways, libraries, pools and playgrounds. I use of all these facilities regularly (pretty much weekly) with my son and he loves them: Tauranga, South library, pioneer, Margret mayhy playground, Buchanan playground. I really appreciate baby times and tumble times.

399 - Will Fazakerley

waste disposal

405 - Ben Lord

ALL of them, please don't reduce services

406 - Keren Pickering

Buses, smooth footpaths (on parts of Harewood Rd. & Papanui/Main Nth Rd) the footpaths are rough to the point of dangerous for elderly walkers

409 - Deb Daines

Clean water, health- ie pools but not the wheels to wings cycle way !

green waste at refuse centres

bigger \$ for rubbish waste at refuse centres to encourage RRR

425 - Diane Prankerd

3 waters , waste, parks and reserves, roading, facilities

428 - Chris O'Brien

Basic services

430 - Stephan Lloyd

Library, swimming pools, park maintenance.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board and our community place huge value on parks and other greenspaces, libraries, pools, and we would not want to see service levels reduced.

The Board notes that basic services such as park maintenance, rubbish collection, litter removal, weed removal, bin provision and signage all add to improving the amenity of our communities and the satisfaction of the community with the Council.

439 - Amanda Ward

libraries

441 - Gary Robinson

Rubbish Collection and keeping our streets clean.

442 - John Batchelor

Council must concentrate on core services: water; waste and roading.

We cannot afford the "nice to haves" at present.

45 - Cameron Rossiter

New Brighton Hotpools, city to sea walkway, and Hagley Park.

460 - Mitchell Tobin

Transport (public transport and private transport), water infrastructure, climate change resilience infrastructure, libraries.

461 - Marie-Therese McRae

Do not reduce any library services. Libraries function as places of learning, recreation, gathering. For young and old and all generations in between. Literacy and free access to books and reading is one of the greatest gifts that a person can be given. Libraries are more than just books.

462 - Kirsty Rose

water, sewer, public transport, infrastructure repairs

464 - B Frederikson

Libraries- these are increasingly valuable not just for books but as internet centres, cafes, community activities/groups and also as safe, warm places for some people including school students who are there after school every day. From observation, the librarians are increasingly acting as community social workers. Parks: keep playground equipment safe and in working order, add more basketball and netball goals for local usage - also tennis boards etc to cater for older children and adults.

465 - Andrea Davis (Sumner Community Residents Association)

We value, our library, and our parks. We have thousands of visitors over the weekends in warm weather. We need a recycling program to roll out to the Esplanade Park and a mind set shift from buying packaged food, carrying it one block to the beach and disposing of it after 10 minutes in a bin that is overflowing with glass, cans, poo bags. The visitors are enjoying a beach they can help reduce their single use plastic and glass. d

469 - Charlotte Nicholl

Rubbish, parks maintenance, planting but not just natives many people love the introduced English plants, more flowering shrubs, rubbish bins in public places, seats in public places

470 - Judy Yarwood



Library services; public transport; parks upkeep

471 - Josey Fleitas

Bus services, central city shuttle, libraries, parks, Orana Wildlife park and other museums, this is all important to maintain our vibrant community.

483 - Graeme Jack

Water, Sewer and maintaining our existing infrastructure (roading, parks and recreation areas, bin collections)

486 - Lara McMurray

Counter open at Council office with people you can speak to. Please do not go to phone service only. Front of house play a vital role in representing the Council, I've always had fabulous helpful service from them.

490 - Noelene Hodder

removal of waste, recycling to be increased, water

491 - Andrew Douglas-Clifford

Waste collection, climate mitigation adaptation, sustainability and biodiversity initiatives, safe cycling infrastructure, civil defense, water quality and drainage, parks and gardens

492 - John Noble

Provision and maintenance of basic infrastructure must be the primary role of council.

54 - James Oliver

The library

543 - Brian Williams

Streamline and reduce all of them.

548 - Jeremy Richards

Rubbish collection

55 - Brian Donovan

Rubbish, roads, parks, pretty much everything currently

57 - Euan Gutteridge

Critical infrastructure - roads and initiatives to reduce congestion, three waters, refuse.

59 - Devon Stewart

can't be done

charge more

600 - Aaron Ghattas

Parks are a great space. Encourage more communities groups to use parks more.

607 - Rebecca Bge

- cycleways - these get people and kids, safely to and from school. If more people are on bikes, it'll reduce the need for road maintenance
- parks and recreation - these are so important to wellbeing

611 - Claudio Veronese

Rubbish Collection.

Road Maintenance., Transport (buses)

618 - Sebastian Marinhovich (Green Enterprises @ Co)

I value cycleways and don't remove cycleways/side streets

62 - Diane Mulholland

value libraries, the pools, parks, reserves, beach. Also housing

633 - Deb Clarke

Please keep the rates to an absolute minimum. The cost of living is increasing however the wages, salaries, and benefits don't always match this therefore making it harder for people to make ends meet.

Reduce closing times of libraries, and pools, especially during winter months, consider later opening hours and earlier closing times, can we reduce parks and reserves maintenance hours over winter?

Can we temporarily reduce the number of cycleways being proposed? Can the CCC consult with ECan on the bus routes and how many of these run empty and pull back on the hours of operation to say last bus at 0930 instead of 11pm?

637 - Delwyn Harris

Quality roads and infrastructure.

638 - Sarah Nevett

libraries

645 - Ian Simmonds

library access and hours.

648 - Joshua Van Eeden

I value the green space around the city.

649 - Vic Allen

Library

Parks and gardens

65 - Shane Manson

footpath maintenance, parks, cleaning up graffiti, make us become the garden city again

654 - Mhairi Stedman

Rubbish removal. Keeping roads clear of leaves during autumn to reduce surface flooding

655 - Josephine Tanner

I think being the Garden city we should focus more on sustainable things, for example, cycle ways.

Also recycling more soft plastics and in general recycling what we can, and using products that are better for the environment.

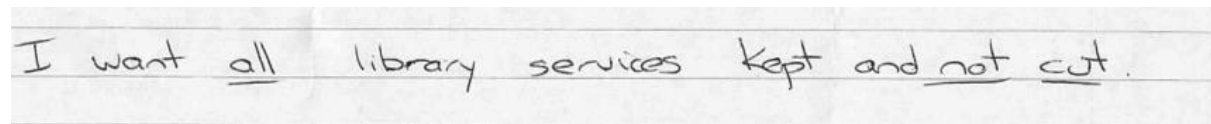
66 - Sara Currey

libraries, parks, reserves, quality roading, community rubbish bins.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board considers that the water transport and Waste services provided by the Council are essential to the daily lives of residents of Christchurch and Banks Peninsula.

666 - Janet E Orchard



I want all library services kept and not cut.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

3 Waterways network - replacement and maintenance. However, we note the Akaroa treated wastewater disposal project attracted a number of submissions that suggested alternatives - how does the Council ensure that all alternatives are considered and the views of the community are taken into account?

2.1.2. Libraries - these are not just book repositories but community gathering places. Women, children and families view them as a 'safe' space and, when times are hard, provide a warm and dry venue to visit.

2.1.3. Roads, cycleways and footpaths

2.1.4. Rubbish collection

2.1.5. Recreation centres/swimming pools/parks and gardens

2.1.6. Social housing

[full attachment available]

673 - Rosie Paul

I think public transport is a massive thing for me, as many teenagers my age cannot afford a car or drive themselves places. Free or accesible public transport is something I think the Council should focus on.

674 - Aurora-rayne Dyer

I value bus rates. They are very good!

675 - Bluebell Barr

I really love public transport in this city, biking and busing are some of the things I am the most proud of Christchurch for, cycling is something that is massively important in my family, we all love it and would love new bike lanes and more accessiility for bikes. Making Christchurch a more walkable and bikable city is something I would fight for for the rest of my life. Buses have helped me massively in transport to schooling and I wouldn't have been able to get to school for 7 years without it and I would love more focus on buses.

676 - Elsie Caygill

The bus is a really important service.

678 - Eva Wilson

buses, cycle lanes, climate infrastructure.

679 - Olive Locke

Busses and cycle lanes, and other climate focused infrastructure

68 - Chris Wildey

parks, water, events, infrastructure

680 - Claire Coveney

Safer communities. Slower speeds, Cycleways and pedestrian crossings. good, reliable bus and ferry services. Community gardens.

Clean water. Clean rivers. clean estuaries. clean beaches.

Covered rubbish bins, council picking up dumped rubbish promptly, keeping gutters clean.

Prevention: climate resilience and reducing our emissions for my children and grandchildren.

Trees and native plantings in suburbs and around the rivers. The walkways.

The Botanical Gardens.

The libraries.

Native reserves, parks and gardens.

Rubbish and litter collected quickly. No open litter bins on beaches or rivers please.

The Arts for all.

686 - Harwinder Singh

rubbish collecting

687 - Kayleigh Patterson

I Value bus and bike lanes so people get out of their cars so less petrol

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

The Board supports the Council's endeavours to hear from the community about the services it most values. However as already noted, the challenge is balancing/managing an understanding that one person's 'nice to have' can be another's 'must have'.

Regular feedback suggests that members of our community want current services (as per CCC's levels of service – LOS) to remain unchanged

The 2023 'what matters most' engagement saw residents in our Board area prioritise: drinking water, climate change, road and footpaths, travel choice, and parks and gardens, as being important to them.

We know that strong communities make for a strong city and community development and funding is fundamental to making our communities the vibrant, safe and supportive spaces residents value living in. The Board obtains and maintains this insight through its work, advancing community development and partnerships with Strengthening Communities and Discretionary Response funding, and other Board projects, which are important lifelines to the vital mahi of our dedicated local community groups.

Similarly, it is only when significant adverse weather events occur, as may be increasingly likely as a result of the effects of climate change, that we see the importance of maintaining the investment in emergency management and community resilience.

The Board wishes to highlight its support for the Ōtautahi-Christchurch Urban Forest Plan, noting the importance of improving tree cover and green spaces, particularly as an offset to housing intensification. Recent challenges in the Shirley area relating to trees interacting with electricity lines shows that a joined-up plan incorporating the forest plan, management of street trees and the work of the urban forest team, is urgently required. This will require resourcing.

Finally, it is also to be noted that our council and community facilities serve an important role in creating and fostering a sense of community.

Libraries are key places for people to engage with the Council's work and use the services the libraries offer. These facilities are increasingly important as high density housing continues to develop around key activity centres and suburbs.

690 - Kevin McSweeney

roads, 3 waters, rubbish, footpaths, parks,

693 - Ethan Venmore

Funding the Airforce Museums requirements for the Hercules and Orion.

703 - Daniel Holland

cycle and bus network. Water and wastewater. Parks and greenspace

704 - Lynda Thomas

Rubbish, Kerbside re-cycling and green Waste collection. Sewerage disposal.

Clean water.

Libraries.

705 - Murray Jamieson

rubbish collection and street cleaning

706 - Simone Gordon

Parks, community facilities, playgrounds

707 - Richard Umbers

I beleive there is consideration being given to a yellow shuttle bus doing a 4km loop round the city (as before the earthquake). i support this idea, as it will take cars off the road, and make it easier for everyone to get about. I dont own a car - and currently walk everywhere - so a shuttle would be ideal.

709 - Geoff McCambridge

Bin collection and roading (not cycle ways).

718 - Joy Miles

Value the libraries, pool complex, rubbish collection

725 - Gary Durey

Graffiti removal needs increasing.

726 - William Warren

I don't envy your job. So much of what the council does is important for quality of life and living in Christchurch!

I personally highly value the library services and I particularly make use of the makerspaces a lot for business ideas and community projects as well as small pieces for repair to save money around the house.

729 - Jillian Ireland

Library

Parks & recreation areas, including sports grounds etc & playgrounds

73 - Mia Immers

public libraries, parks that are well maintained and include rubbish bins , decent roads with no raised humps . Its the most ridiculous thing . Clean water free from chlorine .



736 - Adele Geradts (Halswell Residents Association)

We do not want to see any service cuts, especially not our libraries or swimming pools. We need more dog control officers, park rangers, and customer-facing staff.

740 - Jacquelyn Cooper

waste collection & depots

library

744 - Marie Byrne

Libraries, Pools, Community Grants are all important to social wellbeing.

745 - James Tarrant

any thing to do with ferrymead historic park.  
also rubbish collection i dont want changed.

75 - Sam Spekreijse

Water, waste, and public transit are the most important services and their funding should not be reduced.

752 - Rodney Boon

Parks and sports fields/facilities, libraries.

753 - Margaret Lovell-Smith

I value libraries, parks and reserves, cycleways and pedestrian access, water, sewage and drainage.

754 - Sarah Laxton

I particularly value pools and libraries, however I am strongly opposed to any service reductions not just those I mentioned.

755 - Tobias Meyer

I oppose service reductions. These are not an equitable way to create savings and improve life in our city.

761 - Molly Magid

I value the cycleways and public transport the most and do not want them reduced. These services are important for people to get around and decrease reliance on cars.

762 - Margaret Noble (The Ferrymead Trust)

We value the services provided by arts, museums, parks and heritage and recreational facilities to the health and wellbeing of the City's residents and to the support provided to visitors to Christchurch which in turn generates revenue for the city. We argue that these services should continue and that that consideration be given to how the provision of support can ensure their sustainability. Supporting facilities such as Ferrymead Heritage Park is relatively low cost and would provide very little burden on annual spending but would ensure that both residents and visitors can participate in a world class heritage and educational facility.

764 - Tim Frank

The playgrounds in Christchurch are great and have to be kept safe and up to date. Libraries are also a great asset.

We need to keep extending the cycleway system. Public transport needs to be improved. Any cuts to the Bus Interchange would affect attractiveness of the bus system.

770 - Evelyn Slape

better policing and security around main areas like lincoln road, cbd, riccarton. Better footpath and road maintenance. Getting out water back chlorine free. Parks and recreation. Keep the city clean, tidy and back to the garden city we can be proud of. Cheaper parking in the cbd to support local and get life back to the city and away from malls. Back to basics policies and less politics in council. Better security like the ones in cbd as the team in the bus exchanges are useless.

775 - Fiona Penney

Roads, parks, clean water, street lighting, drainage

778 - Lydia Heard

more on essentials like water and waste, roads and infrastructure. Less waste and better planning like building new rock walls without fixing the underlying issues of flooding during high tides. Reduce waste by being more thoughtful of processes like fixing under drains etc before beautification. I value

a city where our facilities work well and we can get to places easily around it

783 - Dianne Downward (Concerned Ratepayers Canterbury Region) rubbish collection, sewage, roading, caring for our parks, basic services

clean chemical free water taps, we need more of these

It would be helpful to list the services that council does in order to comment more fully

792 - Robyn Lilley

I value accessibility to the city by car to be of high importance. I value good roading and good water.

793 - Kevin Cresswell The libraries and the art gallery.

Maintenance of playgrounds although initial capital costs should fall to the developers of any new subdivisions.

794 - Joy Burt

Major cycleways are important to me and they help to lower the level of CO2 going into the atmosphere, particularly those used for going to work. Libraries, playgrounds., parks etc. I supported the establishment of Washington skateboard park many years ago, and it delights me to see how many young people are using it when I cross the overhead bridge. I also advocated for dog parks in the past and get enjoyment from seeing them well used too. Keep our parks, planting trees, and keeping up the Garden City image. I love the Botanic Gardens but am a bit limited now to get around them. The Avon and Heathcote river precincts add enormously to the ambience of the city with the backdrop of the Port Hills. Footpaths need a bit more attention in many places. While I can no longer attend, I believe the concerts in Hagley Park and Matariki celebrations are important to bring the diverse communities in the city together.

795 - Dianne Downward

rubbish collection, sewage, roading, caring for our parks, basic services

clean chemical free water taps, we need more of these to reduce the carbon emissions made traveling to get chemical free water.

It would be helpful to list the services that council does in order to comment more fully

80 - Kaylene Wakefield

parks and reserves and associated facilities, cycleways, council pools, public transport, rubbish collection, libraries, education projects and cultural initiatives

801 - Penny Carnaby

Parks biodiversity

Libraries

807 - Zoe Brock

arts, culture, parks and rec, rail, environmental protections

810 - Lee Hogsden

Road upgrades and repairs. Storm water systems. Water in general. Waste collection. Parks and Heritage.

811 - Niamh Fanning

cycleways, pedestrian crossings and public transport. Speedbumps to deter speeding cars. Parks and reserves. Greener communities.

813 - Cornelia Oehler

I value most the superb public library network of ChCh as well as the art gallery and Canterbury museum. But please do not give or waste any money on the voluntary libraries.

820 - Helen Pickering

library, parks, dog parks and arts and sporting funding.

821 - Edward Wegner

free bus service for gold card holders

Improved public transport and more extensive cycleways.

Street, footpath, and curbing repair.

823 - Catherine Swain

I really value our libraries.

83 - Erin Cowlshaw

I want to see Christchurch finally regain her former glory and have tourists come to a city that operates well. We need Te Kaha finished and it marketed to help draw in concerts, sporting events and other gatherings. Ensure the roads and public transport to the area is well planned and can manage the mass exit of 20+ thousand people when the event is over.

My children want good parks they can go to and explore. Margaret Mahy and Foster park are great options and if you minimise local parks, then another decent park needs to be considered.

The Hornby Pool is a great asset, and I have enjoyed having another option over this cold summer for somewhere to take my young family.

835 - Robert Fleming

All of them, bit more particularly those related to keeping Christchurch looking great. Those that protect our environment, and services such as the libraries, pools, and recreational spaces. Community support targeted at low income users, newly settled communities and the disadvantaged need to be retained as a priority.

836 - Gerrit Venema

Good pure water supply.

Common sense progressive roading that allows for practical & sufficient space for pedestrians & cyclist without ideological excesses.

84 - Ken Tod

Libraries, parks & Summertime events

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

This should read - reducing the rate of increase of rates. Reducing rates is a misnomer. WAR would prefer to comment on this within our in person submission.

843 - Harrison McEvoy

This whole question is premised on the basis that we should cut services to cut rates. That idea is flawed and dangerous. Service Cuts should not be considered to reduce rates. They are inequitable and destructive.

849 - John Forbes

I am opposed to all service reductions, and would prefer increased rates over cuts in services.

851 - Fiona Bennetts

I strongly oppose all service reductions to fund lower rates rises.

We need our libraries, swimming pools, sports halls, halls, community centres, and everything else to maintain community, health, and fitness.

852 - Fay Brorens

I value CCC services.

853 - Michael Davidson

While I don't use every service, I value every service that Council offers.

854 - Ryan Bond

we don't want to reduce services to our community. We should properly fund things.

855 - Sophie Bond

libraries, cycling infrastructure, public transport, parks and recreation areas, swimming pools

858 - Cody Cooper

Paths maintenance.

Reducing the hours of facilities we have already paid for will lead to us underutilising them. Leave them open.

860 - Rob Batstone

just stick to collecting the rubbish, fixing the pot holes and looking after the water. stop ruining the roads. stop stealing our money for things we dont want. or let us vote before wasting our money. then you might find you dont need to borrow

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Making better attractions for not only families but visitors, indoors & out.

864 - Graham Robinson (Addington Neighbourhood Association)

The three water services.

Many people on low incomes would have a poorer quality of life without public transport and library services.

866 - Martin Richardson

Rubbish collection and police patrols

868 - Andrea Kofaet

I don't think reducing services should be a way to cut rates. Any cuts should only happen if it's clear that a service isn't benefiting the community—especially those who rely on them the most.

869 - Anne Scott

I value libraries, parks, recreation centres, green spaces and native plantings, cycle facilities. Plus the basics of sewage, rubbish, water, safety and all the things we forget about until something happens. I want the council to continue to work on reducing CO2 and other pollutants.

870 - Nyge Rimmer

I value our pools and libraries. I do not value expensive art work when our children will still be paying for it. I do not value the excessive debt servicing caused by increased borrowing.

871 - Bal Ram

Noise control Service

Street cleaning service mainly in autumn and winter when there are lots of leaves on the street which blocks the drains etc

Rubbish collection service

#### 873 - Jane George

This feels like an impossible task! We need all of the services the council currently provide (hence my comment in the first question about preferring we have the rates rise we need rather than lose services).

I recognise that councils have a very difficult job. It is one that comes with a lot of solid evidence about community wellbeing and cohesion. This is essential for population wellbeing, and the wellbeing of the economy and planet.

Probably not a very helpful answer though!

#### 874 - Grant Slade

Good healthy water supply. Decent roads.

#### 875 - George Laxton

For me personally there are a few services that I highly value, but I don't think that any services should be cut as someone does find it useful or appreciative. We provide these services through the council because it provides a community and social benefit and overall is a good use of our money in my opinion.

#### 878 - Peter Galbraith

Don't cut back operating hours at pools and libraries. This is one of your core services.

#### 879 - Anne Scott (Spokes Canterbury)

Spokes members value the cycling infrastructure and work done to increase active transport, public transport and road safety. We would like to see this expenditure increased as it has a high cost benefit. Cycle infrastructure is cheaper to build, uses less space, improves health and well-being, reduces congestion, and improves community cohesion.

#### 880 - Sara Campbell

I don't support reducing rates as we need to fund our services. Please no more vanity projects like stadiums.

#### 882 - Colin Meurk (Creative Transitions and Sustainable Futures)

see my earlier comments. I'm for taxes and rates reflecting the fair needs of a cohesive society. otherwise it is a tax on future generations. we can see what happens when northern cities have given false promises to citizens about reducing rates without any understanding of unintended consequences.



889 - Allan Taunt

Support for active transport and public transport is a must, ensuring anything associated with these is safe and well maintained is a must.

I would also like to see parks and reserves well planted in native trees and plants. I see many areas that are regularly mowed, and I'm thinking these would be much better planted and have nature do its thing.

I would also like to see sports fields kept in good shape for children's sport. So important we give children every opportunity to participate in Saturday morning sport.

893 - David Close (Christchurch East Labour Electorate Committee)

**13.0 What we value most and want increased, not reduced – simple, affordable housing**

13.1 Local foodbanks, who are in daily contact with homeless people, report an increase in homelessness this year. This is in line with statements from the Auckland City Mission and our local City Mission that the Government's restrictions on access to emergency housing has put more people on the streets.

13.2 We are aware that the Council helps fund Housing First, whose staff do an excellent job, but homeless people may be months or years on their waiting list because Housing First cannot put people into housing that does not exist.

13.3 Immediately after the Mayor's statement in the Consultation Document comes the declaration on Working in Partnership with Nga Papatipu Runanga, whose first priority is **Enabling and providing affordable housing**. However, there is not a mention in the Draft AP about how to give effect to this priority, let alone an allocation of funds.

13.4 What can we do without? We could have done without such a lavish \$683m stadium. As it is, when Te Kaha opens, rugby fans, ironically, will watch in comfort on a winter's night while others shiver in cars or alley-ways.

**13.5 Submission: That the Council recognise its moral and political responsibility to be active in the provision of housing, in its own right, or through agents.**

897 - Colleen Philip (Sustainable Ōtautahi Christchurch)

### The services we value most

Cycleway infrastructure and infrastructure related to public transport

Libraries

Parks and reserves. Indigenous biodiversity.

Funding of community efforts to support indigenous biodiversity, and other community led work.

Rivers streams waterways care and protection.

The maintenance of our water supply system. Members speak highly of the prompt and efficient response to call outs when water emergencies have occurred in their neighbourhood.

90 - Kathryn Brown

Public transport

Rubbish and recycling collection

910 - Robert Need

Things that I want Council to do:

- To improve the roads on Wyon Street and Hulbert Street.
- Ensure that our beaches and inlets are free from sewage and safe to swim in.

913 - Manoj \*

Things that I want Council to do:

Retain all assets owned by the Council to provide Benefits for the future of the City and not to individuals.

937 - Doug Francis

us about the services

You value the most and would not want reduced

Transport. - Rubbish Removal. - <sup>Public</sup> Rubbish Bins.

94 - Jane Rickerby

rubbish collection.

949 - Ron Richards

Be careful in long term view of making savings ie cutting resources. Council funding for Social/Environmental Sector i.e Libraries and Social Housing have been an integral part of Local govt for over a century. Local govt is not merely about Water and Rubbish collection and not 'Gold Plated'. The aforementioned and traditional resources must be maintained. To do without

96 - Justin Yudistira

gym, pools, libraries. please keep them open.

112 - Sophie Morton

Libraries

Parks and reserves

Public transport and cycleways

376 - Evan Owens

traffic lights on Harewood-greens-Gardiner roads very important to stop accidents and make it safer to do a right hand turn

## Services could manage without

### General Comments

168 submissions provided feedback to tell us about the services they could manage without.

### General/Other Comments

100 - Jared Brookes

Christchurch is an amazing vibrant city, which is great. There is not enough information in the public draft plan to see where there is too much or too little fat. We need to focus on the basics and trim spending to ensure the burdon on rate payers is reduced.

101 - Ben Hart

Rec and sport

community activity

112 - Sophie Morton

Car-centric street design

114 - Paul O'Connor

Pet projects by City Councillors, this is not a popularity contest, Look what I did for my area. Take Halswell the fastest growing suburb in Ch Ch and we need another Dog park , Halswell Quarry park must be the largest in NZ. If you need a fenced area then your dog is not under control.

The cost of road hups at ever intersection is the largest biggest waste of money this council staff are spending. Stop this nonsense.

115 - Bevin Mcdowall

cycle and Bus lanes

116 - Andrew Massie

Buying expensive art works.

120 - Lyndon Telfer

One area I've always been opposed to is council providing gyms. There are so many gyms out there and council doesn't need to compete with them. Council should focus on delivering services like pools that the private sector can't fund.

>>>

No gyms, less swimming pools, less community centres (there are so many other public buildings like schools and churches that are available for rent).

121 - David Evans

In recent years many kilometres of cycleways have been constructed at significant cost. I believe in these current difficult times that further cycleway work should be paused.

126 - Stephanie Innes

Bus for the inner city, climate fund

129 - Ross Boswell

I could manage without promotional activities.

137 - Kylie McEwen

cycle lanes and speed bumps

140 - Jordan McCormick

“road calming” - speed bumps on main roads...

mismanaged road works

cathedral rebuild.

141 - Andrew McKay

Reduce libraries, sports complexes, free events, STOP all donations of money compulsory taxed from ratepayers, housing, STOP all subsidies to private galleries and museums, reduce council galleries and museums, reduce cycle way spending..... Who ever came up with the original speed limit changes needs to be sacked.

142 - Scott McCormick

Mowed parks, excessive council staff. Libraries. Speed humps. At intersections. Massive empty buses on canterbury streets ( buses should be 10 seat buses if thats the normal load). Resurfaced roads just to use budget. Footpaths on both sides of the street in 90% of the suburbs. Elmwood park watering and field improvements just show how you waste money and all the other waste. Get your damn spending under control and reduce staff numbers at the council.

143 - Gretchen Boyd

None

146 - Mark Gunther

we only have rubbish collection so manage without the rest.

Rates should take this into account.

we are on a septic tank & have our own water supply.

159 - Jordan Vink

this shouldnt be a question, we should be aiming high to become a world class city. Cutting services perhaps in communities that destroy or dont respect them, that are costing too much to repair constantly from vandalism or other.

162 - Philip Richards

Concerts etc funded by the Council. These could be facilitated by the Council but not paid for or arranged . We in teh community need to do more for ourselves

165 - Paul Amtman

Personally I am against cycleways in stupid areas, like the Wheels to Wings as a better and cheaper option is down Wairakei Road, as it suits all the councils criteria at a cheaper cost.

171 - Melanie Kardt

The climate resilience fund, Wigram extended, free city shuttle, CHCH Cathedral, many of the festivals, street art, community group funding or CCC events.

173 - Haidee Scott

Mowing riverbanks

178 - Cedric Croft

CCC should confine activities and rates collection to the core functions of a local authority. eg Water, rubbish, street sand roads, waste water, storm water, street lighting, essential community facilities,

18 - James Mackenzie

increase rates

182 - Alexander McCaw

Cathedral.

Subsidised public transport costs.

184 - Mark Hampton

49% of all CCH owned assets.

185 - James C Kelly

unsure

189 - Stacy Rendall

Council CEO

191 - Rachel Bowker

so many busses half the time they are empty. Can't they use smaller busses or twice how often they travel

192 - Sonia Bell

None, over time I may not use all facilities available but at some time I might.

201 - Jesse Reynolds

Rugby stadiums etc

206 - Mat Logan

Are so many community boards and governance support staff required - a reduction in the number of community boards and members would make sense. I would also question the value of the International Relations and Sister Cities work streams and the return on investment of hosting delegations - they rarely (if ever) result in any tangible business, tourism, or economic benefit for residents.

210 - Lindsay Sandford

We do not want roads with lots of speed bumps - especially where there are already traffic lights to control safety.

214 - Jan Edwards

We could do without all the fancy planter boxes and road markings that are totally unnecessary

216 - Tony Stevens

Traffic engineers.

218 - John Humphreys

chalice exhorbitant repairs. Surely it's cheaper to build a new one? Ghastly looking piece anyway.

22 - Nick Jenkins

Cycleways

220 - Sandra Pilet

surely you cut out some services. I dont use buses

222 - Cindy Bryant

stadium. Cathedral out done its time! We are all sick if having to continually fund stuff that insurance should have covered. No our fault they uninsured everything! Also original quotes for projects should be held accountable.

225 - Mark Jermy

Cycleways

Memorials

Support for events, with the exception of provision of space in parks

23 - Andrew Carr

None

232 - Georgina Barugh

refurbishment of the Chalice in the Square

233 - Matthew Tolan

The new stadium.

238 - Mitchell Cameron



consultation to the public

239 - Nick Carvel

Cycleways

Urban sculpture

241 - Anna Gruczynska

I would be ok with libraries focusing on core library/information services only, and providing fewer events, classes and programmes, unless they are rates-neutral.

I would be ok with sport & recreation facilities focusing on core services only, and providing fewer classes etc., unless they are rates-neutral.

244 - Michael Gooby

libraries on every suburb. Staff numbers too high.

251 - Kiri Armstrong (Meadow Mushrooms)

Right now - festivals and events are a luxury that we can do without.

253 - Gavin Blackwell

everything else

[Coder note: Everything else except water, library, roading, parks, swimming pools]

260 - Jan Bierman

Core services water, maintenance etc. The library is my most valued community service.

[Coder note: this is what this submitter wrote under this question; however it is a straight copy paste from the question about services they value most]

263 - John Cumberpatch

Council owned housing

265 - Bevan Phillipson

I can do without Luxury items, things.

But, i can not do without Essential items, things.

Your job is to always Know, / or seek to know the difference.

266 - Name Redacted

STOP AND CANCEL HAREWOOD RD CYCLE LANE. NEVER TO BE DONE. CANCEL.

ALL of the speed bumps, any new and to be built cycle lanes (ott and expensive, where is common sense?), removing stop/give way signs, lanes, 30km speeds in city centre and streets in chch, REMOVE ALL illogical and wasteful decisions by council staff, STOP ALL ANTI CAR SENTIMENT which is rampant in this council (just look at what's been done and has been made so much worse now because of it) Reduce council cars - exactly how much is that costing?

CANCEL ALL sponsored events in the park by the council - stop them. Cost a fortune ESPECIALLY fireworks and they damage the atmosphere too.

Remove the stupid bike lane on park terrace and re-instate it as a car lane. No need for it and there are already existng bike lanes WHY on earth was this put in?

STOP ALL CYCLE LANES. All cycle users should be responsible for their actions (aka abiding by the road rules, NOT riding 2 or more abreast, NOT riding in the middle of a lane, etc) and NOT riding on footpaths when stupid cycle lanes are right beside the and they DO NOT use them!

268 - John Mackey

Community halls

28 - Stacey Kennedy

cycle lanes

282 - Donald Morgan

Cycle lanes

#### 296 - Kerry Loper

libraries, the court theater, excess parking officers,

#### 299 - David Palmer

I believe the framing of this question is incorrect. The question should not be "what can we cut" but "how can we increase revenue."

Free parking should not exist in the central city. Except for mobility permit holders, people bringing their private vehicle into the city, and expecting to store it there for many hours, should also expect to pay a fee for doing so. Currently, the city council provides quite a lot of free on-street parking in the central city. Some upfront investment into this area will pay dividends in the future. With usage data, the council could adopt a floating fee model for parking, where the cost of parking your car increases based on the amount of demand for car parking. As an example, parking overnight might only cost \$1, but parking for half an hour on Colombo Street at midday might cost \$12. The price of parking should be adjustable, such that demand can never exceed supply. In this way, a lot of revenue can be captured, and we gain the added benefit of reducing congestion in the central city.

Increasing enforcement for illegal parking, ideally through technological means, would also help. Vehicle presence detectors could be installed to create automated alerts for overstaying cars, or cars that have not paid. I see a lot of illegal parking, where people park in loading bays, footpaths, taxi stops or disability spaces in order to not pay for parking. I have reported many of these, and in most cases a ticket was issued. Increase the cost of a parking ticket to an eye-watering amount, and send out more parking enforcement wardens.

However there are probably things that can also be done to save money, without reducing services:

The city council should bring some things related to transport in-house. For example, green road paint costs \$100 per metre. NZTA approves three colours for this purpose, but the city council only uses Australian-standard Apple Green. If Jade Green was added to the permitted colour list, it would create the opportunity to use whichever one is cheaper. Council should also consider mixing paint itself, rather than relying on procurement by contractors, which creates the opportunity for contractors to corrupt the council. Changes to road marking can also be made, for example, do we need to use green paint, when white paint might work just as well? I believe council can do more to reduce costs in our transport network.

There was recent debate on the Antigua Street cycleway, with some members claiming they wanted to save some money on it, but then not actually proposing any changes to the approved design to do so. Here are my suggestions:

1. remove the speed bumps at either end of Antigua Street. They are unpopular, and having three speed bumps on this short stretch of road feels excessive. Removing these could save thousands. The safety platform at the pedestrian crossing should obviously be retained.
2. Adopt patterned concrete for the pattern treatment areas, rather than going to the expense of laying paving bricks.

3. Use a chip-seal surface for the road, rather than asphalt. Asphalt is really only needed for the cycleway and footpath.
4. Remove the green lines down the sides of the cycleways. Cyclists do not need green lines to tell them they are on a cycleway; they can tell this from the design of the space. Painted white bicycle icons every 50m would be more than sufficient.

I was disappointed to see elected members grandstanding on the cost of this project, while none of them actually made any serious suggestions about how to trim cost from the approved (and really quite excellent) design.

Currently, road surface renewals happen almost like clockwork across the city. In my view, many of the roads that receive surface renewals don't really need it. But in many cases these streets do also need broader redesigns to enhance safety. It would be ideal if the surface renewal programme was pulled back to only when necessary, and combined with a community feedback process. In this model, when a road surface is identified as needing renewal, the transport team should ask the community board to consult the local community on what things they'd like to see changed on the road. Any minor to medium-scale changes (such as curb buildouts, paint layout changes and pedestrian refuges) could then be programmed for work alongside the renewals. Similarly, any required three waters work or underground cable work could be coordinated at the same time. This would reduce waste in the renewal programme by aligning renewal to safety enhancements, and allow us to more quickly enhance the streets of our city.

The proposal to move the Halswell Kart Club is frankly laughable considering how few noise complaints the facility actually receives. At a recent forum, the mayor said \$4m was available to move the club, but they thought they needed as much as \$11m to actually move. I think this money would be better spent on buying a fleet of electric carts for the track. This could surely be done for less than \$4m, it would totally remove the reverse sensitivity concerns from noise, and it would allow the club to continue operating in-situ. I have used electric carts at an indoor track on Blenheim Road and they are a lot of fun, I'd say they're actually a lot more fun than internal combustion carts.

30 - David Thorn

Most of them

303 - Name Redacted

pride month.

310 - Alicia Pilkington

Paying heaps for beneficiaries who are lazy and steal from me constantly (I understand alot are genuine too)

311 - Tom King

No more cycleways or sensibly funded solutions,

Reduced / sensible funding and selection of sponsored events,

317 - Mary Gavin

Cycle ways

Art installations

32 - Stacey Shadbolt

consulting / assessment - these should be discounted or free (if tradies have to give free quotes why not for other stuff too)

324 - Stephen Ashley

Free or cheap parking.

325 - Karin Bathgate

Cathedral, rugby stadium, convention centre.

We need properly functioning basic services such as rubbish, lighting, safe water, parks etc before we should be paying for elite structures such as these

329 - Callum Davidson

cycle lanes

334 - Richard Claydon

Libraries

336 - Rick Loughnan

get pipes good roads and other necessary services fixed first

345 - Marjorie Manthei

Very difficult to answer. All services are valuable to someone and I am reluctant to single out specific ones that are more valuable than others. I'm sure staff have looked at ways to reduce expenditure on any / all services, as well as keeping track of the usage of each. My main concern would be reducing services used mainly by people on lower incomes.

35 - Cameron Vincent

I believe cuts could be made to services, but it is hard to say any that should be removed fully. For instance I could manage without libraries, but I think they are a societal requirement, whereas cuts could most likely be made.

350 - Tony Smith

Libraries.

351 - Molyka Nop

cycle lanes unless you can justify the potential benefits of the whole community compared to the spendings

357 - Mark Robinson

Unnecessary road changes such as the intersection "Upgrades" that have been happening, making suburban streets 30kph and cycleways

362 - David Gardner

Road renewals

365 - Malcolm Clark

All your funding to minority groups and things like Rainbow crossings etc.

376 - Evan Owens

cycle way on Harewood road

38 - Aaron Paterson

Cycle lanes

389 - Ian Luxton

Cycle ways and speed humps. No need to spend any money on these projects.

390 - Stuart Batty

Public Transport

393 - Jessica Allison-Batt

Stop providing free on street car parks in the central city. I rarely drive into the city and if I do, I usually am happy to pay for a parking building or site. I am used to paying for parking in other large cities. Council may be able to collect additional revenue from spaces with the additional benefit of lowering emissions.

Recycle low quality parks and green spaces. There are a number of small spaces in walking distance from me which have unsafe equipment and are not well used or maintained- meaning that they feel unsafe and attract antisocial behaviour/ homeless, drugs, drinking etc. These assets should be recycled and developed into housing/ businesses/ or spaces that attract less antisocial behaviour.

395 - Susan Eleanor Peake

I think some fees for community centres activities could be slightly increased and possibly reduce the weekend hours for libraries.

401 - Leanne Marechal  
CYCLE LANES!!!!!!!!!!

405 - Ben Lord  
NONE

425 - Diane Prankerd  
Cathedral funding !

428 - Chris O'Brien  
Cycleways. Sculptures, Green agendas and lowering CO2 initiatives

429 - Gordon Nairn  
footpath and road maintenance

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)  
Despite being a popular talking point, very few people are able to identify any service level cuts or saving they would actually want. The Board notes that people who can afford to buy books or to own a pool are often the first to suggest cuts to those services, but those cuts are neither supported by the Board nor our community.

442 - John Batchelor  
Library. Social housing.

45 - Cameron Rossiter  
Libraries, some parks which are underutilised

460 - Mitchell Tobin  
Art & Culture

462 - Kirsty Rose  
anything to do with road changes & upgrades, cycle ways, new stadium, churches, all the things you do that serve only a subset of the population

464 - B Frederikson

I HAVE to manage without buses as the service is so poor. I would prefer to be using public transport instead of having to use my car.

465 - Andrea Davis (Sumner Community Residents Association)

Before removing services education needs to roll out.

471 - Josey Fleitas

Maintaining historical status on derelict buildings. Clear them out and plant wildflowers and grass, it would be so much better than the eyesores they are now.

483 - Graeme Jack

Major cycle ways.

490 - Noelene Hodder

roading

491 - Andrew Douglas-Clifford

Recreation and sports centres

543 - Brian Williams

Cycleways. Rubbish collection: red bins to monthly.

548 - Jeremy Richards

Community housing- this should be a govt funded scheme- not a local council one

55 - Brian Donovan

None at this stage

57 - Euan Gutteridge

Vanity projects including cycleways and speed humps at major intersections (unless there is substantial history of serious and fatal injuries)

59 - Devon Stewart

the gays and trannys doing storytime in our libraries



all the tereo or whatever its called

stop that and just have english as the primary - the givernemnt has directed it in 2024 so do it

600 - Aaron Ghattas

We have enough bike paths, too many and the maintenance cost will soon catch up.

Bus shuttle is not required. The city is already very small and there are scooters and trams for all to use.

645 - Ian Simmonds

The Stadium, all the traffic light renewals, and cycleways

65 - Shane Manson

speed bumps

654 - Mhairi Stedman

cycle lanes, the cathedral, "beautifying" roads near the sports stadium. Raised roading at junctions

66 - Sara Currey

cycle lanes until we can afford them.

665 - Kathleen Crisley

I would happily manage without a major central city Council headquarters with huge amounts of wasted space. I would like the Council to follow its own climate change goals by reducing the need for staff to work from an office and go to a rostered system to work from home, reducing the need for the Council's headquarters building which is generating huge profits for Ngai Tahu at the expense of ratepayers.

673 - Rosie Paul

I also think that the Cathedral should be stopped, we are spending unnecessary money on it when that space could be used for something important. Cruise ships.

675 - Bluebell Barr

Cruise ships. Awful awful awful. Not needed. Annoying. Bad.

678 - Eva Wilson

cathedral building

68 - Chris Wildey

funding of the arts centre, sculptures, maori naming as "gifts", court theatre

680 - Claire Coveney

Te Kaha. The Cathedral. Car parks. Sporting stadiums. We have too many. Too many big projects.

686 - Harwinder Singh

parking enforcement

687 - Kayleigh Patterson

the cathedral, its kind of a waste of money

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

The Board is interested in the consultation responses to this question, as we are well aware of the financial challenges the Council faces, the cost of living challenges residents and businesses are facing – and the generally negative feedback we receive regarding any proposal to lower the level of services for the community and residents.

What is important to note is, when asked “what do you value”, residents and businesses may not be aware of things that are so entrenched and a part of their everyday lives, they don’t see them as key. The current issue of street tree maintenance and the need to remove a number in the Shirley area is an example of this. Until something is under threat, the value and importance of something may not be obvious.

The Board’s recent experiences in this respect sway it to urge the Council to carefully consider cuts in as strategic a way as possible—how far reaching will these cuts be, how and who do they affect further down the line?

690 - Kevin McSweeney

large sports facilities

i think rates should not be used for business/events/tourism promotion. If it is worthwhile business and operators will do it. I do not believe i, as a ratepayer, enjoy any benefits from this sort of spending

693 - Ethan Venmore

Cycle Lanes.

703 - Daniel Holland

Could we reduce the cost of the stadium?

725 - Gary Durey

any and all arts and craft, markets, grants, funding, sculptures, statues, or other things in the looks nice but does not fix infrastructure things.

726 - William Warren

I personally do not engage with dog cemetery or event services much, but I recognise the value they bring to others and would not want to see them go

73 - Mia Immers

Cycleways , road humps , over spending

734 - David Lawry

I live on a rural land I supply nearly all my serviced myself ie sewer water etc

744 - Marie Byrne

Arts spending is way to high. We shouldnt need to subsidise businesses such as the Symphony Orchestra, Orana Park who have the ability to gather income throgh trading.

75 - Sam Spekreijse

I wouldn't notice Heritage and Sport funding being less.

753 - Margaret Lovell-Smith

I could manage without the major events in Hagley Park.

754 - Sarah Laxton

Just because I don't use all services regularly, doesn't mean that they should be cut or that someone else would find them valuable.

755 - Tobias Meyer

Road repairs. Free parking on city streets.

760 - Fiona Green

I can change to monthly yellow and red bin collection instead of fortnightly.

I don't need buses at the moment, but do know many people who rely on them. I don't need consents or town planning at present.

761 - Molly Magid

I could do without additional spending on the stadium and surrounding area.

764 - Tim Frank

While the research services of libraries are great, I think that they do not need to offer courses and children activities. There are many other organisations that do that very well and which face competition from the libraries. Also, I don't think that libraries need to be involved in advocacy.

767 - John Steere

stop giving our money to charities

770 - Evelyn Slape

cycleways . Flashy stadiums and sport facilities. Less beuacracy and money wasted on petty things like place names. Less confusing, overly engineered roads and speed bumps

775 - Fiona Penney

cycle lanes, lower speed limits that cost money to erect signage and road paint

778 - Lydia Heard

more pools, libraries, skate parks, cathedral, wated land

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

All libraries do not need to be open everyday.

It would be helpful to list the services that council does in order to comment more fully

789 - Joeline Storer

cycleways and speed humps that take up far too much space

79 - Alex Dieudonne

Opawa library, Functions in Hagley park , buskers, sail GP are huge costs to rate payers

793 - Kevin Cresswell

It is not obvious to me, how much Council spends on social housing, if any. While I appreciate that there is a need for this, this is not something that ratepayers should be subsidising. Any Council funds going into social housing needs to be cost recovered, either from the users, or government, or others such as charitable organisations.

794 - Joy Burt

Anything cut out completely would devalue the living experience of citizens. If projects have to be done more slowly, then so be it. Mind you, the single lane for Harewood Road has been mooted for 15+ years I think. Maybe it is time to move on that!

795 - Dianne Downward

All libraries do not need to be open everyday.

It would be helpful to list the services that council does in order to comment more fully

80 - Kaylene Wakefield

heritage buildings, I appreciate we need some of them but the cost to maintain is greater than the value I think they provide

810 - Lee Hogsden

Over engineered cycle lanes, intersection and road modifications that cause confusion, delays and general disturbance to driving from A to B in our city.

Expensive over engineered cycle lanes and road modifications in the name of "safety" that make driving unsafe.

816 - Annabel Turley (CCBA)

Adjust library hours to reflect usage

817 - Justin Fletcher (Predator Free Waimairi Beach)

Oppose service reductions except if there is widespread agreement that they are superfluous

83 - Erin Cowlshaw

Right now less cycle ways and roadworks.

Roadworks are being completed without consultation with other contractors doing roadworks in the area. Creating multiple road closers and it is dangerous with accidents already occurring.

The cycle ways have very few users, so it needs to not be pushed to often. We don't need to be constantly changing the roads over and over again it is unnecessary at this time and a negligent approach to fiscal spending a resource management.

835 - Robert Fleming

I don't believe our rates should be subsidising the provision of parking in the city. That money needs to be used for providing better transport choices. The cost benefit advantages of such choices and better living amenity need to be given greater weighting than to providing car parking, disability parking excepted.

836 - Gerrit Venema

Stadiums,  
Culture ideology driven events,  
unnecessary arts pursuits,  
excess fireworks displays,  
unrealistic "study" groups and research grants that do not have common sense at their core.

84 - Ken Tod

Social Housing - this should be undertaken by central Govt, the council is duplicating services when it's core function is around roads, water, waste, parks and recreation.  
Alternatively social housing should shift to central govt funded social housing service providers.

843 - Harrison McEvoy

This whole question is premised on the basis that we should cut services to cut rates. That idea is flawed and dangerous. Service Cuts should not be considered to reduce rates. They are inequitable and destructive.

851 - Fiona Bennetts

None

852 - Fay Brorens

I don't use many services but that's not the point.

853 - Michael Davidson

The services that Council offer vary greatly and will be valued differently by everyone. It should not be a popularity contest.

858 - Cody Cooper

KiwiRail rorting millions for their network upgrades.

860 - Rob Batstone

humps in intersections, dog legs in roads that were designed by our predecessor to be wide and straight.

For an example, Manchester street.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Bike lanes

864 - Graham Robinson (Addington Neighbourhood Association)

Should the Council really be involved in public housing ? This should really be the responsibility of the Government.

869 - Anne Scott

I could do without a number of things but other might be reliant on them

874 - Grant Slade

Traffic impeding pedestrian crossing barriers in low flow suburban area. Quite dangerous at night. Speed humps and ridiculous raised pedestrian crossings/intersections. A danger to all especially emergency services...ask Auckland Council.

875 - George Laxton

None

878 - Peter Galbraith

Free parking. Start charging!

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

this is meaningless because what i can manage without may be essential for others.

889 - Allan Taunt

I very seldom use carparking, so for me this is something I pay for through rates but don't get benefit from.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Reduce or cut services to help reduce rates - the Board does not support the reduction or cutting of services to reduce rates. The Board believes that services levels across Council should be maintained.

94 - Jane Rickerby

not sure

949 - Ron Richards

and traditional resources must be maintained. To do without  
Rugby stadium funding. Those interested in it should fund it  
not ratepayers. Cruise ship funding could also be reduced  
would like to see a rail service reinstated for environmental  
suction, tourism and to reduce excessive quantity of motor vehicles  
otherwise on major roads start congestion charges. Bus waiting  
times compared to Wellington is far worse. They do have  
a balanced transport network as  
does Auckland.

imate Resilience Fund Policy

995 - Rose Riley



- You could manage without. — Speed Bumps, Garden Beds.

\* e.g. Tennyson St, Matsons Ave, just to name 2 — if you didn't already have a bad back, you would by now! plus they wreck the suspension in a car — SPEED BUMPS — Why do we need them??

\* Garden Beds that suddenly jut out in front of you part way down a street or jut out at street corners so if a car wants to enter a street at the same time one wishes to exit this is impossible — crazy, whoever thought up that idea!!  
I have seen an ambulance & fire-engine not be able to get through as there is no room for 2 vehicles.

## Opportunities for savings

### General Comments

154 submissions provided feedback to tell us about the services where there could be an opportunity for savings.

### Officers Response

An unsurprisingly wide range of potential savings options were suggested:

**Fees & Charges** – multiple options for increasing fees are not listed here because they are considered and consulted on separately (refer separate submission summaries for Fees & Charges topics).

**Cycleways were noted by multiple submitters** – mostly generic, although a few specifically identified the Wheels to Wings project.

**Other transport projects** – suggestions included:

- Stop carrying out works on the same roads multiple times.
- Impose penalties on contractors who have to re-work due to errors. • Instal fewer speedbumps, Jellybeans, and raised safety platforms.
- Stop using coloured paint for road markings – reduce road markings generally, making the ones that remain clearer.

- Reduce expenditure on traffic management / road cones.
- Request more funding from NZTA.

**Parks – suggestions included:**

- Reduce maintenance (eg. mowing grass, tree maintenance).
- Don't mow riverbanks.
- Convert parks into “wildflower sanctuaries” reducing maintenance requirement

**Infrastructure & Solid Waste – suggestions included:**

- Reduce maintenance on 3 waters assets, focus on renewing asset infrastructure instead.
- Delay capital spending, including renewals.
- Improve coordination between Council activities (eg. transport and waters).
- Remove chlorine from Christchurch's water.
- Redirect greywater to household toilet cisterns, to eliminate some requirements of the wastewater system.
- Include “whole-of-life” costing to all capital projects before approving (ie. including future maintenance and operating costs).
- Weigh red waste bins at time of pickup and charge, similar to excess water.

**Community facilities – suggestions included:**

- Reduce staffing and/or opening hours for Libraries.
- Increase automation, similar to gyms with swipe in cards, so staff are not required. • Stop construction of new facilities.
- Charge for Community Centres so they break even / cover their own costs – close under-utilised facilities.

**Other community support – suggestions included:**

- Eliminate grants to non-council organisations.
- Reduce the number of heritage buildings.
- Increase accountability for community funding – events with low turnout should be compressed (one day events, instead of multi day) or eliminated.
- More private sponsorship for community events.

**Use of contractors – suggestions included:**

- Use local contractors for maintenance in Banks Peninsula, to save on travel costs.
- Review CCC contracts, similar to the Wellington Water review, to ensure value for money.
- Replace expensive contractors with cheaper full-time staff.

**Head office expenses – suggestions included:**

- Reduce the number of Councillors and Council staff.
- Reduce the number of community boards and members on the community boards.
- Reduce all staff salaries and wages.
- Cease overseas travel.
- Limit the temperature in Council buildings during winter.
- Reduce the investment in hosting delegations from Sister Cities.
- Remove Councillor free parking, they should be charged a fee to park at the Civic building.

- Increase implementation and utilisation of AI.

**Collaboration – suggestions included:**

- Seek private sponsorship to assist in facility running costs.
- Collaborate with neighbouring Councils or regional bodies to implement shared services and reduce duplication of resources.
- Outsource non-core services.
- Bulk purchase with other Councils or Government organisations to improve purchasing power.
- Conduct regular contract and supplier audits to ensure competitive pricing, opportunities for renegotiation or identify opportunities for savings.

**Other assets / revenues / costs – suggestions included:**

- Sell non-core assets and/or non-income generating assets.
- Reduce expenditure on climate change.
- Increase the number of licenced food trucks.
- Cease providing community housing.
- Invest in electricity generation.

**A number of suggestions are already being undertaken or are part of Council's standard procedures, for example,**

- Council's procurement processes are designed to ensure best value for money, which includes contracting work based on value for money against specific criteria, regular review of contracts and tendering for them,
- there are provisions in contracts for adjustments to payments where contractors do not meet agreed levels of service or delivery,
- to benefit from scale Council also uses the 'All of Government' arrangements to procure goods and services at the best price that can be obtained by central government,
- traffic management is now separately shown on jobs to ensure visibility and help manage the costs, noting that traffic management is required to be carried out to specific standards Council is required to follow,
- other suggestions to reduce costs are linked to levels of service which to reduce requires consultation with the Community, such as reducing library and facility hours, mowing of grass noting that to make significant savings requires substantial reductions in levels of service,
- some other matters identified are governed by statute and/or decisions of crown agencies, such as the number of community boards, elected members and their remuneration, removal or chlorine from the water, or are necessary to ensure the health and safety of staff, contractors and users of facilities,
- Council looks to make use of automation and other digital tools to ensure the most efficient delivery of its services including using generative AI where appropriate,
- Council also looks to recover its costs through fees and charges such as for use of community facilities, seek to find additional income where possible, eg payment of advertising on bus shelters and seek New Zealand Transport Agency funding for construction where possible,
- Council consulted on the disposal of some properties surplus to requirements and there is regular review of such assets as a matter of good asset management noting that there are also

assets which Council cannot legally dispose of or could only do so after consultation with the community,

- Council makes grants to community organisations and provides support to them as they provide enormous value for money to the community which supports a lot of volunteer work for events, services and activities that would otherwise be prohibitively expensive to deliver or not be provided at all.

## General/Other Comments

### 100 - Jared Brookes

1/5 of our spend operationally goes towards 3 waters and close to 40% of our capital spend. If anything savings could be made here - while largely not clear what the spend is other than maintenance - upgrading should only be as required to ensure we meet our obligations

### 1015 - Stephen Downward

All libraries do not need to be open 7 days a week.

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We believe that instead of looking for ways to cut services, Council should be looking at ways to increase revenue. 13 One opportunity is that there is currently an enormous amount of free car parking available in the Central City. Capturing value from this is as simple as charging a fair market rate based on demand. Free car parking isn't equitable or prudent, as the use of public land for private goods represents an enormous subsidy to car-users. Adequate pricing for on-street parking enables supply to be better managed and can increase revenue. Council should review the availability of free parking in-line with its own Central City Parking Policy; we should be charging money for parking anywhere that 85% occupancy is exceeded during the day. Investment into new technologies, such as subsurface or "stick on" car presence detectors would allow Council to more accurately measure and charge users for car park use, and overstaying. This would free up parking inspectors to manage illegal or antisocial parking in the Central City; for example, the increasing use of The Commons site as a carpark by a local educational centre. Similarly, it would free up inspectors to more closely monitor misuse of mobility car parks. Charging for parking in the Central City helps to make car parks available for those that truly need them, but we think it would also be appropriate to adopt a policy that mobility permit holders should be exempt from paying parking fees at council facilities to ensure they always have access to the city when they need it. An additional avenue the council could use to increase revenue is to enable greater licensing of food trucks. Food trucks can generate revenue for council while also significantly improving the amenity of under-used areas. If any harm, lack of interest, or undue controversy is caused, sites can easily be delisted. There are many public plazas, parks and on-street car parks which could be suitable for new or additional sites, which may include: - The newly approved Court Theatre car park and Gloucester Street - The Arts Centre - Mātai Common - Edmonds Band Rotunda - Rauora Park - Margaret Mahy Playground - Cathedral Square - Oxford Terrace - South East Central Neighbourhood and Sydenham Existing brick-and-mortar restaurants

reflexively oppose food trucks on the grounds that it creates unfair competition. However, international evidence suggests that food trucks have a large number of positive traits, and the perceived negative traits largely do not exist. They increase the vibrancy and activity of urban spaces. They reduce the barrier for entry for smaller ethnic and immigrant groups to start their own businesses, improving equity for those members of our community. And in fact, more food trucks is actually correlated with an increase in brick-and-mortar restaurants and customers to those restaurants, likely due to the increased foot traffic. By enabling more food trucks in the Central City and surrounding communities, council can hugely enhance the vibrancy of our city, while creating an additional revenue stream. Council should also push back on central government overreach. Within this Long Term Plan period, there will be in excess of \$30 million worth of works or extra costs that CCC will undertake in Kiwirail's name. 14 There must be more room for work here, including savings, and crown funding rather than the ratepayer absorbing this cost.

#### 107 - David Moore

Roads. Investment in bike lanes will reduce traffic and associated wear and tear.

#### 114 - Paul O'Connor

Three Waters, should be scrapped, Compulsory chlorination in Christchurch is not necessary, Artesian water has been the purest in NZ for years.

#### 115 - Bevin Mcdowall

save by not wasting money on cycle and bus lanes

#### 116 - Andrew Massie

You could look at investing in local electricity generation.

#### 120 - Lyndon Telfer

Reduce and delay capital expenditure. I really don't care if road surfacing is delayed a few years. Putting chip seal down doesn't fix the problems with uneven surfaces. Delay some sewer renewals the pipes aren't going to fail tomorrow. Even if they do you can still patch repair. Stop the ridiculous intersections upgrades with speed humps. They do nothing but hold traffic up and damage suspension on cars.

#### 13 - Brian Hill

Stop building swimming pools and community centres, there are plenty already

#### 140 - Jordan McCormick

Roading, wastewater and cathedral.

141 - Andrew McKay

STOP all subsidies to private galleries and museums, reduce council galleries and museums, reduce cycle way spending..... Who ever came up with the original speed limit changes needs to be sacked.

>>>

Reduce libraries, sports complexes, free events, STOP all donations of money compulsory taxed from ratepayers, housing, STOP all subsidies to private galleries and museums, reduce council galleries and museums, reduce cycle way spending..... Who ever came up with the original speed limit changes needs to be sacked.

142 - Scott McCormick

Mowed parks, excessive council staff. Libraries. Speed humps. At intersections. Massive empty buses on canterbury streets ( buses should be 10 seat buses if thats the normal load). Resurfaced roads just to use budget. Footpaths on both sides of the street in 90% of the suburbs. Elmwood park watering upgrade last year is a classic example of poor use of rate payers money and all the other waste. Get your damn costs under control and reduce staff numbers at the council.

143 - Gretchen Boyd

Lesiure centres

144 - Sharon Powney

Cycle lanes. Review how many safety vehicles when mowing grass. On Linwood avenue there was one mower and two safety vehicles

147 - Michael King

Traffic management, some of these contractors are closing lanes for the whole weekend and not working, while charging the council top dollar. They are taking you for a ride.

159 - Jordan Vink

Rail, less cars on the road resuktijg in less maintenance. I see far too many empty busses and disgruntled drivers on the road

162 - Philip Richards

Roading expenditure is questionable. The installations in places like, for example, the roundabout on the corner of Dyers Pass Rd and Centaurus is an overkill and less money spent there could have meant safety improvements in more than one location, or an reduction in overall budget

I get the feeling that there is no appetite for value for money or cost control among Council officers . It is easy to spend other peoples money wantonly.

Speaking of which, is the council office overburdoned with beaurocracy?

#### 173 - Haidee Scott

Converting more greenspace into wildflower sanctuaries

Not mowing riverbanks

#### 184 - Mark Hampton

Decline Air force museum grant.

No need for city shuttle.

#### 191 - Rachel Bowker

recreation centre's libraries opening hours need to be reduced and staff behind the counters cut.

#### 192 - Sonia Bell

Today I can't think of any but in time I may find one.

#### 206 - Mat Logan

Are so many community boards and governance support staff required - a reduction in the number of community boards and members would make sense. I would also question the value of the International Relations and Sister Cities work streams and the return on investment of hosting delegations - they rarely (if ever) result in any tangible business, tourism, or economic benefit for residents.

#### 210 - Lindsay Sandford

Recreation centers are great, but I do think they could be more automated. Why not scan-in type things like many gyms. Needing to pay staff to take every payment is way over the top.

#### 214 - Jan Edwards

Tired of seeing ccc workers sent to do a job then stop halfway through eg tidying up ccc berms. Then they have to come back again and again to do the job properly

#### 216 - Tony Stevens

Roading! Throughout the city there have been some very poor decisions. The latest being speed bumps at intersections controlled by traffic lights. Another totally bizarre design is the intersections of Marine Drive, Mount Pleasant Hill, Ferrymead Terrace and Bridal Path Rd. and the approach to the Heathcote River bridge. We, the residents questioned the competence and, yes, even if the traffic planners had appropriate qualifications. Sack the planners and employ a couple of long haul truckies who are aware of how a road should be designed for maximum efficiency.

#### 218 - John Humphreys

Volunteer pensioners to repaint the chalice - better still replace it with the totem pole.

#### 219 - Luke Dennison

Dont spend money on renovations of the chalice artwork.

#### 22 - Nick Jenkins

Cycleways

#### 220 - Sandra Pilet

All of them I imagine if you really wanted to

#### 224 - Kyle Sutherland

### Improving Operational Efficiency

- **Process Optimisation:** Streamline processes and eliminate inefficiencies, particularly in administrative functions. This can include automating tasks or merging overlapping services.
- **Shared Services:** Collaborate with neighboring councils or regional bodies to share services such as waste management, transportation, or procurement, reducing duplication of resources.



- **Outsourcing Non-Core Services:** Where appropriate, outsource services that are not central to the council's mission (e.g., janitorial services, some IT functions) to more cost-effective providers.

### Embrace Digital Transformation

- **Digital Services and E-Government:** Shift many services online to reduce paper-based transactions and staff requirements. This can also improve access for residents, leading to greater satisfaction and cost savings.
- **Data-Driven Decision Making:** Use data analytics to identify areas of inefficiency, overstaffing, or underperformance, allowing the council to make better informed, evidence-based decisions.

### Innovative Procurement Practices

- **Bulk Purchasing and Group Buying:** Work with other councils or government agencies to aggregate purchasing power, securing better prices for goods and services.
- **Contract and Supplier Audits:** Regularly review contracts and suppliers to ensure competitive pricing, identify opportunities for renegotiation, or consider alternate suppliers if savings can be made.

225 - Mark Jermy

Building consent should be made easier.

23 - Andrew Carr

Fix a road once and properly and not redo it a dozen times

230 - Jean Smith

yes, the hiring of road cones.

We as tax payers are paying for these lying around the city.

Why is there all of these road cones lying about and no evidence of road works sometimes for over a week.

Why cant you watch what Auckland city council are doing about this, they are going to fine contractors for leaving them lying around.

Please do something about this it does make a lot of people very angry.

Can you not see these contractors are ripping the taxpayers off.

Can you not get somebody to audit their use??

233 - Matthew Tolan

The new stadium.

237 - Christine Nicoll

too many consultations -they cost money.

one consultation only.

provide green waste compost bins for households -then do not have to collect green waste so often

238 - Mitchell Cameron

consultation to the public

241 - Anna Gruczynska

- I think the greatest opportunity for savings exists in the manner in which Council spending decisions are made, currently allowing unreasonably expensive projects to be approved on design and feel good factor but without any scrutiny of initial cost or subsequent budget blowouts - projects which would very likely fail the reasonableness and value for money test if such a test was part of the consideration. See my comments on Antigua Street. See also the recent Chalice refresh fiasco. I can only imagine how many other similar horrors are buried as small print line items in huge documents so they can gain Council approval without any scrutiny being applied to the cost side.

Other opportunities for savings:

- I think CCC owns too much stuff it cannot afford to maintain and operate. There seems to be a fixation on building and acquiring assets without taking a long term view of what it will cost to operate, what it will cost to maintain, and how this will be paid for.

- I think some community facilities are underutilised, cost money to maintain and operate but sit empty a lot of the time. Those who cannot demonstrate good usage rates should be reviewed and possibly de-commissioned.

- I think that there needs to be greater accountability around community funding and the actual benefits delivered by initiatives funded by CCC. I've attended a number of events supported by CCC which attract very low numbers, but continue to be funded year after year. For example, there seems to be a lot of fragmentation and duplication of services and events in the multicultural space, facilitated by easy access to CCC funding. I think there is an opportunity for savings here and definitely a necessity to tighten accountability for grants received.

- CCC events could be rationalised - e.g. Heritage Festival which I think was better when it was a one week event, now it seems drawn out, filled with uninspiring/repetitive events just to populate the schedule over two weeks. Perhaps there is an opportunity for savings by bringing the event back to one week. I note that the event was once sponsored by Beca but now is presumably fully funded by CCC. Are there no businesses interested in such partnership to reduce the burden on ratepayers? If there are, partnerships with private businesses should be pursued for this and other CCC events like Kidsfest, walking festivals etc.

#### 244 - Michael Gooby

libraries and swimming pools in every suburb. Not needed

#### 25 - Jimirah Baliza

Christ Church Cathedral Reinstatement Fund – As mentioned earlier, this should never have been funded by ratepayers. Stopping the targeted rate and reallocating the funds would be a logical cost-saving measure.

Consultant Fees & External Reviews – If Council is spending heavily on external consultants for work that could be done internally, this is an area to trim costs. Bring that work in-house rather than paying higher fees for services that should already be within Council's capabilities.

Overseas & Unnecessary Travel – Any travel that doesn't provide a clear, measurable benefit to Christchurch ratepayers should be reconsidered.

Under-utilised Council-Owned Facilities – Buildings and spaces that aren't being effectively used should be repurposed, leased, or sold rather than sitting idle—this includes under-utilised carparks.

#### 252 - Robyn Campbell

Hold off on any Harewood Road cycleway

#### 260 - Jan Bierman

All Council operations must be reviewed to improve efficiency and accountability. Stop the nice to haves and ideological stiff.

>>>

Stop the ideology and grand-standing. Maintenance of core services the priority. Stop the wastage. Internal cost-savings are essential, not carrying on regardless. Facilities & services that have been receiving council funding, eg the Arts Centre, should be now fully in cost-recovery mode (& not succumb to the vociferous claims of an affluent minority).

#### 263 - John Cumberpatch

every cycleway and pathway, Akaroa Wharf, Organic processing plant

#### 266 - Name Redacted

CANCEL ALL sponsored events in the park by the council - stop them. Cost a fortune ESPECIALLY fireworks and they damage the atmosphere too.

STOP AND CANCEL HAREWOOD RD CYCLE LANE. NEVER TO BE DONE. CANCEL.

STOP ALL CYCLE LANES. All cycle users should be responsible for their actions (aka abiding by the road rules, NOT riding 2 or more abreast, NOT riding in the middle of a lane, etc) and NOT riding on footpaths when stupid cycle lanes are right beside the and they DO NOT use them!

ALL of the speed bumps, any new and to be built cycle lanes (ott and expensive, where is common sense?), removing stop/give way signs, lanes, 30km speeds in city centre and streets in chch, REMOVE ALL illogical and wasteful decisions by council staff, STOP ALL ANTI CAR SENTIMENT which is rampant in this council (just look at what's been done and has been made so much worse now because of it) Reduce council cars - exactly how much is that costing?

#### 268 - John Mackey

Infrastructure construction and renewals by having a more streamlined and focussed consultation processes.

#### 280 - Julien Gutknecht

less road renewals

#### 282 - Donald Morgan

Building the \$32m Harewood Rd cycleway

296 - Kerry Loper

library, no speed humps, no cycle ways

30 - David Thorn

Grants to non council organisations they should raise their own funds to keep going. If they are important then the people that use them should pay them

302 - Blane Waihi

Project management of essential infrastructure

303 - Name Redacted

pride month.

310 - Alicia Pilkington

Scrap 3 waters

311 - Tom King

selection / funding of sponsored events.

Some parks maintenance.

CCC staffing levels review.

314 - Elizabeth Avery

Reduce the amount of time that libraries and pools are open especially those times when there are fewer people using the service.

317 - Mary Gavin

No new cycle ways

No art installations

32 - Stacey Shadbolt

bin the fireworks

324 - Stephen Ashley

Examining maintenance contracts to see if efficiencies can be made. After the Wellington Water cost reveal, it'd be good to double check our costs.

325 - Karin Bathgate

Higher charges for dog registration and dog control, higher charges for park hire for events (that are not for local community use) eg big festivals and wedding ceremonies.

Night charges for recreational boats could be doubled - aligned to the equivalent of a hotel stay.

Higher car parking charges to encourage greater use of public transport.

327 - Brendan Hampton

council wages

345 - Marjorie Manthei

Unable to answer this (do not have the level of detail required to identify how savings could be made). Assume each department has looked at ways to reduce spending/make savings.

35 - Cameron Vincent

Would be hard to say without analysing financials of each service. I would assume there are parts to most CCC services where cuts could be made without affecting the quality of the service.

350 - Tony Smith

Cycleways as mentioned previously

351 - Molyka Nop

stop cycle lanes! They dont pay road tax or rate!!!

357 - Mark Robinson

Roading - stop ripping up perfectly fine roads only to make them worse and more congested

362 - David Gardner

all Christchurch services should not be reduced

365 - Malcolm Clark

Stop building dedicated cycleways. I cycle every week around Christchurch they are poorly designed and not utilised, complete waste of money in most cases.

38 - Aaron Paterson

cycle lanes

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

There could be opportunities for savings in services that primarily benefit businesses or wealthier individuals, such as certain high-end recreational facilities or events that attract commercial sponsorship. For example, luxury or exclusive services could be better funded by the commercial sector, such as premium sports facilities, high-ticket entertainment events, or private transport initiatives, rather than relying on general ratepayer funding. This would ensure that those who can afford it contribute more, reducing the burden on the wider community.

390 - Stuart Batty

Am sure most fall under this category. Little or no accountability in local and central govt.

395 - Susan Eleanor Peake

I have found that when making Snap Send Solve information through contracted services often don't get things right even though photographs have been taken ie lowering branches on the wrong trees, dead heading agapanthas instead of trimming the height of bushes.

Is there a gap in information sharing from CCC staff to contractors??

399 - Will Fazakerley

roading, can we get contractors to give a warranty on their work?

Citycare water in Christchurch, i believe this adds another level of office/admin and would be top heavy. Citycare in other citys is a great ideas but citycare in Christchurch, seems like a reason for more office staff...

401 - [Leanne Marechal](#)

water rates.... stop letting our water be sent overseas for free

405 - [Ben Lord](#)

Not so much a service but have you seen the in-pipe hydropower that you can add to pipe to generate power? Al lights street and traffic, and add more traffic light cameras would rake it in the way people drive haha

425 - [Diane Prankerd](#)

I do think there are areas - where to the casual eye - there seems to be wasted reseources.

428 - [Chris O'Brien](#)

Cycleways

429 - [Gordon Nairn](#)

contractor to do the job properly

439 - [Amanda Ward](#)

salaries

442 - [John Batchelor](#)

Look Very closely at Council efficiency.

45 - [Cameron Rossiter](#)

Amount of libraries and potentially some of the council pools

460 - [Mitchell Tobin](#)

Unsure

464 - [B Frederikson](#)



Smaller, but more frequent buses that cover more of the streets instead of the large buses that are on reduced routes would, I feel be more economical to run and give a better service. Less money on roads, more money on providing safe bike routes so that children could again cycle to school thus reducing the number of cars being used to get them to/from school each day.

#### 465 - Andrea Davis (Sumner Community Residents Association)

Waste minimisation of single use, recyclables, and green with community zero waste network programmes.

#### 471 - Josey Fleitas

Implement higher rates on properties valued at over \$1 million and add that income to your savings. Make Christchurch the first and only city to implement a capital gains tax, then imagine how the savings for amazing projects could grow!

#### 496 - James Hunter

We read about the numbers of CCC staff on incomes over \$100k. Perhaps another way to reduce the costs is to reduce all CCC salaries by say 15%. I worked for a business where this happened due to a reduction in demand for services. Reduce costs & thus reduce income required.

#### 541 - Doug Coventry

##### Reducing rates

##### Tell us about the services

- You value the most and would not want reduced.
- You could manage without.
- Where there could be an opportunity for savings.

Mowing of Burnside Park.

at present it is mown twice a week - winter and summer.

We live looking out to the eastern end of the park  
and watch the gong mower come twice weekly.  
we mow our lawn monthly (and fortnightly in spring)  
and consider it unnecessary to mow so often.

#### 543 - Brian Williams

All of them.

#### 57 - Euan Gutteridge

Building and Resource consents.

#### 59 - Devon Stewart

city councillors

too many fat politicians drawing funds at the top

trim the fat and cull some of them

#### 600 - Aaron Ghattas

Reduced staffing at the library, there is much time seen with staff having idle time.

Reduced road repair. We had our street 'maintained' and the final output worse than what there before. It feels like spend for the sake of spending.

Penalties for contractors having to rework or correct repairs a third time. Too often have we seen repeat of work sites.

#### 615 - William Blair

You could consider: 1. Encourage us to only put out the bins that need emptying (yellow & red) green bin needs weekly disposal. 2. Libraries do not need to be open 7 days a week while I value & use my library I think I could cope with a day in which if it is not open. 3. Perhaps, investigate schemes where pensioners (fixed income) could volunteer in various activities for a small rates rebate. There are lots of us who are fit and capable and have the time to help – if the council could meet us part way.

#### 62 - Diane Mulholland

really have a good look at the roading and infrastructure planning projects. Some roads eg part of Ilam Rd have been dug up and major works happened on them at least 4 times in the last 10 years, while other nothing. It is not cost effective to doing this. Also stop doing all projects blocking the same routes in the city.

Reduce pointless admin and consultations and fancy paperwork. But it to projects that are really needed.

649 - Vic Allen

Reduce work on everything related to climate change, because it is a slow moving threat and there is plenty of time. There is no urgency.

65 - Shane Manson

speedbumps

654 - Mhairi Stedman

Stop new projects, finish current ones, actually listen to the ratepayers and stop wasting money on projects they do want. Bring back the yellow bus that went round the central city, huge use for locals and tourists alike.

655 - Josephine Tanner

Thinking wiser. Less arguing. Use common sense and hopefully more people add their 5c cents worth of comments in a constructive manner with ideas. Chances of that happening are slim but we can hope that from those that do submit, there will be some great ideas

66 - Sara Currey

less money on consultants, less money on ideas without the thought behind it! (Raised platforms) hiring quality contractos so roads are being fixed numerous times costing more money.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

3.1. Community assets/halls - would public/private/community partnerships be an option? Eg Upper Riccarton and school library.

3.2. Maintenance of parks - do they have to be mowed so often?

3.3. Graffiti clean up - some of our members see graffiti as art, some as vandalism so varying responses here. Could community groups be more actively engaged at a local level preventing and cleaning up graffiti?

3.4. Streamlining processes eg dog registrations - in this digital age, processes should be reviewed to ensure they are as efficient and effective as possible.

3.5. Ownership or interests in the airport and Lyttelton Port - does this generate a net income flow? If not, a review of the Council's ownership should be considered.

[full attachment available]

67 - Kieran Rogers

cut out the consultants and the fancy architects. Let Major Phil Mauger and his civil contractors rebuild this city from the ground up.

68 - Chris Wildey

trim down the niceties like the jellybeans on the cycleways, the coloured road markings, planter boxes, raised safety platforms are an absolute joke and waste of money

680 - Claire Coveney

I think in parks and reserve reduce the mowing and cutting the borders. maintain weeding and pruning.

Too much spent on roads, unless it is safety issues. I don't mean cycleways either.

686 - Harwinder Singh

parking enforcement

687 - Kayleigh Patterson

Bikes [Coder note: This submitter supported more cycleways and public transport infrastructure.]

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

While a review of levels of service is important to ensure costs are being managed well, the Board sees first-hand how important it is to partner with our community and maintain the investment in community spaces that levels of service represent. This enables, motivates, and encourages residents to participate and connect locally, enriching both their own lives and their neighbourhoods.

693 - Ethan Venmore

Cycle Lanes.

698 - Dominic McKeown

council staff and the levels of admin and time wasting it takes to get things done.

704 - Lynda Thomas

Cycleways are being too over engineered. Could be made much more simplified and cost less.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board urges the Council to ensure that its levels of service are aligned with community expectations. Cost cutting does not need to be the main motivation, but is likely to be an outcome of ensuring our services are targeted at what the Community expects. For example, we hear anecdotal evidence that our local Fendalton Library experiences very low demand after 6pm. This suggests that the opening hours at this facility are not aligned with community expectations. This is an example of Council expenditure that could be redirected to another library or a different service where there is unmet demand.

725 - Gary Durey

as about as well as less "outside/outsourced" consulting with anyone other than the public in general, and NO lobby groups consulted. NO money to iwi.

734 - David Lawry

All new bike lane programs/ all social development projects significant reduction in using consultants  
reduction in creating new boards

740 - Jacquelyn Cooper

Invite local residents to volunteer for various work done by Council, to foster greater partnership, sense of ownership of problems & solutions

744 - Marie Byrne

Consider proactive waste management communication to adequately inform the community on how they should dispose of their rubbish to decrease money from the road maintenance budget spent on picking up dumped rubbish. There is an assumption that people, especially first time renters know that its not ok to dump rubbish on the street. There needs to be more effective marketing to let the community know that its not Ok and they can face being fined. There is a proportion of the community who believe that the practice of fly tipping is acceptable. Consider signage in problem areas.

75 - Sam Spekreijse

Sufficient uptake of public transport would likely decrease needed funding for road upkeep over time.

754 - Sarah Laxton

I think that we should be charging for the free car parking around the city as an additional revenue stream and I think it will help with the number of cars driving into the city and the difficulty in finding

a car park in places like the botanic gardens. I went to the botanic gardens a few days ago and it was very nice not having to hunt for a car park and the price for a car park was a price I was willing to pay for the convenience.

755 - Tobias Meyer

Road repairs. Increased parking charges. Charges for drivers in bus and bike lanes.

759 - Jeff Scandrett

too many reserves with too little money to maintain adequately

760 - Fiona Green

Giving households small yellow bin and small red bin and a large green bin for the same price as for the current issue of large yellow, medium red and small green bin. Surely its better to compost more green waste than it is to put medium amounts of general rubbish in land fill and to have to dispose of large amounts of recycling materials.

I would be happy to give my clean and undamaged egg cartons to someone that can use them, and jars with lids to anyone that can use them. I see that New World are collecting milk bottle tops. We need to do recycling better.

Could there be a Council information page for people to see where to send items that can be useful to others.

761 - Molly Magid

I think the stadium is a huge waste of money. This will not offset the amount spent on the stadium, so any chance of decreasing funding for the stadium would be a great opportunity for savings.

764 - Tim Frank

Some of the consenting could be made significantly more efficient. For example, currently a simple boundary adjustment requires a full subdivision application. That is over the top, even when everyone agrees and it would be very expensive to tear down a building that intrudes upon a title.

770 - Evelyn Slape

better cctv. Cracking doen on fly tippers. Simple roadind designs.

771 - Jake Moratti

maybe parks, long term aim for less lawn and gardens and more native shrub. Also our libraries, albeit amazing and world class, are probably a bit over the top.

oh and council beauracracy.

775 - Fiona Penney

Stop spending money on cycle lanes.

778 - Lydia Heard

Fix infrastructure properly before you lay toads. Evans pass corner is pointless as petrol trucks destroy that road and road works are constant. Petrol trucks with dangerous goods should not be going through sumner and should be directed elsewhere. No more cycle lanes.

780 - Heather Venis

speed humps

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

All libraries do not need to be open everyday.

789 - Joeline Storer

cycle ways, CHCH residents dont cycle

79 - Alex Dieudonne

Under take an analysis of each facility to see how to reduce costs and the rate payers are not constantly subsidizing them.

>>>

Reduction in the list of protected trees, selling of non core assets, cease community housing ( role of Govt) not councils

791 - Marcus Puentener

On banks Peninsula using local trades will save a fortune- less travel, better carbin credits, better employment on BP.

793 - Kevin Cresswell

I understand that there are a number of entities that the Council has ownership interest in such as Lyttleton Port, Christchurch Airport, etc.

Such entities must be self funding and should not incur a cost on our rates and indeed must be contributing to Council income over a given period (say 5 years). If not Council should look to disposing their interests in such entities.

794 - Joy Burt

Has anyone thought of weighing the red bins as they are lifted by the rubbish truck arm?? Maybe a basic allowance as there is for water use, and then excess charges. I find I only need to put out the red one every six weeks or so while the green bin goes out most weeks.

795 - Dianne Downward

Community group funding could be reduced, groups should be able to self fund and larger collective activities that are not only open to the greater public but **are of interest** to the greater public could be funded. For example, Culture Galore is open to all and of interest to many, but the individual groups in Culture Galore may have their own activities open for all, but most people are not interested in the individual groups activities and these should be self funded.

80 - Kaylene Wakefield

heritage buildings, I appreciate we need some of them but the cost to maintain is greater than the value I think they provide

807 - Zoe Brock

invest in rail

812 - Brad Cohen (NZ Opera)

If CCC is serious about keeping rates down then please consider to keep heating cost in public buildings and CCC offices to no more than 21 degrees Celcius in winter. Sorry, that sentence is a bit mangled, but you get the jist of what I am thinking, thanks

823 - Catherine Swain

Repeated roadworks on the same areas, do it once and do it right!



83 - Erin Cowlshaw

Stop digging up roads without talking to other contractors involved.

Right now cycleways dont need to be a priority.

Look into that additonal 12+Million that is apparently required to cover this years staff wages. Surely it is time for a restructure.

836 - Gerrit Venema

Prevent Pedestrian crossing raised hump development ...Today!!!

More co-ordination on road works/infrastructure upgrades/repairs...ie don't keep digging up the same bit of street, more planning.

Yes, Stadiums...stop the gold plating.

84 - Ken Tod

Every service should be examined for opportunities for cost saving, particularly where technology such as AI could be brought to bear in order to reduce costs in the long term.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Insufficient time to consider this properly - however - in general engaging with community rather than sidelining it as a nuisance tends to have fairly positive outcomes in terms of multiplier effect on spending.

843 - Harrison McEvoy

Why are elected members so focused on cutting costs instead of increasing revenue? This approach systematically pulls down CCC and makes it less capable of carrying out its job.

852 - Fay Brorens

unsure.

853 - Michael Davidson

Councillors' free car parks. Councillors should pay for the use of the car parks at the Civic building. From memory certain Councillors get very angry when it's about removing something they get for free.

858 - Cody Cooper

Ask NZTA for more funding for Pages Road bridge and other works. We are paying more into the NLTF than we get back. Not fair to ratepayers.

860 - Rob Batstone

humps in intersections, dog legs in roads that were designed by our predecessor to be wide and straight.

For an example, Manchester street.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Bike lanes. Invest, sell assets that aren't generating income

864 - Graham Robinson (Addington Neighbourhood Association)

Stop buying into the idea that the city will gain from attracting tourists ( which is funded by the residents of Christchurch ). Concentrate on making life better for the people who live here.

Most new developments collect and hold grey water and stormwater, to release it later in a manner which does not overwhelm the system. Can this collected water be redirected ( in a cost-efficient way ) to the household toilet cisterns ? That would eliminate some of the work for the waste water system.

869 - Anne Scott

Work with the Minister and NZTA to reign in the unreasonable demands of KiwiRail.

874 - Grant Slade

The above traffic impediments.

But also all the needless pandering to culture and arts that very limit proportion of the rate payer's benefit from. That sort of thing should go out in ballot form. If it doesn't get 50% resident approval it's no go.

875 - George Laxton

I'd like to see the council charging for car parking in the city, we are leasing this public space out so people should pay some of the cost of that by paying a fee to rent out space to park their car. It would also help with people finding a car park as people won't park their car there for long periods because they would be paying a cost and also help reduce the number of cars in the central city, a place that should be majority got to by public transport, walking and cycling.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

traffic light sequencing (red arrows left on way beyond any continuing straight thru traffic in a number of intersections) could be improved and reduce waiting traffic carbon-emissions and car-owner petrol costs !

H&S has become in many instances irrational, frustrating and costly.

889 - Allan Taunt

Road maintenance and parking is a huge cost. We should be looking at ways this cost can be more targeted, rather than burdening every ratepayer. Congestion charging is part of the solution to this.

893 - David Close (Christchurch East Labour Electorate Committee)

4.3 If the intention is to improve interaction and communication with residents and ratepayers, is more digital technology the answer? Maybe the public would prefer the Council to employ three or four more people to answer telephones promptly and helpfully. In the last two decades digital communication between government departments, councils and utilities has largely replaced personal contact. Over the same period, trust in government and the satisfaction level with the City Council (among others) has declined. It is worth asking if there is a link between these trends.

#### 4.4 Submission

**That the Council:**

- (i) subject 'improved levels of service' in digital technology to a cost-benefit test.**
- (ii) undertake research on the effectiveness and acceptability of various methods of interacting with the public.**

## 5.0 Opportunity for savings - Water Supply

- 5.1 It is a well known fact that the cost of operating a utility network (water, wastewater, electricity) is closely related to the maximum demand on the network. It follows that measures to reduce demand will generate savings. For water supply, demand is highest in the summer months when there is a need to water gardens. The Council's charge for excess water consumption (about which we had reservations) seems to have been effective, as was the campaign decades ago to encourage generous use of compost and watering of gardens in the evening. No doubt the message requires repeating.
- 5.2 Major leaks in the network increase demand and also add to the cost of electricity used in pumping. The last estimate of water lost through leaks was 22% of water pumped. We assume that there is a favourable cost-benefit to locating and repairing major leaks or replacing the mains where they occur. Is such work receiving priority? It would encourage residents to conserve water if they knew the Council was putting its own house in order, so to speak. The converse would also be true.
- 5.3 Much summer rainfall runs off the hard surfaces of drives or roofs into the stormwater system. Collection of rainwater from downpipes and its storage for watering of gardens would be attractive to gardeners, especially those wishing to avoid the excess water charge. The Council could facilitate this by approving designs for the take-off from downpipes, the tank stand, and the tank itself. Home improvement centres would be keen to stock and promote rainwater collection kits. Although the installation of rainwater collection systems might be only marginally economic, many residents would be keen to play their part in sustainability. It would be a partnership in conservation between the Council and residents and set the pattern for future cooperation.
- 5.4 **Submission**  
**That the Council continue to reduce peak water demand and encourage conservation by:**
- (i) ongoing publicity about composting for gardens and suitable times of watering.
  - (ii) giving priority to leak reduction in city water mains
  - (iii) facilitating rainwater collection systems for gardeners.

## 6.0 Opportunity for savings – Solid waste and recycling

6.1 From a distance it appears that, in recent years, the Council has focussed on the management of recycling and the collection and disposal of waste. Both are expensive. It seems that reduction of waste at source is no longer an objective. Plastics continue to dominate in packaging even as scientists warn of the contamination by micro plastics of land and sea and even the organs of the human body. In time past, the Council had an objective to progressively reduce the volume per resident of waste going to landfill. This makes sense for the environment and for the ratepayer. Reduction in waste requires the active cooperation of residents, business and industry, especially the building industry.

### 6.2 Submission

- (i) That the Council set a target for reduction in waste going to landfill and develop a programme to achieve it.
- (ii) That progress be monitored and reported in each year's annual plan.

896 - Peter Tuffley

As regards opportunities to reduce spending on services or projects, I might not advocate but would not be opposed to some reduction on cycling-related spending.

94 - Jane Rickerby

stop tree tech. I asked them to trim my tree outside my house and they said they had done when they didn't.

Bring back that the we have our own people looking after our parks and street trees.

Trim tree tech back you would save thousands.

995 - Rose Riley

- Where there could be an opportunity for savings. — Less Road markings.

\* There are many, many streets in Ch.Ch. such as Manchester & Papanui Rd. where there are now so many road markings it has become very confusing, & difficult to actually know what to follow.

Climate Resilience Fund Policy

~~Fund can be used for and how long it will be held in reserve before being used?~~

The lane or direction one needs to travel has often become unclear because of the amount of markings on a road. — Why do they need to be in colour??  
Colour is more expensive.

376 - Evan Owens

Hold the cycleway on harewood Road

# Grants & Funding

## Strengthening Communities Fund

### General Comments

3 submissions provided feedback on the Strengthening Communities Fund.

1 provided comments in support of the Strengthening Communities Fund allocation, and 2 provided alternative requests.

### Officers Response

Three submissions received supported:

- The retention of the Strengthening Communities Fund and community funding in general.
- A part-time Office Coordinator for position in the Akaroa Visitor Centre.
- A grant of \$100,000 to support three information centres in Banks Peninsula.

Applications to the 2025/26 Strengthening Communities Fund are open and an application to support a part-time Office Coordinator for the Akaroa Visitor Centre is eligible. Council and Community Boards will be allocating the Strengthening Communities Fund in August/September 2025.

Council currently financially supports information centres in Lyttelton and Wairewa. Council supports an information service in Akaroa with no cost volunteer access to the Service Centre Building on a trial basis. This has recently been extended. Council also indirectly supports this outcome through its investment in ChristchurchNZ as the Regional Tourism Organisation.

### Support

#### 747 - Paula Jameson (Summit Road Society Incorporated)

The Council's Draft Annual Plan 2025/26 emphasises the importance of community partnerships and outlines the value of various investments in community services and infrastructure. The Summit Road Society strongly supports the continued provision of the Strengthening Communities grants and their allocation in the draft Annual Plan. This provides cost-effective and essential support to community groups, including those involved in ecological restoration and pest control. Our Predator Free Port Hills project is a recent recipient of such funding.

Project	Our position
<b><i>Proposed Grants</i></b>	
Retain strengthening Communities Fund	Support
Retain strengthening Communities - Rates Remissions	Support
Retain Biodiversity Fund	Support, but increase annually with inflation
Retain Enviroschools funding	Support, but increase in line with inflation
Retain Rod Donald Trust opex funding	Support, subject to approval in the Rod Donald Trust submission
Retain Rod Donald Trust capital funding	Support, subject to approval in the Rod Donald Trust submission

[Full attachment available]

## Other

### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

**Information Centres** – Te Pātaka o Rākaihautū Banks Peninsula ward has two established Information Centres (Ōhinehou Lyttelton and Wairewa Little River). Recently, a trial was conducted for and Akaroa Information Centre, which has proven highly successful, with the Board expressing support for the establishment of a permanent centre.

The two established centres receive funding through the Board's Strengthening Communities Fund and Council grants. The Akaroa Information Centre trial was supported and administered by the Akaroa Resource Collective Trust.

The Board requests that approximately \$100,000 be allocated in funding to support the three Information Centres within Te Pātaka o Rākaihautū Banks Peninsula.

### 731 - Victoria Andrews

#### **The Volunteer Akaroa Visitor Information Centre**



XXXXX and I worked to set up a volunteer visitor centre following the sudden closure of Akaroa's iSite in August 2024. Working with the Banks Peninsula Community Board, a little used office in the Akaroa Service Centre was allocated for a trial period. The office opened a week prior to the busy Christmas holiday period and it met with huge success with visitors as well as with local volunteers who say they enjoy meeting and assisting people from around the world. The non-profit community project, operated through the Akaroa Resource Collective Trust (ARCT) and with the support of Christchurch City Council, local businesses, community groups and organisations has become a vital asset to Akaroa and The Bays.

The Akaroa Information Centre is not a booking facility. Its role is to provide visitor information and answer questions with a friendly smile by a local resident who knows the area well. Opening hours are 10:00 a.m. - 4:00 p.m. (note: Akaroa Service Centre hours are limited to 10:00 a.m.-2:00 p.m.

>>>

XXXXX has joined the team and her professionalism and oversight are highly valued. Statistics are gathered daily from visitors to determine the number served, how visitors are travelling, where they are from and how long they are staying as well as their comments. Visitors are appreciative of receiving local information from volunteers.

Essential to its success was the appointment of a paid part time office coordinator. We were fortunate that basic funding for this role was made available for a short period through ARCT. The coordinator role is essential. The Information Centre is currently seeking permanent funding for the position through the council's Strengthening Communities fund.

We appreciate the support of the BP Community Board and Christchurch City Council and look forward to a continuing partnership for the long term benefit of the community as well as visitors to the area.

[Full attachment available]

## Capital Endowment Fund

### General Comments

1 submission provided feedback on the Capital Endowment Fund.

This 1 submission was a request.

### Officers Response

One submitter requested that Council increase its funding of the Youth Hub. Council granted \$2,000,000 on 18 September 2024 toward the development of Phase 2 of the Youth Hub. Staff are anticipating a number of eligible applications to the 2025/26 Strengthening

Communities Fund from service organisations working out of the Youth Hub.

## Other

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Increase investment in the Youth Hub. Having a dedicated space for young people has been incredibly meaningful. For our group of 25 young people, the Youth Hub has brought us together and given us a deep sense of belonging and given us a space to increase our advocacy and connect with young people. Beyond that, it has the potential to foster even greater connection by supporting vulnerable youth through its residencies and creating opportunities for collaboration with other youth voice organisations like VOYCE and Youth Voice Canterbury. The energy and excitement around the Youth Hub reflect how essential it is for our city's young people, and we strongly support its ongoing development through the next stages and into the future.

>>>

Support for unhoused individuals. Based on our survey results, a very high number of young people feel cost of living is a major issue. With this issue in mind, it can be especially hard for rangatahi with difficult financial and family circumstances, so we support funding the Youth Hub's short-term housing.

>>>

Support for vulnerable youth: Strengthening funding for youth mental health initiatives, ensuring ongoing support for the Youth Hub, and fostering collaboration between youth organisations.

## Airforce Museum Grant

### General Comments

277 submissions provided feedback on our proposal to grant \$5 million to the Air Force Museum.

191 provided comments in support of the proposed Airforce Museum grant, with the importance of the heritage and its value to the city coming through strongly in submissions.

44 provided comments in opposition while 23 provided alternative proposals/priorities, and 19 provided general comments about the proposed Airforce Museum grant

## Officers Response

Submissions supporting the proposed Council contribution discussed the historic, visitor, heritage and community benefits along with the proposed conditions accompanying any Council contribution making it a viable proposition.

Some supporters offered suggestions to mitigate the financial consequences to Council such as re-purposing the Cathedral grant or making part of a grant a loan repayable from entry fees and/or donations.

Submissions opposing the proposed contribution suggested that the project was the responsibility of the Government. They cited Council's already constrained finances and higher priorities elsewhere. Some suggested Council offer a loan repayable from entry fees.

Submitters expressed a range of opinions, the majority supportive of the benefits derived from the completed development being open for business in Christchurch.

The conditions on the proposed \$5,000,000 Council grant namely, the requirement that the grant will not be drawn down until the Airforce Museum confirm all the other required funding is secured and that a business plan is produced that demonstrates that the facility will operate sustainably; will ensure that any investment from Council will be used for its intended purpose.

The Airforce Museum have already factored government, philanthropic, Airforce and visitor contributions into its funding plan. A Council loan as opposed to a grant has not been factored into discussions to date over the Business Plan and will not fulfil the intended purpose of a grant. A loan will need to be repaid. The interest charged on community loans is currently 20 basis points above Council's cost of borrowing.

## Support

### 1 - Hayley Harrison

support the airforce museum and its bid for a new hangar ot os an absolute assest to chch

### 101 - Ben Hart

I think it's important to secure the museum and make it an attractive and interesting place to visit especially given the sacrifices that service men/women have made from our airforce over the decated

### 102 - Not supplied Dunstan

I believe this facility is an asset to our City and a tourist draw card for local and overseas visitors. This 5 million is an investment in a world class facility and would say is a good use of the public purse. I would ask the Council to pass this grant so the C130 and Orion may be displayed in all their glory and preserved for future generations and save 2 aircraft from deteriorating and able to be kept in pritine

position.

1031 - Dennis Pett

It is a very good museum for the younger generation to see.

104 - David McLellan

Generally no, but I am submitting in support to include funding in support of a new large aircraft pavilion for the RNZAF Museum at Wigram.

>>>

As an ex-pat Christchurch resident and one who intends to return to live, the RNZAF Museum is an important identity and the grant would ensure the preservation of these historically important aircraft

106 - Graeme Smart

The museum is an strategic asset for Christchurch and New Zealand..... its value for aviation history is enormous and gives us the a timeline from Sir Henry Wigram to the present day.

108 - Kevin Large

I consider the air force museum is very important in preserving our history

11 - Jenna Magon

Please support this. It is a very important part of our history and as a community we have a responsibility to preserve these stories and piece of history for future generations. Christchurch is SO lucky to have the opportunity to house these incredible planes!

110 - Faye Johnstone

its a world class facility and National museum that gives so much to other Christchurch facilities and would benefit so much from the boost in funding costing the average rate payer very little

111 - Daniel Ayers

I support Council making a \$5m grant to the Air Force Museum.

The Museum plays an important national role in preserving the history of the RNZAF, noting the importance of the Wigram site and therefore Christchurch in the RNZAF's history.

But the Museum is also important to Christchurch and our citizens and ratepayers. The Museum is an important historical and tourist attraction. It is a destination that citizens/ratepayers can visit for educational, leisure and research purposes. The Museum is also a tourist attraction that contributes to national and international tourism, and therefore promotes the economic wellbeing of the city and its ratepayers and businesses.

The \$5m grant will allow the Museum to display more aircraft, including - importantly - two recently retired and historic RNZAF aircraft, the P-3 Orion and C-130H Hercules. Those aircraft have served New Zealand for many decades and due to their historical value and size I believe the proposed exhibition of them at the Museum would be one of the premier static aircraft displays in New Zealand.

#### 113 - Paul Cull

This is a great venue for Christchurch and any investment in the infrastructure is sure to be well worthwhile for the city and its residents.

#### 114 - Paul O'Connor

I am all for the building at the AIRFORCE museum for the very rare planes that have been secured the Herc and the Orion.

#### 115 - Bevin McDowall

heck yea yall should. Them planes did our country a service. Its the least uall can do

#### 116 - Andrew Massie

The Air Force Museum is a MASSIVE asset for Christchurch and should be well supported. I would hope that Ngai Tahu, the military and (indirectly) the Government are helping pay for this as well, since they are all stakeholders in the museum.

#### 117 - Dustin Waldron

yes please as they only rely on donations and need all of the money they can get to house these two new beautiful recently retired aircrafts. They need to build this new building as they have no room and are running out of storage space for priceless artifacts. At the moment the hunc C-130 has to stay outside in all elements as they don't have any space to store it

#### 118 - Mike Wicksteed

Further to the proposed grant to Wigram.

I fully support this, even from afar.

I trained at Wigram as an army pilot in 1974. The proposal to support the Air Force Museum is generous and farsighted. It is also sensible from the wider perspective of provision to tourism in the Christchurch and wider Canterbury area.

>>>

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I trained at Wigram as an army pilot in 1974. The proposal to support the Air Force Museum is generous and farsighted. It is also sensible from the wider perspective of provision of tourism in Christchurch and the wider Canterbury area.

#### 12 - Mitchell Parks

This will preserve aircraft of national significance for future generations and preserves the stories of all those who served, worked on and were supported by these aircraft. They need a place that ensures this

#### 121 - David Evans

The Air Force Museum is one of the city's best and most important attractions drawing visitors from our city, elsewhere in NZ and from overseas. In the aftermath of the Christchurch earthquakes I was fortunate in being able to attend all the Christchurch Symphony Orchestra concerts that were being held at the venue. I overheard many, many comments from attendees who were visiting for the first time; expressing their amazement and admiration for the facility. It is my view that the AFM will grow in stature year by year. Both the Orion and Hercules aircraft are hugely important to our history and it is paramount that they be housed as soon as possible to protect them from the elements and enable visitors to view them. They have been associated with NZ's humanitarian work in the Pacific and other trouble spots in the world. Please make this grant as soon as possible.

#### 122 - Stephen Goodman

Our history is important as it shapes who we are. The Air Force Museum not only acknowledges and preserves New Zealand's military aviation history and is therefore a national asset; it importantly recognises the significant role of Canterbury in the development of aviation in this country. It is a very popular and well visited facility in Christchurch, and I know personally from my voluntary involvement in the Museum, how many overseas tourists and visitors from elsewhere in New Zealand visit it and are impressed by it. The building of a new exhibition hall for the Hercules and Orion aircraft will significantly add to the visitor experience.

#### 126 - Stephanie Innes

Totally agree with the Airforce Museum

>>>

Absolutely its run by volunteers but attracts so many visitors around the world!

#### 13 - Brian Hill

It is part of our heritage which must not be lost. These aircraft are too valuable not to be house correctly so future generations can appreciate them

#### 130 - Gaynor James

It is very important the hangar is able to be built asap to protect the Hercules and Orion, treasures of our RNZAF history as are all the aircraft and other items currently displayed in the Air Force Museum

>>>

it is important to be able to take care of our aviation history

#### 136 - Daniel Teed

5m should be given to the wigram airforce musium to help fund the creation of a new building to show off the Hercules.

#### 137 - Kylie McEwen

it would be a great assest to us as a country and a very proud city with lots of aviation enthusiasts an it will draw in people from all walks of life and it will reunite others that have flown in it and have family serve in our air force

#### 138 - Alan Drummond

The Air Force is very important to Christchurch I was where the Airforce started in New Zealand it brings in many visitors from around New Zealand and around the world who buy food fuel and accommodation in Christchurch.

We made a special trip to Christchurch from Wellington to see it and stay around the Chrischurch area .

139 - Ryan Lester

This is an asset to Christchurch and New Zealand history. The extension will provide a large increase in visitor numbers and will be a valuable education tool.

14 - Cassandra Horgan

because it will teach the younger generation about aircrafts that were active up until very recently and may even inspire future military personnel

145 - Lily Sanson

Great for the local community and opportunity for tourism and economic growth.

147 - Michael King

We can't afford it.

15 - Rob French

i think as a born and raised chch resident and former military, this grant is a chance for older people and the younger generation alike to see 2 pieces of history, our p3 orion and c-130 hercules, who have served our nation for many generations. this will inspire many future generations to come and also preserve our history and a moment in time that these two aircraft have filled and cannot be forgotten.

150 - Stuart Fuller

this would be a better use of ratepayer money than the wheels to wings cycleway that will benefit only a very small number of taxpayers.

158 - Murray Dickinson

Yes, The Air force Museum is a wonder facility and we need free attractions. Especially since the Museum is closed. The Community relies on the Arts Centre and the Art Gallery (thanks for your support of these institutions as well).

16 - Alex Ingrosso

I fully support this.

163 - Lorraine Rushton



I am unsure about my helpfulness, but I need to ask you all to please support the Air Force Museum of New Zealand. It is so important to house our history and make it available to all if they can visit. Thank you.

#### 168 - Michael Toothill

Having a parent who served as an avionics engineer on the Orion, the hangar planned to display the Hercules and Orion will protect the legacy of his time served for generations to come.

#### 169 - Dan Thomas

I do back this proposal to grant \$5 million to the Air Force Museum in support of their expansion plans as they look to provide a venue to display an Orion and a Hercules aircraft (and much more) to the public.

Having personally spent almost 30 years serving in the RNZAF it is easy to understand the significance of the Orion and Hercules aircraft and their individual roles as they too served New Zealand. Each type was in service for about 60 years means these aircraft are recognisable by multiple generations of New Zealanders, and their associated stories of duty, are a proud legacy our local community should be willing to support and shared into the future.

Lately I have been volunteering at the Air Force Museum in their Technical Section. Besides using skills I have developed over the years to “give back”, volunteering enables me to remain active, mentally stimulated and enjoy the comradeship of likeminded people. As the Museum physically grows so will the need for volunteers grow, meaning more support will be required and thus more opportunities will be available for others to enjoy the benefit of volunteering.

#### 174 - Nic Greene

These two aircraft served the people of New Zealand for over 60 years and deserve honouring at the spiritual home of the RNZAF. The proper housing of both airframes will create a tourist attraction that will draw people to Christchurch from across the country. There is strong interest in being able to access these aircraft which served much of their lives out of touch of the general public.

#### 176 - Domonique Lampshire

I would love to see some more support given to the airforce museum. We spend so much time there and love visiting the big aircraft.

>>>

we love visiting the airforce museum and would love to see some new features

18 - James Mackenzie

I am supportive of the funding directed towards the Hercules and Orion displays at Wigram.

>>>

It is an amazing asset

180 - Nathan Culevski

Spend money donating to Airforce Museum for the housing of the P3 and the Hercules

181 - Jennifer Mollard

I support the proposal of a grant for the Wigram Air Force Museum to house and display the Hercules plane, recently retired from the RNZAF

>>>

An investment for the future for everyone to enjoy. Especially as most of the Base has been sold off for housing !!!

182 - Alexander McCaw

The Air Force Museum is a great asset to our city, preserving an important part of Christchurch's history. The strong turnout to watch the Hercules land demonstrated the high public interest in these aircraft and our aviation heritage. Wigram Airfield was an iconic part of the city, and it is important to honor its legacy with a suitable museum. Supporting the museum's extension would enhance its ability to educate and engage the community while preserving this significant part of our heritage.

185 - James C Kelly

Wigram is the birthplace of the RNZAF, the Museum is an asset to the community of Canterbury and a draw card for visitors and tourists alike.

187 - Ian McClelland

Wigram, and therefore Christchurch, is the home of the RNZAF. It is important we support this. The building of a suitable 'hangar' to house the Hercules and Orion would further increase the reputation of the Museum and be an asset to the city. It would also promote the Museum and bring in visitors to the city.

#### 19 - Riley Hamlyn

The Air Force Museum of New Zealand is a cornerstone of our national heritage, preserving the history of military aviation for future generations. Its independent funding model already demonstrates fiscal responsibility, and the proposed grant would have a negligible impact on rates (0.01% and 0.03% in the first two years). The extension would provide much-needed space to house iconic aircraft like the P-3K2 Orion and C-130H Hercules, enhancing the Museum's capacity to educate and inspire over 150,000 visitors annually. Supporting this project will ensure the preservation and growth of a nationally significant institution, benefitting both the local community and all New Zealanders.

#### 194 - Stephanie Byrne

Please do this, the Air Force Museum is a taonga that must be supported

#### 195 - Robert Palmer

overseas travelers from cruise ships often go to the Air Force museum of New Zealand at Wigram "the birthplace of the RNZAF, and adding a larger area to show New Zealand's history of military aviation is not just adding to tourism, it's adding local pride.

Yours sincerely, ex NZ Army Sgt Palmer.

#### 196 - Mathew Harris

important part of Christchurch's history and antarctic mission as well as allowing more facilities and public space. Will be a huge tourism drawcard

#### 197 - James Abbott

The herc has served the country well, it deserves a nice house to rest its landing gear and retire

#### 199 - Brigitt White

The Airforce Museum is an awesome attraction, providing help for the Hercules and extension benefits the area

#### 2 - Julian Mitchell

Totally worth it as it is a drawcard for visitors to Christchurch and Wigram has been such an integral part of the Christchurch fabric for such a long time.

20 - Joshua Harris

keen

200 - Maddie McKay

I believe this grant supports a very important part of preserving and sharing NZ history. From the point of view of my 3yo plane obsessed boy. I know he'd be ecstatic to see his favourite plane (they share a name even) on display! Him aside, the Airforce museum is an asset to Christchurch.

205 - Wayne Henderson

I see it as beneficial to giving the Air Force Museum a loan in the range of \$5. It will draw in more tourists, and be a loan that will keep giving to Christchurch Rate Payers.

>>>

It will draw in more tourists and be a feature for Canterbury!

211 - Darryl Washington

This is an asset for the city. Conserving our military history and being proud of it, for all future visitors and residents to see.

The Air Force museum has some extremely valuable exhibits and assets that need to be looked after appropriately for all time.

218 - John Humphreys

This is a valuable tourist attraction for the city.

219 - Luke Dennison

I think it's important to invest in something that can generate and repay back overtime.

22 - Nick Jenkins

A good proposal which would be easily saved & afforded by cutting back other spend.  
Recognise we as a city are lucky to have this facility in our region, so should be supported by local government to acknowledge

#### 225 - Mark Jermy

I do support the %5m for the Air Force Museum. It is an excellent museum providing a high quality experience.

#### 234 - Kate Bint

I fully support the contribution of \$5m to the Air Force Museum for construction of a new gallery. C-130H and P-3K are two incredibly significant aircraft with more than a century of combined service to the people of Aotearoa New Zealand. They should be on permanent display for everyone to view, enjoy and learn from.

#### 24 - David Gainsford

I believe that the \$5 million grant to the Air Force Museum for a new building to house their recently acquired Orion and Hercules aircraft is a terrific idea and will bring many positive benefits for the museum and the city. As a parent to a young child the museum is a fantastic all weather place to visit whilst we are in Christchurch on holiday seeing family and will also help conserve these unique aircraft at a timely stage before a higher cost restoration becomes necessary from having been kept outside if a building is not forthcoming.

>>>

No thoughts other than support for the Air Force Museum grant as above.

>>>

As stated above, I believe this would be a great initiative in upgrading a world class all weather visitor attraction in the city and would personally visit when in Christchurch visiting family. I believe if the grant were to be deferred this would complicate the preservation of these aircraft as they would have to be left outside in the weather to deteriorate. The museum already caters very well for visitors and this grant would greatly enable an improvement on that with a larger offering for the museum as an attraction.

#### 240 - Chris Davey

These aircraft are taonga and have served our country for many years. The men and women who operated these aircraft deserve to be able to see them and for their descendants to visit them in the years to come. The aircraft are a part of Aotearoa's history.

243 - Robert Upton

I fully support this loan

249 - Peter Floris

The Air Force Museum is a real asset for Christchurch, and the toanga contained within it a important part of our history. The museum is a major tourist attraction for Christchurch so the economic benefits from the investment will come.

262 - Da Steel

We love the Air Force Museum and have taken visitors and grandchildren there over the years and always loved it.

263 - John Cumberpatch

A valuable assett

266 - Name Redacted

As a ONE OFF ONLY. NO more. Better go to this than cycle lanes

273 - Ken May

While I'm not actually resident within the Christchurch City boundaries, as a retired airman, and a person who has worked within the Christchurch City boundaries for many years, I am a strong supporter of this initiative, and believe the Air Force Museum of New Zealand is a very important asset to the City.

275 - Gerald Pringle

Support the RNZAF Museum please

>>>

I was at the airfeild when the Herc landed. I was so proud to see the amount of people ( ratepayers ) who came and waited for the Herc to land. We all waited so patiently - and it was a happy and courteous gathering.

Christchurch citizens paid their respects to the RNZAF and this aircraft.

278 - George David Jensen

This is a first rate and excellent facility admired and appreciated by a large cross section of the public, and visitors.

The expansion proposed will enhance the facility immeasurably and be a great asset to the city.

279 - Tom Turnbull

total no brainer, our heritage at Wigram Air Base

28 - Stacey Kennedy

It will bring people to the city

History to preserve

Something for the youth to enjoy

286 - Pete Belt

Kia ora. This is a worthwhile investment for Christchurch to support an initiative where we preserve a huge part of our history. The Hercules and Orion have played a major part nationally, internationally, and locally to you in many civil defence and search and rescue operations. It will also be another attraction for tourist. Please, seriously consider the grant to ensure the preservation as well as future education is supported.

296 - Kerry Loper

good for tourism

3 - Liam George

the Air Force museum is an incredible place and really significant. Visiting the museum frequently as a young child is what sparked my interest and passion for aviation which eventually led to myself joining and currently serving in the RNZAF. To maintain and hold the aircraft serves a large part of telling our story, not only as an air force but also as a country, those who served before us and how we helped on the world stage and delivered aid and support. The stories these aircraft hold help our national identity and create national pride and a larger respect for the NZDF.

Christchurch has a very large plane enthusiast community and this was proven when they showed up at the air force museum in force with minimal notice to watch the C-130 land. The people want to see it and having a place where this history can be seen is really special, especially with Wigram being the birthplace of the RNZAF. So the demand is certainly there and with a more frequent rnzaf presence at the museum the next generation can continue to be inspired by the stories the aircraft hold, just like I was as a young child.

#### 307 - Paul Reynolds

The Air Force Museum of New Zealand, preserves critical New Zealand history and makes it accessible to more than 150,000 visitors annually. The museum is independently funded, at no cost to ratepayers, and does not charge for admission. The grant will assist in building an extension to house additional historical aircraft, including the recently retired P-3K2 Orion and C-130H Hercules. The grant is conditional on the Air Force Museum securing sufficient funding for the entire project and presenting a business case demonstrating community benefits and financial sustainability. The impact on rates is measured in hundredths of a percent and will preserve New Zealand history far into the future.

#### 31 - Jess Wright

The Air Force Museum obtaining the C130 Hurclules is going to be a major attraction for many throughout the counrty and i think given all the good the air force museum does, they are the most deserving in the city for the \$5 million dollr grant!

#### 310 - Alicia Pilkington

Absolutely! This is our history

#### 32 - Stacey Shadbolt

I think more should be given to be honest. Youve spent rates money on really dumb stuff in the past 7 years. This would make up for half of that and be a good thing for years to come, young and old, tourists etc

#### 320 - David Martin

The museum is housing planes etc of historical significance to all the people of NZ and Christchurch

#### 325 - Karin Bathgate

This museum is an asset and a drawcard to the city.

#### 330 - Colin Marshall



This is a world class facility that is worthy of Council investment and support.

331 - Denise de Groot

The Air Force Museum is an excellent asset to Christchurch. I have visited it twice, the second time last week. On both occasions I noted that the museum was popular with all age groups, especially families with children. The museum is run at no cost to the Christchurch City Council. Even though I am not a ratepayer I am in favour of the grant to extend the display areas of the museum and making the museum an even more interesting place to visit.

342 - Michael Heenn

Yes as a one off. Perhaps it is time the Museum introduced a charge for those from outside the Councils making grants for this work so that they build a fund for future developments.

355 - Sarita MacGregor

This is a really loved and well used museum. So nice to have something like this in our city. I can only imagine that it will pay for itself and return the money given in many hours of enjoyment for our community.

365 - Malcolm Clark

This is a real Taonga for the community and the country as a whole. Very informative and gives a great insight to the brave people who have served our country some of who paid the ultimate price. 5 million equates to about 3kms of cycleways, makes it a no brainer to allocate these funds to the museum.

37 - Mel Bacon

As the birth place of the RNZAF its only fitting the CCC on behalf of the rate payers of Christchurch, contribute to giving this fantastic Aviation Museum the extension required to display the Herc & Orion.

I've never made a submission before and bit my tongue watching more & more empty cycleways destroy my neighbourhood but I feel strongly \$5 million at least needs to go to this highly beneficial project. Happy to forego anymore wasteful empty cycleways.

370 - Authur Meikle

history we should protect and not lose

401 - Leanne Marechal

this brings tourism to the city

405 - Ben Lord

Yes please, for CHCH to be the best city in NZ we must have the facilities

410 - David Hercus

The Air Force Museum is an asset & enabling appropriate storage for the C-130H Hercules & P-3K2 Orion aircraft will only make the museum more attractive to visitors, which can only be of benefit to the city.

413 - Janet Nicholson

Comments:

Important to maintain  
and display these aircrafts  
for future generations

42 - Nicholas Devon

if the cathedral has been given money then surely a museum can get something especially when more people attend the museum

426 - Ken Grimwood

This is the major tourist attraction in Christchurch and represents not only the history of New Zealand Military but also the future. This grant will initiate further hopefully corporate contributions and personal contributions towards the rapid construction of the hangar and thus minimise costs due to inflation.

429 - Gordon Nairn

good

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

This is a cultural asset for the city, region, and country.

44 - Kylie Ackroyd

Absolutely 100%

443 - John Wilson

There always appears to be a number of visitors visiting the museum every day when I drive past or visit the museum. From my experience, military museums attract visitors therefore I consider an investment in the Air Force Museum is a worthy investment for Christchurch ratepayers.

450 - Eric Leathley

Comments:

It would be a fantastic asset to the city & the museum.

451 - John Tucker

Comments: REGARDED AS A TOP AIR FORCE MUSEUM.

452 - Not supplied Mattrill

Comments:

GO AHEAD  
ALL FOR IT.

453 - Kay Asher

Comments:

It would protect a great asset to the people of Chch + Wigram

454 - Linda Tucker

Comments:

As this has been recognized as one of the "Top 10 museums in the world" the city should do all it can to support it !!

455 - Chris Evans

Comments: This is a valuable asset to our city. These planes are our history and will attract patrons to the Museum.

456 - Noel Finch

Comments: An excellent scheme. It would protect these historic aircraft.

46 - Peter Fussell

This facility is a national asset for the city and anything done to enhance it would have a wider benefit for the city.

47 - Max Longdill

This is a key local attraction and a leading NZ museum. With the key recent additions of the C130 and P3 aircraft, it is fitting that these aircraft, which have served NZ for over 60 years and therefore have a rich history for many kiwi's, get a suitable home for those to view over many decades to come.

48 - Liz Selby

Herc yes! ☺ I am from out of town. I have no business commenting on your plan but as someone from out of town that visited Christchurch recently just to go to this museum with my 10 year old son I would love a reason to come back with him to see the new facility in the future! Such a neat place. Next time we visit I'd love to go to the art museum that I frequented often when I lived in Christchurch 22 years ago! I also support additional funding proposed for that, if any ☺ chur chch

485 - Peter John Cameron

The Air Force Museum is a valued city asset , very much a heritage site , we should do our best to preserve and enhance this facility as an iconic visitor experience and tourist attraction

49 - Jayden Walker

the air force museum needs that grant or we might as well send those aircraft to scrap yards

>>>

The two retired aircraft have looked after the people of new zealand for over double the time ive been alive i think its right too now look after them and give them the museum the grant

52 - Jess Yardley

Absolutely, this is such a great idea.

53 - Aaron Cook

A world class Aviation museum will always be a draw card for tourists. Preservation of our historic aircraft does cost, but it will inspire and educate our younger generation through a grand spectacle.

54 - James Oliver

Definitely build the Orion and Hercules C130 a permanent display hangar

552 - Mark Fortune

This an an amazing asset for ChCh city and I feel any development will be advantageous for the city both in visitor numbers and general added value for Christchurch city and possibly the greater region.

56 - Julie Lowe

this is a huge part of new Zealand history that we should be able to appreciate for many more years

58 - Andrew Lowe

we need future generations to be able to see this amazing piece of our military history. And learn how it helped us in chch after the quakes

59 - Devon Stewart

give 5million to the airforce museum to make their grounds a domestic and intwrnational attraction

yes

do it

make this country great again

spend money to make money

593 - Graeme Johnson

This is a world class museum which I have visited twice having close friends who are long standing residents of Christchurch.

The minor impact on the rates is insignificant.

Another good reason to visit your fine City.

6 - Matthew Reynolds

The Air Force Museum has been a great contributor to the city's post quake recovery by supporting the city's ability to host events while the town hall was out of action and Tae Pai was constructed.

The Hercules and Orion aircraft both served over 50 years with the Air Force and are worth preserving and displaying in an appropriate display space for generations to come. These air craft have been the face of our air force on the world stage from 1965 to 2025, and many locals will have seen them at some stage during their service.

As the Air Force Museum is a national museum, it is a draw card to the city. International visitors regularly compliment the Museum as being a world class Museum.

As the grant is a one off as opposed to an ongoing commitment, it would be a prudent measure to limit the ongoing rate payer obligation. And the increase in rates valuation after the completed building will recoup the grant amount over time.

60 - Prue Reynolds

It should go ahead as these are iconic aircraft which have been a big part on New Zealands history. We need to preserve them for future generations to come, if we do not have the proper facility to correctly preserve these artifacts we will lose them. They and their crews not only helped many Kiwis but thousands all over the world. Please help protect them.

61 - Chantal Brown

100% yes for this

615 - William Blair

Absolutely. They do such a good job, run their facility very efficiently – and it is a glaring obvious need. NZrs beloved Hercules need a place to rest in peace after its “herculean” service to Defence, Civil Defence and international assistance.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

The RNZAF history is our history without it how will we learn from our country's past and help the future.

629 - Jayne Kitto

absolutely when definitely need to keep this place to show our history..should never have been closed in the 1st place but at least we can visit so much history there, once it's gone it's lost forever..

631 - Nicole Trayner-Smith

as a mother of a toddler, my toddler as well as plenty of other toddlers i know are obsessed with planes and what a cool way to display such a vital part of NZ history for our future generations. You saw how big of a deal the herc landing was and that was at short notice.

632 - Cameron Byrne

I love this idea. It is a national museum and I believe the country should be able to see this treasure on display. I do not care how much the rates increase as long as I get to see this.

633 - Deb Clarke

This is part of our New Zealand Heritage and it is a way of honouring all of our Service Men and Women.

634 - Kevin Hay

They have transported many a person around the world as well as being a very great Aircraft that we should remember.

The Air force museum would be the best place for them to be on display.

People will visit the museum from outside Canterbury which then brings more monies into the Region.

64 - Sonya Chapman

Absolutely!

640 - Lance Herrick

personally i have always loved the airforce museum and i would love to see it expand so it can bring in a new generation of aviation/military history fans and i can take my kids to a place where they can easily access seeing these massives pieces of history

652 - Simon O'Neill

I don't live in Christchurch anymore but the city has strong links to our aviation heritage and I think that continuing to support the Air Force Museum can only further enhance the city.

Ful disclosure: former Army and RNZAF.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the proposal to grant the Air Force Museum \$5 million towards an extension of its site as it considers the facility provides benefits to citizens by providing commentary on the history of the New Zealand Air force and the Wigram aerodrome.

668 - Keith Harris (Akaroa District Promotions)

This is a wonderful attraction for tourists

682 - Bart Bartlett

The extension to the RNZAF MUSEUM would be great CHRISTCHURCH. Visitors' would increase to Christchurch as many people have not been close to these aircraft.

686 - Harwinder Singh

its asset to Christchurch

69 - Carl Jeffrey

This is a Great idea. Those 2 work horses have served our country longer than some of us have been alive. They are a part of our countries history and need to be preserved and looked after. The museum also attracts alot of foreign visitors. I hope the Council does Grant the proposed amount to the Museum.



692 - Nicky Churton

This is a great facility and a real asset to Christchurch. Please support them.

693 - Ethan Venmore

Im here to say that the Hercules and Orion needing funding for a suitable structure to house them, at The New Zealand Airforce Museum, would be a long term very smart decision as to funding something worthwhile for generations to come.

>>>

Im saying yes to funding the Hercules and Orion proposed plan, so that they can be housed suitably for many generations to enjoy visiting.

>>>

But, Im saying yes to funding the Hercules and Orion proposed plan, so that they can be housed suitably for many generations to enjoy visiting.

>>>

Yes, that the Hercules and Orion structure being given funing would provide a wonderful inside option for when bad weather doesnt allow the use of oarka and reserves.

>>>

Yes, that the Hercules and Orion structure being given funing would provide a wonderful educational attraction for generations to Not much, your prices increase yet your offerings don't. Im here to say that the Hercules and Orion needing funding for a suitable structure to house them, at The New Zealand Airforce Museum, would be a long term very smart decision as to funding something worthwhile for generations to come.

>>>

Funding rhe Airforce Museums requirements for the Hercules and Orion, would actually be a worthwhile decision, that is oart of our nations history and culture. Many generations ahead will benefit from this educational display as well.

>>>

This is all ive come to fill this out for. It is a strong case for a beneficial project, that will outlive most decisons upon here. This will be a move towards a decision done right.

>>>

Funding the Airforce Museum will be one of the best decisions ever made by a New Zealand council. It will do your organisation a lot of good, for so much that has been done that hasn't been.

702 - Mike Blackburn

Herc Yes

711 - Grant Withers

FULLY SUPPORTED

718 - Joy Miles

I visit the Airforce Museum weekly with my grandson. I believe the museum is a huge asset to the city.

719 - Finn Ellis

I am a weekly visitor to the Airforce Museum, I think it is really important for the council to support the extension of the museum as it is a fantastic asset to the city and brings in many visitors from out of town.

720 - Jenna Ellis

My son visits the museum weekly, and we have seen firsthand how it enhances his learning and fosters a sense of pride in our military history.

The museum is a valuable asset to our city, and this extension will not only preserve these historic aircraft but also attract more visitors and further enrich the museum's educational offerings. This would be a wonderful opportunity to benefit both the museum and our community.

73 - Mia Immers

100 percent behind funding for the airforce museum upgrade

>>>

100 percent

736 - Adele Geradts (Halswell Residents Association)

Yes, we support this - only a minor rate increase and a great resource to have near /in our community.

74 - Tess Curry

100% this place is a huge part of our history and needs to be fostered as such.

742 - David Ellis (Earth Sea Sky Equipment Ltd)

I was under the impression the Air Force Museum had already been allocated \$5 million as a contribution to building a new hangar to house their two new acquisitions a Lockheed P-3K2 Orion and a Lockheed C-130H Hercules. This is an exciting prospect, but I have just discovered this is not a certainty.

As a child living in Dunedin, I enjoyed visiting Christchurch in the school holidays to see all the display attractions. They were different to Dunedin's, and I was overawed by them. Over time I realised Dunedin's display attractions were equal in size and variety to Christchurch. Which was, and still remains, an impressive effort for a city almost a quarter of the size. For Christchurch's size it is wanting in the list of things to do in the city. Maintaining the growth in the Air Force Museum visitor numbers is a worthy investment in terms of tourist growth.

Dunedin Population 114,000

List of Local Government Display Attractions to visit.

1. Otago Museum
2. Otago Early Settlers Museum
3. Olveston Historical House\*
4. Chinese Cultural Gardens
5. Public Art Gallery
6. Hocken Art Museum

\*Olveston has between 30,000 and 40,000 visitors annually, welcoming its 1 millionth visitor in 1989, and its 2 millionth in 2018. It has gained Qualmark Gold status from Tourism New Zealand, an award which "recognises the best sustainable tourism businesses in New Zealand". In 2014 Trip Advisor named Olveston as New Zealand's top tourist attraction, with only 4% of its visitors from Dunedin. Source: Wikipedia

Christchurch Population 410,000

List of Local Government Display Attractions to visit.

1. Canterbury Museum (currently closed with temporary low capacity for the next 4 years)
2. Ranscar House
3. Quake City
4. Public Art Gallery
5. Airforce Museum\*

## 6. Ferrymead Historic Park

“One of Christchurch’s most popular attractions, the Airforce Museum is a Trip Advisor Travelers’ Choice winner, which rates it in among the top 10% of listings in the world. It’s an impressive achievement. Visitor numbers were given a boost by a retired a Lockheed P-3K2 Orion, which attracted more than 9,000 visitors to four open days in April 2024. We believe that there will be a 10% increase in visitation to the museum once the Orion and the recently added Lockheed C-130H Hercules aircraft go on display and we estimate it will generate an additional \$3 million a year to the Canterbury economy”. Source: Business Canterbury Website.

The \$5 million grant I understand represents only a third of the money required. I believe this is a good deal for the council as the remainder will be raised by the museum. Spend a \$1 and you get value of \$3 in return. Perhaps funding of this nature would see more effort from organisations to take control of their own fundraising. I approve of this type of commitment – a sign of a well-run and spirited enterprise.

For the reasons above I hope the council will stay with their plans to allocate the \$5 million funding that has been signalled.

756 - Dan Heuston

the museum is world class and should remain an appealing place for locals and tourists

These 2 planes would be a major drawcard

767 - John Steere

This is something worthwhile to remember the people who fought for our country

778 - Lydia Heard

Wigram airforce museum however is one of a kind and needs the proposed funding

>>>

it is a treasure dor Christchurch and offers free access to many educational activities

78 - Blake Burnett

The Herc and the Orion have been doing this country a service for 6 decades. They deserve to be displayed to show future generations.

794 - Joy Burt

The museum is preserving our history and a tourist attraction as well as educational. We need to remember the past so hopefully we don't make some of the same mistakes in the future. It is also interesting to see how aviation has evolved.

819 - Jenni Pashby

Many of our Residents were part of the airforce & experience of watching the Hercules plane land & become part of the lasting history of the Wigram base & for ChCh visitors for many years - thank you - take care of our history

82 - Bruce Cooke

This is nationally significant heritage. I visit the museum every time I'm in Christchurch.

828 - Lyn Stanley

Lovely pieces of history for future generations to visit and enjoy the cafe experience as well

83 - Erin Cowlshaw

So cool watching this magnificent craft fly in. My family will be very excited to go see her in her new hangar once built.

839 - Jan Harrison

It's a huge asset to the city that will give payback for many years in terms of domestic and international tourist contribution to the city's economy.

846 - Mark Fursdon

Use some of the money saved by cancelling the Harewood Road cycleway

848 - Jane Ellis

this is an iconic part of Christchurch. It has been visited by our family for over 35 years and now the 3rd generation of our family continue to visit regularly. There is a significant community input. This should be supported in any way possible

860 - Rob Batstone

Yes i am very happy with giving money to Air force museum, its free to get in so of course im happy for this

870 - Nyge Rimmer

I believe this is still an excellent investment and will yield both a social and a financial return.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

This is part of our New Zealand Heritage and it is a way of honouring all of our Service Men and Women.

89 - Don Simms

The museum is a wonderful resource for the city and brings in many visitors. Its free entry allows all city residents unimpeded access. After the earthquakes the museum gave free storage and support to so many organisations (and is still doing so). It was the only large venue for many years and kept the city's functions and events going while we rebuilt. The impact on rates in making this grant is tiny and has my full support.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Grant for the Air Force Museum - the Board supports the grant of \$5 million towards an extension of the Air Force Museum site. While not in the Board's area, the Board recognises the Air Force Museum as a positive asset for people across to visit.

896 - Peter Tuffley

I support the proposed grant to the Air Force Museum, the proposed method of funding, and the associated conditionality.

90 - Kathryn Brown

We need a great space to preserve and honour the retired RNZAF aircraft, which have served the country so well for decades. This will enhance tourism for the city, and education for locals and visitors.

907 - Jim Lilley

Please

909 - Patricia O'Sullivan

Definitely this is a huge part of New Zealand's History :)

911 - Chris Wasley

Comments:

The Air Force Museum is one of Chch's treasures  
-so important

916 - Noelick Gould

Comments:

wonderful idea. A big piece of  
our history

92 - Rachelle Woodhouse

fantastic attraction for all generations.

920 - Nek Urg

Comments:

yes

921 - Nancy Wasley

The Air Force Museum is a Christchurch icon.

923 - George Preston

Comments:

Yes

927 - Kani White

YES

ents:

### 93 - Danielle Ellis

Given that the grant is conditional, and not rates dependent, makes this proposal low risk for lay people. The Museum does vital work to protect and conserve New Zealand's aviation (military and civilian) heritage, which can only be continued if they are given the resources to do so. The Orion and Hercules are large planes and the hangars on site were never designed to house them. A new dedicated space for them is essential for their survival and condition.

### 935 - Kerry Neville

Comments

If you put money into it, I think it will be able to attract more people... and get some return to the city overall, good investment

### 937 - Doug Francis

This idea is fantastic opportunity to retain a part of our and interesting history

### 941 - Neil Gilmour

Comments:

Recurial Visitor.

### 946 - Rapa Whiu

Comments:

Grant

### 949 - Ron Richards



Comments But perhaps falling between the two options Am unaware of what is proposed A useful public facility.

952 - Margaret Evans

Comments: 60 years is a looong time  
and it will never happen again!!

960 - Les Smeath

Comments:

DISAPPOINTED.

965 - Ian Caldwell

☐ No

Comments: GREAT ASSET FOR CHRISTCHURCH

969 - Jeanette Barrott

Comments:

The airforce museum is a great asset to Christchurch  
my grandson from Australia visits the museum.  
everytime he visits.

97 - Michael Zhang

this is good for the city

977 - Mike McMillen

Worthy project

98 - Michael Taylor

Enhancing the RNZAF museum helps to preserve and enhance the important role Wigram played in the city's history and provide a diverse range of cultural and technology attractions for Christchurch citizens and visitors.

983 - Richard Brostow

Comments:

GOOD INVESTMENT

989 - Andrew Bain

Comments:

GOOD INVESTMENT IN HISTORY

995 - Rose Riley

If it's to be more of the same type of display  
I think it's a wonderful asset to have, but I would  
love to see it include what the army did also!!  
— similar to Jacksons display at Te Papa, Wellington.

Oppose

100 - Jared Brookes

no, we shouldn't borrow to fund this site.

1007 - John Thacker

I would rather see more money to help Orana Wildlife Park and Future Museums Natural History / Science

120 - Lyndon Telfer

Every time you grant money it adds to our rates so please no grant.

141 - Andrew McKay

No to subsidies of non council facilities.

148 - Belinda Lansley

The current museum is good as it is.

162 - Philip Richards

Not at the moment, sorry We can not afford it

171 - Melanie Kardt

no to the Air Force Museum extension

173 - Haidee Scott

I do not support the Council borrowing to provide this grant.

206 - Mat Logan

Why would local government fund a project that is owned and operated by central government through the New Zealand Defence Force? Why don't they fund it? This government has shown they have a similar attitude toward local government via drastic cuts to transport funding, capital education funding, and so on.

Regardless of the rates impact, it's absurd for the Defence force to ask a Council for funding.

216 - Tony Stevens

Is this essential expenditure?

241 - Anna Gruczynska

I don't support Council borrowing to fund this grant. I would be more agreeable to the \$5 million being offered as a repayable loan covering the principal amount and any cost of the bank borrowing. Air Force Museum hosts various private events which give it an income stream, and is in this sense different from other museums and any discussion of a non-repayable grant should take this into account.

245 - Jenna Stace

I don't think we should borrow money to support this.

247 - Derek Wallace

This proposal seems a better candidate for delay. I would prefer available funds go to addressing climate change, such as the cycle way or the climate resilience fund.

25 - Jimirah Baliza

On top of this, Council has chosen to allocate \$5 million to the Airforce Museum, a cost that should be covered by Central Government, not local ratepayers. Funding a national museum is not a core responsibility of local government, and ratepayers should not be expected to bear this financial burden.

>>>

No, this should be funded by Central Government or the NZ Defence Force, not ratepayers. The Air Force Museum is a national asset, and its expansion should not come at the expense of local ratepayers when there are more pressing community needs.

254 - Mitchell Coll

Development should be focused in our central city

260 - Jan Bierman

[Grants & Funding > Canterbury Museum]

Canterbury Museum should be the priority in terms of funding

280 - Julien Gutknecht

How is this ratepayer's problem? I would be keener to pay entry to the attraction than subsidise

299 - David Palmer

I really like the Air Force Museum, but this cost cannot be justified. This \$5m could be used to embark on the next stage of Wheels to Wings, for example. The Air Force museum is operated by the Air Force, and so they should be the ones paying for their own facilities. This is yet another example of councillors claiming they are concerned about rates, and then spending ratepayer money on "nice-to-haves" with impunity.

Our priority must be on updating our aging water infrastructure and improving safety on our transport network.

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

I believe that while the Air Force Museum is an important institution, the proposed \$5 million grant could be better allocated towards more accessible community projects that directly benefit a wider range of people, particularly those who are most in need. The cost of this extension might be better spent supporting grassroots initiatives, creative spaces, or projects that promote social and environmental sustainability within the community.

While cultural institutions like the Air Force Museum are valuable, prioritising funding for projects that have a broader and more immediate community impact would be a more equitable use of public resources, especially when there are many areas, such as affordable housing, public spaces, and social services, that need attention.

I suggest re-evaluating the priority of this grant in favour of supporting a diverse range of local initiatives that can directly improve the well-being and resilience of Christchurch residents.

408 - Rebecca Robin

We have Bromley Road that needs fixing and the stench the residents have lived with look after our people first before spending \$5million on that

442 - John Batchelor

Nice to have.

57 - Euan Gutteridge

This is a national museum so the NZ Government should fund this.

607 - Rebecca Bge

Will it make any money for the Council to help keep costs down for residents? Unlikely - so this should be something that the Air Force considers rather than rate payers.

664 - Gloria Gibb

Comments

Not necessary at this stage.

671 - Ava Strieker

put this major amount of money towards something that is vital to us, such as housing, public transport, charities such as women refuge.

672 - Natasha Hagan

Why?

687 - Kayleigh Patterson

Because it can go to other things

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

The Board does not support the grant at a time of fiscal prudence.

690 - Kevin McSweeney

if the air force wants it let them pay. Fund through ticket prices only

698 - Dominic McKeown

the defence force can sort this or central government not rate payers. Private businesses could donate or individuals.

71 - Adrian Dinnissen

I don't sort putting money into a building for the Hercules. As much as it is great part of history. It should not fall on rates to fund this. Perhaps a rates opt in for projects is way to proceed.

725 - Gary Durey

Not needed

731 - Victoria Andrews

I do not support a \$5 million grant to the Air Force Museum. The council should focus on improving the Akaroa Museum and facilities catering to the needs of residents and visitors.

744 - Marie Byrne

too much. Again they have the ability to trade.

755 - Tobias Meyer

There are more important and more equitable uses for this money.

759 - Jeff Scandrett

commercial activity already

764 - Tim Frank

While it is important that we curate our heritage, the air force museum can access funding from other sources. As a pacifist I am against spending money on promoting wars - even past wars.

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Money could be far better spent elsewhere.

I don't want to pay for something I don't use

79 - Alex Dieudonne

Too many organisations hold their hand out to the council for funding, this needs to stop !

793 - Kevin Cresswell

The Air Force Museum of New Zealand is the **national** museum therefore any funding is a national responsibility.

836 - Gerrit Venema

Waiting until we can better afford it. The aircraft will keep just fine outside in our CHCH environment.

853 - Michael Davidson

Really.... This Council is delivering the highest rates increases this city has ever seen and you're proposing this

864 - Graham Robinson (Addington Neighbourhood Association)

Why is the Council determined to be a local funding source ?

874 - Grant Slade

Need to keep the budget trim...we've got too much borrowed money. The big aircraft can sit outside till we've got not debt to pay and can afford nice to have hangars. Besides these aircraft have spent most of their service outside anyway, and CHCH is one of the 'kindest' cities in climatic terms in NZ for storing big aircraft outside.

## Other

215 - Ginny Lovrich

If the airforce mueseum is getting 100,00 visitors a year why can they not support their own development by charging visitors with a tiered charge i.e. nominal charge for CHC residents slightly higher for NZ residents outside CHC and higher charge for overseas visitors.

I would rather see less of a contribution and using less borrowing which is still costing our council funds reducing the overall increases to our rates further.

232 - Georgina Barugh

in support of a grant but for less than 5 million

237 - Christine Nicoll



2.5 million dollars is plenty

238 - Mitchell Cameron

Only saying no as I don't have an interest in the air force museum.

If the return on 5 million is able to be made back of let's say 5-10 years then sure go ahead

276 - Pat Maunsell

This is a highlight attraction for visitors to ChCh - if possible an increase in allocation would pay dividends in attracting visitors to ChCh.

36 - John Miller

I am a huge supporter of this establishment but I cannot condone you granting \$5 million dollars to it. The only possible solution is stop the payment to the Cathedral and give some of that.

395 - Susan Eleanor Peake

Not sure - maybe lessen the amount?

490 - Noelene Hodder

Seek funding from Nga Tahui who so benefitted from the air force land / housing

493 - Kirsten Ferguson

support, on basis this is a loan

62 - Diane Mulholland

Definitely. Would help tourism and be an asset to the city. This is a must. Actually give them more. Especially with the Herc they have now it will be a draw card to the city. Much more than the central city.

621 - Colin Ong

Provide a realistic plan to repay the grant within a set time frame (say five to ten years) with interest.

649 - Vic Allen

Tourism and hence visitor attractions are very important to the city, but now is not the time to add \$5m to costs. Defer until local economy is stronger.

655 - Josephine Tanner

I say yes however I think the Government and other councils like Selwyn and Waimak should be contributing as it is a Canterbury thing as well as a NZ historical place.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

7.1. We support this grant.

7.2. However, we would like to see some partial repayment plan considered. If the Council is going to borrow to fund the grant, maybe the Museum could cover the interest costs?

[full attachment available]

703 - Daniel Holland

I support the air force museum and think we should invest further in it. However I am not convinced the proposal is correct

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board cautiously supports this proposal, and acknowledge the significance of the aircraft to be displayed in the new hanger. However the Board would expect the grant to be backed by a high quality business case.

716 - Malcolm Hoare

This falls into the nice to have category, so only if there is spare cash (unlikely)

717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board acknowledges the outstanding contributions of the Air Force Museum however emphasises its support for Te Ūka The Lyttelton Museum instead. Since the 2010/11 Canterbury Earthquakes, the museum, which showcases the rich history of the area, including its maritime heritage, has been struggling to rebuild. Its collection of over 2,000 items remains in storage, awaiting a permanent home to be displayed to the public once again.

743 - Flore Mas

I am supporting other project proposals on improving facilities in Akaroa for the community instead.

762 - Margaret Noble (The Ferrymead Trust)

While the Air Force Museum is an important facility for the city, we feel consideration should also be given to other museums and facilities that also support provision of heritage and widen the geographical range of resident and visitor attractions in the City. Upgrading and refurbishment of such facilities have the potential to make an important contribution to resident and visitor wellbeing. We would support the granting of the \$5 million if supporting funding was guaranteed by the Ministry of Defence, and from commercial activities that the Air Force Museum have as BaU.

791 - Marcus Puentener

If you give a grant to the air force museum then everyone who is a rate payer is entitled to visit for free.

807 - Zoe Brock

Fund Lyttelton Museum instead

893 - David Close (Christchurch East Labour Electorate Committee)

**Grant for Air Force Museum**

7.3 We support a grant for the Air Force Museum provided it is paid from rates, not loan. We suggest the grant of \$5m be paid over 4 years at \$1.25m a year.

7.4 Loans should be for capital assets owned by ratepayers. Councillors of today should not commit ratepayers of the future to loan serving costs for 30 years to make a donation towards an asset that ratepayers do not own. It is generosity at someone else's expense. Such borrowing should certainly not take place when the Council has a declared intention to achieve a balanced budget.

**7.5 Submission**

**That the grant to the Air Force Museum of \$5m be paid from rates over 4 years.**

**General/Other Comments**

1026 - Harrison McEvoy (Greater Ōtautahi)

Although the question about the Air Force Museum Grant is outside the scope of Greater Ōtautahi's advocacy, our members have suggested the following thoughts. One member suggests that it is important for Council to support local organisations and amenities, as these contribute to a better social fabric. - "The Air Force Museum is a prominent attraction for the South-West of Christchurch, and an important national amenity. Supporting them as they expand the ability to display their collection, including aircraft of historical national significance, is overall a benefit to the local economy and the community it serves." Another is of the opinion this funding could be better utilised elsewhere. - "While the Air Force Museum is certainly a fantastic facility, the \$5 million proposed is a very hefty sum to place on ratepayers. This same money could, for example, be used to deliver

additional stages of Wheels to Wings cycleway in the near term. I feel council should be prioritising getting the basics like our transport network right, rather than spending ratepayer money on nice-to-haves like aeroplane hangars for a museum the council does not own.”

135 - Stefan Ford

it would be a big part of the wider community to come and see. If they can't come up with a plan and stick to it then no

149 - Nat Clark

Unsure . Its a great place but we could use the money else where .

159 - Jordan Vink

its a wonderful facility that im proud to have in Christchurch.

192 - Sonia Bell

What more is required to be provided. What is proposed - need to know more about this.

Does it run as a function centre? Is it operating as a viable operation to cover it's own costs.

311 - Tom King

it is a key attraction for Christchurch

39 - Cameron Farr

Since Ngai Tahu claimed back the land that the Wigram Air Base resided on, the history of the base has gone with it. It is unfamiliar nowadays and with little to no funding for the Air Force Museum, the C-130H will rot and corrode on the tarmac where it is currently sitting if nothing is built to house it soon. It is a substantial inclusion to the Air Force Museum and will preserve it's legacy for generations to come.

425 - Diane Prankerd

Im not sure on this - can it be justified? Do the visitor numbers stack up?

462 - Kirsty Rose

it is fine how it is. it makes no sense to give this facility money at the expense of every person in CHCH when clearly Council is struggling to make ends meet as evidenced by rates increases. If they need money, they should charge more, let the people who use this facility pay for it

464 - B Frederikson

If this doesn't produce income for the city, don't do it. We don't need a big flight museum for just a small group of hobbyists.

597 - Lynette Bay

Question: Have they tried applying for a community grant so that they don't put further burden on rate payers?

680 - Claire Coveney

Not sure really. Reduce sporting facilities and increase historical projects.

724 - Tim O'Sullivan

I submit that the use of rate payer's money [Coder note: Climate Resilience Fund] would be better directed to funding the Air Force Museum's plans to build more exhibition space. This would be of direct benefit to the city of Christchurch.

740 - Jacquelyn Cooper

good collaboration with local airport & international airlines could be incorporated

81 - Barry Tod

A must have for this world class facility.

820 - Helen Pickering

Not sure. Christchurch is compact. Do we need it or is it nice to have.

84 - Ken Tod

The Air Force Museum is a major tourist attraction for the city and also for locals across all ages, being the host for many school holiday programs.

Its artifacts require proper care and storage, so an extension to its site to house the Lockheed P3 Orion and Lockheed C130H Hercules aircraft aligns with those requirements.

The two aircraft are too large to fit into the current spaces, so a new structure is needed. The structure and housing of these aircraft will ensure that they are available for future generations to visit and admire, as well as making the Air Force Museum an even more inviting, exciting and interesting visitor venue that would encourage people who may have not visited for a while to make a new visit.

It's also important to remember that the museum is funded by donations by visitors, which continues to make it an affordable site to visit for all people of all ages - a real inclusive site.

#### 861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Just don't lose carparks in the process

#### 875 - George Laxton

I'm not sure either way, it seems like a good idea, but then it is also adding to the debt. So it would be interesting to know how this money will be paid back and how it will affect rates. It's also not clear if the "0.01% in 2027/28 and 0.03% in 2028/29." are just for those two years? Above you are consulting on an increase in rates to help pay down the debt which nets out a saving so does this extra spend do the opposite and in the long term we will pay more in rates?

## Canterbury Museum

### General Comments

3 submissions provided feedback on the Canterbury Museum.

1 provided comment in support of included grants and 2 provided alternative suggestions.

### Officers Response

Three submissions supported Council funding the Canterbury Museum.

On 16 April Council debated the proposed levies in the context of funding the Canterbury Museum and resolved the following:

- Notes that the Canterbury Museum's planned operating levy increase of 3.1% is already incorporated in the Christchurch City Council's draft 2025/26 Annual Plan.
- Declines to commit to the increased capital levies proposed in the Canterbury Museum's draft 2025/26 Annual Plan at this time and formally requests the capital levy remain at current levels.
- Agrees to consult with the community on the proposed capital levies, and other relevant provisions, in the Canterbury Museum's Draft 2025/26 Annual Plan, which would be contingent on other crown and local government funding requirements being secured for stage 5 (fit out), and directs staff to report back to Council no later than 10 December 2025.
- Notes that Councillors appointed to the Canterbury Museum Trust Board will be asked to review the draft consultation document prior to its release.

Council asked that pursuant to Section 16(1) of the Canterbury Museum Trust Board Act 1993 a letter from the Chief Executive detailing Council's resolution requests Council's resolution is reflected in the Museum's final Annual Plan.

## Support

497 - Anthony Wright (Canterbury Museum Trust Board)

### **Support – Statutory Grant Allocation and Levy increase for 2025/26**

The Museum supports notification of the inclusion of the 3.1% increase in the Statutory Grant from last year, being a total of \$9,369,308.

### **Support and Object – Capital Grant for Canterbury Museum Redevelopment amounts**

The Museum supports notification of the inclusion of the Capital Grant amount of \$9,031,000 forecast (which is scheduled over three years from 2024/25 to 2026/27). The Museum objects to the exclusion of the additional \$2,117,372 requested for 2025/26 and \$6,352,116 for each of the following three years (2026/27 to 2028/29). The overall cost of the Museum Redevelopment increased from \$205m to \$247m as advised to the Councils in November 2024. It is proposed that the \$86.6m remaining unfunded be allocated Central Government \$25m, Local Government \$25m and Canterbury Museum \$36.6m. We have included the additional Local Government funding over 4 years, from 2025/26, on a 10%,30%,30%,30% basis (being \$2,117,372 and \$6,352,116 x 3 for Christchurch City Council). We are urgently seeking a cashflow forecast for Stage 5 of the redevelopment (services and non-exhibition fit-out) and will engage with you asap in the hope we can advise a more accurate funding timing requirement, or an option to defer first payments until 2026/27, by the end of March 2025. Our Project Manager has advised that a commitment to this funding will be required by January 2026 to enable placing the Stage 5 contract, maintaining the target programme and hence avoiding further escalation in project cost, currently estimated to be in the order of \$2.4m per annum.

We note that there have been requests for a reduction in project scope to reduce costs to the pretender budget. Options have been strenuously pursued, significant value engineered reductions made which have significantly reduced the delta, but there are no further significant savings that can be made within the brief and consents obtained which will meet the basic aims of future-proofing the Museum as a going concern.

### **Support – Capital Programme for Robert McDougall Gallery**

The Museum supports the inclusion of Capital Funding for: • 45164 Robert McDougall Gallery Strengthening of \$1,478,000; and • 65641 Robert McDougall Gallery – Base Isolation of \$5,285,000. Whilst the amounts exceed our forecast for 2025/26, there was more spent in 2024/25 than budgeted which will balance itself out at the end of 2025/26.

## Other

59 - Devon Stewart

Get the canterbury museum off the ground and give them some money too

260 - Jan Bierman

[Grants & Funding > Airforce Museum Grant]

Canterbury Museum should be the priority in terms of funding

[Coder note: compared to the Airforce Museum]

## Other Community Grants and Funding

### General Comments

35 submissions provided feedback on other community grants and funding.

5 provided comments in support of proposed funding for other community grants and funding.

2 provided comments in opposition of other proposed changes to community grants and funding.

27 provided alternative proposals and requests where submitters highlighted causes or projects they would like to see receive more funding. 1 provided a general comment.

### Officers Response

Submitters discussed a wide range of topics generally supporting Councils levels of service in respect of community grant funding. Some submitters made specific requests for grant funding. These are summarised in the response section below.



Submitters generally supported Councils levels of service in respect of community grant funding. A number of environmentally focused groups supported Council's current funding toward environmental outcomes and advised against any cuts. A similar position was taken by submitters representing the youth, creative, heritage and pacific communities. Council's role as an advocate as well as a funder was emphasised.

Ferrymead Trust (Park): The Park's request for between \$700,000 and \$1,200,000 p.a. in operational funding is inconsistent with Council's multi-year collaborative approach with the Park which is focused on achieving financial sustainability broadly within Council's historic funding levels (inflated) – approximately \$150,000 p.a.

The Park advise that \$700,000 p.a. will secure base operation and allow for some additional initiatives; \$1,200,000 p.a. will allow more scope for innovation and securing the future of historic assets.

- Excluding night markets and events, the requested subsidy per visitor is between \$32 and \$54.
- Including night markets and events, the requested subsidy per visitor is between \$16 and \$27.

Te Ūaka Lyttelton Museum: Te Ūaka advise a project cost of about \$14,000,000 and operating costs of \$337,000 p.a. Previously anticipated funding sources are no longer available, so Te Ūaka see Council as the only viable major funder. Council funding of \$10,000,000 - \$12,000,000 toward the establishment along with an annual operating subsidy has been mooted.

Staff are currently working with Te Ūaka on two Council resolutions and aim to report back to Council in time to inform the draft 2026/27 Annual Plan.

- CLP/2024/00102: That the Council requests staff to work with the Lyttelton Museum to develop a funding proposal for a future Annual Plan process.
- CAPL/2025/00016: Requests advice regarding the possibility of Council allocating \$2 million or \$3 million in its capital programme for Financial Year 26/27 to support progress for the reinstatement of Te Ūaka/Lyttelton Museum in time for the next [2026/27] Annual Plan.

Akaroa Destination Promotion: Submitters asked Council for additional funding to support the promotion of Akaroa and Banks Peninsula Tourism. Council currently provides for this outcome through its investment in ChristchurchNZ as the Regional Tourism Organisation and through funding information centres and a range of community organisations, events and activities.

NZ Opera asked that their Council grant moves from a contestable grant to a line item. Following direction from Council's Funding Committee staff are exploring options for all similar "major organisations" and will report back in time to inform the 2026/27 Annual Plan.

AGAS Street Art Experience asked Council to consider an unsolicited commercial proposition to establish Christchurch as the street art capital of the southern hemisphere. An initiative such as this would require additional resources or reprioritisation of current commitments. The appropriate forum for such discussions would be the 2027/37 LTP or the 2026/27 Annual Plan if Council considered this a higher Council priority.

The submission from Historic Places Canterbury seeks the reinstatement of the following methods for heritage protection in the upcoming financial year as opposed to 2031/32:

- Heritage Incentive Grant funding to assist with maintenance, conservation and retention of privately owned heritage.

- Intangible Heritage Grant funding including that for community groups and individuals participating in Council's annual Heritage Festival.
- Financial assistance with the resource consent process required by the RMA for works to District Plan scheduled heritage items

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The following response has been provided by ChristchurchNZ in response to a submission from Te Puna Matarau (818).

- CNZ is not supportive of additional funding at this time, given CCC's financial priorities.
- Current LTP funding of the screen grant enables positive stimulus for the local industry, delivers financial impact and contributes to international recognition of local screen productions.
- CNZ continues to work hard to augment the grant with third-party funding (this FY added 130k to the funding round from third party sources and recycling \$200k – realising almost 4:1 return on LTP funding.
- CNZ will continue to work closely with the local screen industry, including partnership with UC's Canterbury Kōawa Digital Screen Campus and industry to develop a creative sector strategic plan for the region.

The following response has been provided by ChristchurchNZ in response to a submission from Akaroa Promotions (668)

- Visitors to Akaroa are able to access visitor information and planning services online at [www.ChristchurchNZ.com](http://www.ChristchurchNZ.com) which acts as the key portal for tourism information.
- CNZ will follow up with Akaroa District Promotions to collaborate on a plan for promoting Akaroa outside of Christchurch for the coming financial year.
- Note that CNZ already focuses on promoting Akaroa as a tourism destination, and is working towards deliverables from the Te Pataka o Rakaihautu Destination Management Plan: these include developing Akaroa and Banks Peninsula as a Dark Sky destination, advocating for boutique high-end cruise visits to continue to berth in Akaroa, and developing the food and beverage story for the destination which will showcase Akaroa. Any additional central government funding received for marketing by CNZ as the Regional Tourism Organisation will include Akaroa as a core driver for visitors.

## Support

### 779 - Marie Gray (Towards Pest Free Waitaha)

Towards Pest Free Waitaha is a newly-formed network of groups and organisations working collaboratively to protect our native species and build a community-based predator- and pest-free movement across Waitaha-Canterbury.

Mammalian pests and predators are a huge threat to our indigenous biodiversity. These animals predate our native species, compete for food and resources and decimate our native flora. There are many groups and organisations working to suppress and remove predators from the

landscape, from large-scale elimination projects like Pest Free Banks Peninsula to small volunteer groups like Predator Free Waimairi Beach.

Over the coming months, Towards Pest Free Waitaha is focused on:

- ☒ Developing tools and training packages to support volunteer trapping groups
- ☒ Strengthening networking between predator free groups to share learnings, increase knowledge and expertise, and build connections
- ☒ Building community support and awareness for the pest and predator free movement
- ☒ Developing a strategic plan for the next 5 years.

We support continued grant funding of conservation organisations and initiatives in the annual plan including Pest Free Banks Peninsula and Enviroschools. We also endorse investment in funds such as the Climate Change/Environmental Partnerships Fund and Strengthening Communities. Grant funding is vital to the conservation community. These grants are also an excellent use of council resources due to significant volunteer contributions.

#### 814 - Mark Gerrard (Historic Places Canterbury)

HPC supports the funding of the Arts Centre as outlined in this Draft A.P.

HPC requests the Council enter into negotiations with the Arts Centre with the aim of the Council providing long term viable secure funding for the Arts Centre and its unique group of internationally recognised Heritage Buildings.

>>> Why would the Council risk such a successful enterprise? The Council does not expect its venues to break even so why is the Arts Centre, a prestigious community asset, being held to a different standard? The Council has funded the Arts Centre for a number of years without public concerns along with an other cultural institutions. If the Arts Centre were to become insolvent, whilst the process is complicated, the CCC will likely end up owning it and having to cover all the costs. Unlike the Arts Centre Trust, the Council will not be able to apply for grants and HPC doubts it will be as successful in securing sponsorship, donations and volunteer hours.

[Full attachment available]

817 - Justin Fletcher (Predator Free Waimairi Beach) It is great to see the Environmental Partnership Fund, Biodiversity Fund, Sustainability Fund and the Climate Resilience Fund as well as the appointment of the new Biodiversity Policy Lead and the continued advocacy from the CCC Biodiversity Champion and other members of Council. This resourcing is a good step towards achieving the stated biodiversity goals and it is good to see that public and private land, community

and business are all being supported. Meeting our biodiversity goals will require a combination of central coordination and distributed action.

**885 - Simon Shelton (Banks Peninsula Conservation Trust)**

We commend the Council on the financial commitment to the Environmental Partnership (\$700k) and CCC Biodiversity Funds (\$500k) itemised in the CCC Draft Annual Plan for the 12-month period 1 July 2024 to 30 June 2025.

We also specifically acknowledge, with gratitude, the Council's commitment to providing grants to BPCT and Pest Free Banks Peninsula (PFBP). This investment will support the delivery of the following initiatives led by BPCT:

(see full attachment)

**899 - David Pannett (Creative NZ - Arts Council of new Zealand Toi Aotearoa)**

11. We also acknowledge Council's support for Te Matatiki Toi Ora The Arts Centre in the Longterm Plan. This will ensure its ongoing operation and support for the wellbeing of Christchurch residents and the city's growing creative economy

## Oppose

**747 - Paula Jameson (Summit Road Society Incorporated)**

Finally, Pest Free Banks Peninsula is a flagship project aiming to rid Banks Peninsula of introduced pests by 2050. The Predator Free Port Hills project supports this vision, aiming to create a buffer zone of effective control of predators along the peri-urban fringe of the Port Hills. Additionally, we run trapping lines in all our reserves. We strongly opposed the proposed cuts to funding for Pest Free Banks Peninsula. Removing/decreasing funding would have jeopardised the work that has already been done and throw doubt on the future success of the project. We are pleased to see that funding for Pest Free Banks Peninsula has been retained, and advocate that it be increased.

Abolish Innovation and Sustainability Fund	Oppose - this should be retained and increased to \$400,000 annually
Cut \$50,000 funding to Pest Free Banks Peninsula	Oppose - this should be retained and if possible increased
Cut \$30,000 funding to Te Kakahu Kahukura	Oppose - this should be retained and if possible increased
Abolish Environmental/Climate Change Partnership Fund	Oppose - this should be retained
Abolish Heritage Fund	Oppose - this should be retained

[Full attachment available]

#### 814 - Mark Gerrard (Historic Places Canterbury)

Heritage Incentive Grants and The Intangible Heritage Grants HPC requests the Heritage Incentive Grants and The Intangible Heritage Grants be reinstated in the upcoming financial year and not as proposed in 2031/32.

This draft AP contains no provision for Heritage Grants. (The LTP has a provision for their return in 2031/32.) Christchurch is the only metropolitan City in Aotearoa New Zealand not to offer Heritage Grants. HPC in our research has found Auckland, Hamilton, Wellington and Dunedin City Councils offer Heritage Building grants and information on their web sites. HPC is confident many of our smaller provincial cities/towns offer Heritage Grants.

Heritage Incentive Grants (HIG): HPC requests the Heritage Incentive Grants be reinstated and commence in the upcoming financial year. The Council has a role in the ensuring the retention of our collective Heritage. Having HIG grants ensure the Councils Heritage Team can work with Heritage Building owners to retain our Heritage. The Council has developed processes and policies in support of our built heritage and the HIG are an integral practical part of these and their successful application. HPC observes, a scheduled heritage building owner is required to file a Resource Consents etc for any work unless it is a repair. As proposed, the heritage building owner will not be able to apply for a grant to cover the cost of the consent. The Council insists the Heritage Building owner be responsible but under what is proposed the Council will not offer support in return.

>>> By not offering Heritage Grants until 2031/32, HP considers the Council is clearly in breach of its Heritage Strategy. This Strategy was widely consulted and supported by the Residents.

>>>

Intangible Heritage: The Council recognised the importance of Intangible Heritage in its "Our Heritage, Our Taonga" Heritage Strategy 2019–2029. HPC requests that Intangible Heritage Funding be reinstated and commence in the upcoming financial year.

Some of this grant has in the past been used in the past as grants for Heritage Festival Events. While the past total grant \$28,500 is paltry by Council standards, it is significant for organisers of Heritage Festival events.

[Full attachment available]

## Other

### 144 - Sharon Powney

Citizens Advice Bureau - they do an amazing job and need to be properly funded by the council

### 387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

I believe pausing the collection of the targeted rate for the Christ Church Cathedral reinstatement is a reasonable decision, particularly given the ongoing delays and the significant funding shortfall. The project has already taken much longer than anticipated, and the costs continue to rise.

Instead of continuing to funnel funds into a project that is not yet delivering tangible outcomes, it would be more impactful to redirect some of those resources to grassroots initiatives that can have an immediate, positive effect on communities in need. Supporting local projects through LiVS and other community-driven efforts would help to revitalise spaces, empower individuals, and create meaningful change in the city right now.

Pausing the rate collection and investing in projects that directly benefit the community seems like a more urgent and beneficial use of public funds at this time.

>>>

However, it's crucial that this [Coder note: reducing the rates increase] doesn't lead to cuts in initiatives that support creative and community-driven projects, like those facilitated by LiVS. The work we do to revitalise vacant spaces and provide temporary spaces for creatives and entrepreneurs is vital for the city's vibrancy and future growth. I encourage the council to continue prioritising funding for projects that bring innovative solutions to urban spaces, foster local talent, and contribute to a sustainable, thriving Ōtautahi Christchurch.

>>>

Life in Vacant Spaces (LiVS) is often a silent partner in the success of the individuals and groups we support. We prefer to operate in the background—handling the paperwork, offering advice, and

creating valuable connections. Over the years, we've provided support for over 700 different projects, many of which have grown into well-known success stories within Christchurch, including Rollickin' Gelato, Rekindle, and Cultivate Christchurch.

LiVS provides an essential stepping stone for creative and entrepreneurial groups, giving them their first opportunity to thrive or helping them take the next step in growing their businesses. Each project we support brings something unique to Christchurch, but together they contribute to the following outcomes:

- Supporting local economies to grow and diversify
- Improving mental health and wellbeing through community connection
- Strengthening ties to place, community, and one another
- Offering people a space to test their ideas and dreams
- Increasing safety and reducing vandalism in vacant spaces by activating them with positive, productive uses

We work closely with the Urban Design and Regeneration Team, and we greatly appreciate their ongoing support and guidance.

However, to continue delivering these vital contributions to our city, we need ongoing support from the Christchurch City Council. We request that the Council:

- Reconfirm its commitment to placemaking and ensure continued support for Life in Vacant Spaces through the City Placemaking Fund.
- Re-establish a multi-year funding agreement with LiVS, providing us with the certainty to plan for the long term and deliver even stronger outcomes for our communities.
- Continue the rates incentive programme to make vacant spaces more accessible for community use.
- Include the City Placemaking Fund in the Long-Term Plan (LTP) as part of the broader vacant sites strategy.

Life in Vacant Spaces has faced a reduction in funding over the past year, with a 30% cut to our budget. This does not even fund a FTE at LiVS and has made it increasingly difficult to maintain the level of support we've traditionally been able to offer. Continued funding is crucial for us to keep providing affordable spaces and supporting the growth of creative, community-driven projects.

We could not operate without the support of the Christchurch City Council. Life in Vacant Spaces is a vital part of the city's creative and community ecosystem, and with your continued backing, we can continue to support local talent and contribute to the vibrancy of our city.

Thank you for your time and ongoing support. We hope you will continue to recognise the immense value LiVS brings to Christchurch and help us maintain and expand our impact.

#### 59 - Devon Stewart

give more money to the antarctic museum to upgrade their grounds

#### 662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board priorities in Halswell and Riccarton include projects to support youth in the areas. These areas also have significant multicultural communities. The Board requests that the council gives special consideration to funding any proposals in the Annual Plan for youth or multicultural communities initiatives.

#### 668 - Keith Harris (Akaroa District Promotions)

Yes with tourism seen as a major contributor to the region/s economy we ask that funding be found specifically for Akaroa and the Bays. See details in the attachment

We welcome the opportunity to speak to this submission to further promote our remarkable Te Pātaka o Rākaihautū.

>>>

#### Funding Request for the Promotion of Akaroa and Banks Peninsula Tourism

Akaroa District Promotions (ADP) is pleased to submit this funding request for consideration in the Christchurch City Council's annual plan. We seek financial support to enhance the promotion of Akaroa and Banks Peninsula as a premier visitor destination, thereby strengthening the local economy and enriching the broader Christchurch region's tourism offerings.

#### **Rationale for Funding**

Tourism is a vital pillar of the Banks Peninsula economy, directly supporting local businesses, accommodation providers, tour operators, and hospitality services. However, despite its significance, promotional efforts for the region remain underfunded. Strategic investment from the Council will ensure that Akaroa and Banks Peninsula continue to attract visitors year-round, benefiting both the local community and the wider Canterbury tourism network.

#### **Proposed Use of Funds**

We request Council funding to implement our planning strategies listed below:

##### 1. Marketing and Digital Promotion



- Enhancing our website and social media presence to reach domestic and international travellers.
- Creating high-quality digital content, including videos, photography, and targeted advertising campaigns.

## 2. Event Promotion and Development

- Supporting existing events and developing new initiatives that draw visitors to the region in off-peak seasons.
- Promoting cultural and arts events, and multi cultural community festivals.

## 3. Sustainable Tourism Initiatives

- Developing eco-tourism and sustainable visitor experiences aligned with Christchurch's commitment to environmental responsibility.
- Partnering with local businesses to create responsible tourism opportunities.

## 4. Information Services

- Improving signage, maps, and visitor guides to enhance the overall visitor experience.
- Strengthening the information centre's role as a hub for tourism information and local engagement.

These strategies currently require significant community input from volunteers but there is a need for administrative assistance to successfully implement strategies to ensure tourism growth. This is particularly so when one forecast (CHCHNZ) has suggested that only a few cruise ships are listed to stop in Akaroa in the 2025 2026 season with a resultant drop in cruise ship visitors of over 80%.

## **Benefits to Christchurch and Banks Peninsula**

- Increased visitor numbers, leading to economic growth and job creation.
- A stronger regional tourism brand that complements Christchurch's own tourism efforts.
- Year-round tourism opportunities that reduce seasonal economic fluctuations.
- Enhanced support for local arts, culture, and environmental initiatives.

We seek funds for a full time contractor to administer Akaroa's promotion. Should CHCHNZ be successful in gaining tourism funds from the government's latest initiative we feel a proportion of this should be allocated to Banks Peninsula visitor centres.

It remains a curious fact that the Lyttleton and Little River Information Centres both receive Council funding but Akaroa which has become increasingly dependent on tourism does not have such an allocation

If funds are available from other funds the council administers we would be grateful to be directed to the appropriate one for each of the 4 key functions we fulfil.

We appreciate the Christchurch City Council's ongoing support of the Akaroa and Banks Peninsula community and would welcome the opportunity to discuss this funding request further. Thank you for your consideration, and we look forward to working together to promote and sustain this remarkable region.

Yours sincerely, Keith Harris Hon Secretary Akaroa District Promotions

#### 688 - Keith Harris

Yes. I represent a Troika who lobbied CCC to gain space for an Information Centre for Akaroa to serve the needs of residents and visitors alike. The Council agreed to provide this space in the Heritage Listed city council owned "Old Post Office" on a trial basis from December 2024 to May 2025. The Centre has been hugely successful. It is staffed by community volunteers under the direction of a part time paid manager coordinator. Temporary funding for this position has been provided by both the Akaroa Resource Collective and Akaroa District Promotions for the trial period. We now request the Council fund this part time position through their annual plan and extend the lease for the Akaroa Information Centre on a permanent basis.

#### 710 - Darel Hall (Cholmondeley Children's Centre)

##### **Reduce or cut services to help reduce rates - Community Funding**

This submission urges you not to cut Community Funded services this year simply to reduce rates. There are seven reasons for this:

1. Many organisations are finely balanced between maintaining or failing, a small cut risks putting an organisation into terminal decline.
2. Small cuts won't produce material rates reductions that off-set the unknown costs of putting organisations into terminal decline.
3. There are a lot of funds and a lot of organisations the Council funds. Some councillors question whether some of these are the responsibility of local government. Some councillors ask what happens if we assess funding is a central government or other public funder responsibility, but central government or other funder doesn't choose to be responsible – ie if Council wants those services then it is stuck part paying for some of them.
4. Those strategic questions should be answered strategically by looking at all the funds and all the organisations at the same time. However, as analysis and discussion will lead to decisions, election year is typically not the best time for nuanced discussion. It also suggests a public process with part of the process in private to come to a proposal that includes material decisions. Conceptually, this mirrors the negotiations between different parties in central government which are top and tailed within a democratic process eg parties run on publicly stated values and positions, post-election negotiations are held in private and then published

for the public. These kinds of processes ensue throughout parliamentary terms too. In the local government context, Council would need to be clear about the decision points in public and otherwise abiding by the Ombudsman's guidance.

5. To be clear, I am not proposing another strategy document. I am proposing a strategic process. You have the experienced staff who balance empathy with practicality to provide analysis and advice on options. You have relationships, eg with sister-Councils, to provide critical friends to test assumptions with. It may also be useful to include input from domestic and international organisations that assess social impact such as Impact Lab and the Australian Institute of Company Directors.
6. Public confidence should be sustained as the Council has the great advantage of a high degree of democratic accountability.
7. Politicians can make sub-optimal short-term decisions in an election year. This should be a post-election process leading to an LTP public decision.

I appreciate that Cholmondeley would have to justify its services and funding in such a process, however I am comfortable that Cholmondeley and our city benefits from an evidence-based approach.

#### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board acknowledges the outstanding contributions of the Air Force Museum however emphasises its support for Te Ūaka The Lyttelton Museum instead. Since the 2010/11 Canterbury Earthquakes, the museum, which showcases the rich history of the area, including its maritime heritage, has been struggling to rebuild. Its collection of over 2,000 items remains in storage, awaiting a permanent home to be displayed to the public once again.

#### 721 - Ann Kennedy

Homelessness is Increasing I am grateful to those who are working with our homeless, to those who hear the cry of the poor, those who look after them and help them into our emergency shelter, to those who provide them with a hot meal and a warm, safe bed for the night. Thank you to those people. As most cities around the world are experiencing a sharp increase in homelessness, they are having to delve deeper into different approaches to get to the root of homelessness and reduce the number of people who experience it. More and more cities are adopting a holistic approach and shying away from traditional solutions that only offer shelter. Homelessness is Not a Stand-Alone Issue Holistic approaches attempt to address the causes of homeless such as substance abuse, joblessness or inadequate mental health care, a lack of connections to housing and child care subsidies and other benefits, doctor or therapist, budgeting advice. Without connecting these, hope and housing sustainability will be lost. Holistic approaches recognise each person as a individual with different needs rather than treating homelessness as single issue. Cities using holistic approaches find success with many residents becoming more self-sustaining and having to rely on support less frequently. Here in Christchurch, the City Mission should indeed be proud in leading Christchurch's efforts in this field.. They have 15 emergency beds for men and 12 for women, plus they supply meals. I read on their website that they have opened Whakaora Kānga transitional housing; a place designed

to provide a step toward stable housing for the homeless and those living in emergency accommodation. My Submission to the Draft Annual Plan I request a substantial increase in funding to the Christchurch City Mission Outreach and The Salvation Army for the use of providing more emergency shelter and developing more effective holistic approaches for the sustainable future of our homeless. Let's deliver on manaakitanga – kindness, respect and support – Let's make a meaningful difference

#### 740 - Jacquelyn Cooper

Council support & promotion of the Food Forest and Community Garden on Cambridge Terrace would attract admiration from visitors & residents in terms of ecological forward planning and provide motivation for households to contribute in their own ways

#### 746 - Graeme Fraser (Diamond Harbour Community Association)

The Diamond Harbour Community Association appreciates the opportunity to provide a Letter of Support for Te Ūka The Lyelton Museum to receive financial assistance towards the building of a new museum on the site in London Street that the Lyelton Historical Museum Society has been guided by Council. The Association recognises the importance of protecting our cultural heritage and supports the Museum Society in their endeavour to provide a place to actively share, celebrate, and preserve the taonga and stories of Ōhinehou Lyelton and Whakaraupō Lyelton Harbour, which is the realm that the museum seeks to represent with its proposed six themes (namely Mana Whenua, Colonial Canterbury, Antarctica, Lyelton by Nature, Lyelton Local, and Maritime). We believe that the proposed museum will have considerable benefits for Lyelton and the wider harbour community, including Diamond Harbour, and its visitors. The Community Association is impressed with the work that the Museum Society have undertaken since the Canterbury Earthquake Sequence resulted in the demise of its museum on Norwich Quay, including caring for and cataloguing its collection, establishing and maintaining strong community engagement, and securing the design and resource consent for what will be an impressive state of the art museum. The Community Association strongly supports financial assistance applications to enable the Lyelton Historical Museum Society to expedite work towards what we consider will be an iconic and important cultural facility.

#### 747 - Paula Jameson (Summit Road Society Incorporated)

Christchurch Biodiversity Fund: To protect areas of significant ecological value on private land

This fund is to support projects and encourage initiatives that protect and enhance native biodiversity on private land within Christchurch and Banks Peninsula. Such protection must include provision for the elimination of plant pests, as well as animal pests and predators.

The Biodiversity Fund is one of the few funding options available for weed control on land of high biodiversity value. Weeds (including those declared as pests in the Regional Pest Management Plan, nationally Unwanted Organisms, and other invasive plant species) are one of the biggest threats to native biodiversity. Weeds do not attract the same level of attention or funding for control as predators do, but they are a dire threat. They spread easily and outcompete and smother native species. They can completely overwhelm our special plant communities and displace the birds,

invertebrates and lizards they host. We desperately need a coordinated, collaborative funded programme to contain, and where possible, eliminate weed species that pose a threat to our native biodiversity. Weeds of concern include spur valerian, Himalayan honeysuckle, old man's beard, banana passionfruit, flowering currant, elderberry, Darwin's barberry, boxthorn, hawthorn, evergreen buckthorn, and nassella tussock among others. We know it is cheaper and easier to tackle weeds when they are low in number than wait for the problem to escalate.

In these areas of significant ecological value, we also need to improve the resilience of our unique, local indigenous biodiversity in the face of climate change, and to maximise the co-benefits of carbon sequestration and biodiversity restoration through the use of nature-based solutions and green infrastructure for mitigation of climate-exacerbated hazards. We are grateful for the chance to apply for specific projects. We support multi-year funding as this will allow for forward planning.

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The Summit Road Society has been a recipient of the Environmental/Climate Change Partnership Fund. We are pleased to see funds allocated to the Environmental Partnership Fund to support proactive partnership work between Council and community groups to achieve environmentally focussed activities/projects on publicly accessible land and waterways. We are also pleased to see an increase in the allocation to the Environmental Partnership Fund in the draft Annual Plan 2025/26. The Summit Road Society received \$39,000 per annum from this Fund, increased very recently for the 2024/5 year to \$60,000. The Summit Road Society is a non-profit group, run mainly by volunteers and funded through bequests and charitable grants. We request that, due to the work the Summit Road Society does on the Port Hills, our annual grant remains at at least \$60,000 per annum for the next three years, paid for 4 through the Environmental Partnership. Our volunteers undertake over 15,000 hours of volunteer work a year. This includes some 8,000 hours on our publicly accessible reserves on the Port Hills including CCC reserves. At a Living Wage rate, this is equivalent to \$417,000 in labour. Supporting volunteers to undertake ecological restoration and pest, predator and weed control is an excellent use of Council resources. We are facing a dual crisis of climate change and biodiversity loss. There are costs of action, but the costs of inaction are even greater. Consequently, we request multi-year grants of 3-5 years to provide stability and to provide the best outcomes for environmentally based work.

Project	Our position
<b><i>Proposed Grants</i></b>	
Retain strengthening Communities Fund	Support
Retain strengthening Communities - Rates Remissions	Support
Retain Biodiversity Fund	Support, but increase annually with inflation
Retain Enviroschools funding	Support, but increase in line with inflation
Retain Rod Donald Trust opex funding	Support, subject to approval in the Rod Donald Trust submission
Retain Rod Donald Trust capital funding	Support, subject to approval in the Rod Donald Trust submission

[Full attachment available]

#### 762 - Margaret Noble (The Ferrymead Trust)

We are supportive of the Long-Term Plan; we have some suggestions of the retargeting and allocation of annual based funding for key facilities. Ferrymead Heritage Park as a Living Museum of Crafts, Technology and Heritage is an important part of the city's cultural, educational and recreational landscape. In a period when Canterbury Museum is primarily closed, the heritage experience and the opportunity for residents, communities and domestic and international visitors to experience and participate in an important part of Christchurch's landscape and heritage cannot be underestimated. The changes made following the development of the Business Plan for the Park are being implemented resulting in an increase in visitor numbers and the opportunity to upgrade and enhance the experience provided. The provision of annual base funding at a realistic level would enable the Living Museum to grow and extend its reach to communities, residents and visitors and ensure its sustainability for present and future generations. We attach further information about recent developments and the way in which the allocation of base funding each year would support the Park.

[Full attachment available]

#### 766 - Philippa Drayton

I am in full support of the Business Case for Te Ūaka The Lyttelton Museum and completely support the application for funding of Te Ūaka The Lyttelton Museum by the Christchurch City Council.

When our local history association has had meetings with staff from Te Ūaka The Lyttelton Museum where they have shared some of the stories in the museum, I (and others) have been moved and look forward to the day when we can visit the museum as a physical space and explore those stories ourselves.

I believe the Christchurch City Council has a moral and actual responsibility to provide Lyttelton (and its environs) with the museum space as outlined because it is a replacement for the Council-owned facility that was demolished after the Canterbury earthquakes. And the space is sorely needed.

Rebuilding the museum, and providing a space to tell local stories such as Mana Whenua, Antarctica, Lyttelton's maritime history, and as gateway to Colonial Canterbury, is crucial to the culture and identity of not only Lyttelton and the Whakaraupo Harbour Basin, but also to the wider regions of Canterbury and Banks Peninsula. It is not until one is in the physical space that much of the local histories make sense. And for that reason Te Ūaka is significant.

History is the anchor of our society and Te Ūaka The Lyttelton Museum is an anchor project in Lyttelton. The collections that have been entrusted to Te Ūaka The Lyttelton Museum are important for local and visitors to the area to view, but also as a repository for local material and as a space for research and reflection.

The rebuilt museum will not only provide a place for the stories of our histories but it will be a vital draw card to Lyttelton (and across on the ferry to our area) and it will benefit the local economy.

For these, and all the reasons outlined in the Te Ūaka The Lyttelton Museum Business Case for a New Museum Building, I fully support the application to the Christchurch City Council for funding.

#### 784 - Bree Loverich (AGAS - Street Art Experience)

We respectfully invite Christchurch City Council to partner with us on the full investment required to bring *A Graffiti Art Story (AGAS)* to life—an immersive, world-class street art experience set to become Ōtautahi Christchurch's most visited tourist attraction. In recognition of this strategic investment, we propose that Council's stake be held by Christchurch City Holdings Ltd (CCHL), ensuring public ownership in a high-impact cultural asset. AGAS will position Christchurch as the street art capital of the Southern Hemisphere, showcase the largest Banksy collection in the region, and deliver long-term community and economic returns through tourism, jobs, and street art development programs. With a proven team and ten-year lease secured in the city centre, we believe Council investment now will secure lasting benefits for Christchurch's cultural vibrancy, global reputation, and urban regeneration. Please review the attached Business Case.

>>>

# WHAT'S THE ASK?

AGAS isn't just a cultural movement—it's a financial powerhouse. With projected \$7.5M annual revenue after 10 years, this is a rare shot to cash in on the experience-driven tourism sector. So yeah, we're chasing \$8.3M to build it, launch it, and turn Christchurch into the ultimate street art destination.

## Year 1 Goal



94,000 visitors  
\$4.8M revenue

## Year 10 Goal



120,000 visitors  
\$7.5M revenue

## Net IRR



A forecasted net  
internal rate of  
return of 15.6%

## Pay Back



Initial capital is  
estimated to be paid  
back in 6 years

## Social Impact



A profit model that  
reinvests in the local  
street art community

## City Impact



Christchurch is a Street  
Art Destination with  
more inner city all-  
weather attractions  
increasing bed nights  
stays.



# DEVELOPMENT

## AGAS Experience Development & Fitout

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DEVELOPMENT	VALUE	PERCENTAGE
Build Costs	\$7,203,735	83%
Consultants	\$711,891	8%
Contingency	\$791,563	9%
TOTAL	\$8,707,189	100%

### Assumptions

Our budget's an estimate right now because the creative design isn't locked in.

We've slapped down \$8.7 million—roughly \$5,000 a square meter—to cover development and fit-out, plus a comfy 10% contingency so we don't end up taggin' ourselves into a corner. And hey, \$200,000 is strictly reserved for the creative bit, 'cause we know that's where the real color pops.

We're banking on Wilmer Street arriving in near-ready shape, with IP Group, Riverside Developer, running point on all the nuts and bolts of building while Oi YOU! drops their signature style onto the canvas.

We riffed off big-name references like the All Blacks Experience (ringing in at \$14 million) and Wētā Workshop Unleashed (\$8 million), so we've kept our numbers conservative enough to handle any fresh ideas that might crop up. Bottom line? We've built in wiggle room for those "extra strokes," making sure this project stays on budget and still hits like the next iconic street piece.

# OPERATIONS

The financial model has been put together with an operational labour budget that includes full operations within the budget.

Staff	FTE
Management	
General Manager	1
Operations Manager	1
Finance Manager	1
Marketing Manager	1
Sales Manager	1
Total fixed	5
Operations	
Guides	4
Customer Experience Staff	7
Front / Desk Retail Staff	5
Cleaners	1
Total	17
Estimated	\$1,092,000.00
Annual Increase	3.50%

## Sales & Marketing Strategy and Budget

We're rolling out \$400,000 per year to shout AGAS's name from the rooftops and pull in crowds from near and far. This sum covers everything from glossy brochures to big-time trade shows, ensuring we're on everyone's radar—locals, NZ travelers, tourists, and anyone in between. Specifically, we're talking:

- Brochures & Promotional Materials: Eye-catching print and digital goodies.
- Domestic & International Sales Engagement: Trade shows, sales trips, and rubbing elbows with key industry players.
- Digital & Online Marketing: Targeted ads on social, search, and any direct channel that hits the mark.
- Outdoor & Display Advertising: Strategically placed ads that get folks' attention at the right place, right time.

Expect most of the fireworks in the first year or two, building hype and securing our spot as a must-see attraction. We'll also team up with ChristchurchNZ to tap into their existing tourism networks and pump up our reach. It's a two-pronged approach: flash some style to the world while letting pros handle the heavier lifting. Meanwhile, sales and marketing staffing costs are wrapped into operational expenses, so you'll know exactly who's steering this marketing train.

## Management Contract Option

If you'd rather spend your energy painting big, bold strokes and let someone else handle the day-to-day details, a specialized management company might do the trick. Under this setup, core roles like General Manager, Finance Manager, and Marketing Manager come from outside the house—reducing the need for internal hires and putting professional know-how right where you need it. The financial model checks out with a base fee plus a revenue share, keeping everyone's eyes on performance.

## Projected Financial Impact

- An estimated \$430,000 saved annually (think of all the extra spray paint) compared to full in-house staffing.
- A flat fee of \$200,000, topped with 3% of revenue.
- Revenue-neutral by design, so the bank balance remains steady.

Of course, it requires drafting a solid contract that aligns with AGAS's strategic vision. But if that lines up, you can hand off operational nuts and bolts to the pros and focus on crafting an unforgettable experience for visitors. In short, it's one more route to keep operations lean, overhead in check, and the creative momentum roaring ahead.

# OPERATIONAL ASSUMPTIONS

The financial model has been put together with a budget that includes full operations within the budget.

## Occupancy Costs Assumptions

Rates Included in Lease Opex	
Insurance - Note 1	\$150,000
Rates	\$50,000
Power - Note 2	\$60,000
Maintenance	\$50,000
Communications	\$30,000
Administration Costs	\$20,000

- Note 1 – Includes artwork insurance and general Insurance
- Note 2 – Depending on final design, services, projectors etc.

## Working Capital and Pre-Funded Operating Costs

Working capital and pre-funded operating costs is set at \$700k.

This includes:

- Retail Products
- Website and Booking System
- Managements, Marketing and Sales Staff Costs Pre-Open
- Occupancy Costs
- Development Programme Manager
- Tourism Start up Consultancy Fees

## CPI Assumptions

The financial model initially applied a Consumer Price Index (CPI) assumption of 2.5%. As of December 2024, New Zealand's annual inflation rate has moderated to 2.2%, aligning with the Reserve Bank's target range of 1% to 3%. (StatsNZ, January 2025)

## Food & Beverage

Food and beverage are not included in the financial model, as their projected contribution is considered marginal. Given the extensive dining options available in the Christchurch CBD, visitors are expected to source meals externally.

For events, all catering will be outsourced, ensuring flexibility and reducing operational overhead. A commercial kitchen is available on-site to support limited food preparation if required.

## Royalty Costs

Royalty costs have been included for access to the art:

- Banksy Art - 10% of pre tax profit
- Grande "Street Art Alive" Royalty - \$50,000 per annum

# STAFF COSTS

The financial model has been put together with an operational labour budget that includes full operations within the budget.

Staff	FTE	Hourly Rate	Annual Cost	On Costs
				15%
Management				
General Manager	1	\$85.00	\$76,800.00	\$26,520.00
Operations Manager	1	\$55.00	\$114,400.00	\$17,160.00
Finance Manager	1	\$55.00	\$114,400.00	\$17,160.00
Marketing Manager	1	\$55.00	\$114,400.00	\$17,160.00
Sales Manager	1	\$55.00	\$114,400.00	\$17,160.00
Total fixed	5		\$634,400.00	\$95,160.00
Operations				
Guides	4	\$35.00	\$291,200.00	\$43,680.00
Customer Experience Staff	7	\$30.00	\$436,800.00	\$65,520.00
Front / Desk Retail Staff	5	\$30.00	\$312,000.00	\$46,800.00
Cleaners	1	\$25.00	\$52,000.00	\$7,800.00
Total	17		\$1,092,000.00	\$163,800.00
Annual Increase			3.50%	

[Full attachment available]

788 - Marie Haley (Akaroa Civic Trust)

#### 4. Support Akaroa's Information Centre

We call for ongoing support for our new, volunteer-run community-organised information centre, which has clear benefits for the community and visitors to Akaroa.

804 - James Ridpath (Youth Alive Trust)

[Parks > Playgrounds & Play Equipment]

With both the increase in residents into central New Brighton, an upcoming decommissioning of play equipment in Rawhiti Domain, and a lack of play equipment for a local school, we're advocating for some council budget to be allocated for play equipment for young people in Rawhiti Domain. There is currently one small play park for small children beside the canopy, and this is coming to the end of its natural life and the children's natural playground in another area of the park. However, we at Youth Alive Trust plus the school community, PTFA and management at New Brighton Catholic School have been working on a proposal for long term, quality play equipment in Rawhiti Domain in walking distance of most of the central New Brighton residents, and within the play area of the 200 New Brighton Catholic School students who use it each day. This project has been in the works over a couple of years, and last year we presented to our local community board and councillors about the proposed project, with the CCC Parks team approval, and the board gave staff the remit to come up with designs. The school is keen to fundraise towards some play equipment costs, and we are asking if the council would consider budgeting some money into this project too.

807 - Zoe Brock

Fund the Lyttelton Museum

812 - Brad Cohen (NZ Opera)

NZ Opera seeks to be considered for Christchurch City Council line item funding going forward, as a change from our current annual grant. Recent discussions with Mayor Phil Mauger and [Redacted] resulted in their suggestion that I should address Council in person >>> I attach a copy of the letter NZO recently sent to CCC as part of its DRF application, which summarises the arguments in support of this proposal

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As discussed in our meeting with Mayor Phil Mauger, Councillor Scandrett and Arts Officer [Redacted] on 7 March, New Zealand Opera is grateful to Christchurch City Council for the opportunity to submit our application to the Discretionary Response Fund (DRF) to support our extensive delivery of professional opera and engagement activities in Ōtautahi, Christchurch. We are applying for increased support, on top of our existing allocated 2024/2025 grant, to assist in providing a wider range of opera offerings for the people of Canterbury than offered in recent years.

>>>

Our request is for \$32,000 from the DRF, which will cover the costs for the preparation of this work. The community chorus requires considerable support in preparation for this production. Supporting them and building the community preparation for this will fall within our budget period for 2024-25 and will incur costs in excess of our usual budget for rehearsals. The costs includes venue hire for rehearsal workshops, key creative team members and and bus transportation to reduce barriers to participation. This grant would also make a significant difference to us as a company. It will ensure we

are able to deliver this project on a sound financial footing, which in turn will enable us to keep ticket prices low for the community to witness their local talent on stage.

New Zealand Opera's funding model relies upon strategic partnerships with local councils. As we discussed with you recently, NZ Opera's grant allocation from Christchurch City Council has been under considerable downward pressure in the past five years and has not kept pace or parity with the support we receive from other regional Councils, nor with inflation. We welcome the chance to progress these longer-term funding discussions with you over the coming months.

In the meantime, we are grateful to Christchurch City Council for this opportunity to apply to the DRF. Our planned programme of activity across January-August 2025 is substantial, in order to meet the expressed desire of the community to experience more opera in the Christchurch region. It would be most welcome to have extra support from the Council which reflected the level of our activity in this current year.

A grant from the Discretionary Response Fund is a powerful opportunity for the council to be visible in supporting community work and removing barriers to engagement with the arts. A grant to our community opera is also an investment in the creative health of the community in Ōtautahi, Christchurch, leading to opportunities to create more community-focused local productions. We are very grateful for your ongoing support and appreciate the longstanding partnership we have enjoyed with Christchurch City Council.

[Full attachment available]

#### 814 - Mark Gerrard (Historic Places Canterbury)

##### Ferrymead Heritage Park

HPC requests the CCC enter into negotiations with the Trust administering the Heritage Park, and reach an agreement to secure Council long term funding that ensures the long term viability of this unique organisation and its society stakeholders and attractions. Ferrymead is unique as it has a number nationally significant Heritage collections that are actively being added to as Heritage objects, having been restored by its mainly volunteer labour. All this activity is wrapped in an Edwardian Township experience and education. Ferrymead is where the Council support is leveraged by the free labour of the volunteers into nationally significant heritage restoration. Such support complies with the CCC "Our Heritage, Our Taonga" Heritage Strategy 2019–2029" and the Council's role as partner

#### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Youth Participation & Funding The Christchurch Youth Council (CYC) plays a vital role in engaging young people with local government, developing youth leadership, and ensuring that Council decisions reflect the perspectives of rangatahi. Continued and increased funding for CYC is essential to sustain and expand our work, enabling more young people to participate in civic engagement, leadership training, and community initiatives. We urge the Council to commit to long-term financial support for youth engagement programmes and strengthen partnerships with youth-led organisations.

>>>

Beyond advocacy, CYC is actively involved in civics education for young people, working to increase awareness and participation in local decision-making. We ensure youth voices are heard in key Council plans and policies, such as the Annual Plan, Local Alcohol Policy, and Transport Plan, while also promoting and supporting young people to engage with these processes independently. Through school workshops, social media engagement, and community outreach, we strive to educate rangatahi on how they can contribute to shaping their city and the importance of youth perspectives in governance. CYC has also delivered public trainings on civic participation, including how to make submissions, the Treaty Principles Bill, and understanding local government processes.

>>>

In order to ensure a sustainable future for Christchurch, CYC must be given an expanded mandate to strengthen youth participation—particularly for young citizens who are not yet of voting age. The Youth Council’s continuing advocacy will be vital in safeguarding the future of the city and ensuring that CCC decisions are made with mindfulness of young people’s views.

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Increase funding for youth mental health initiatives in collaboration with local organisations. Young people are facing increasing mental health challenges, and ensuring accessible, youth-centred mental health support is crucial. The Council has a role to play in advocating for and investing in initiatives that support youth wellbeing.

>>>

To ensure young people are not disproportionately impacted, we encourage the Council to:

- Prioritise funding for essential youth services, public spaces, and public transport subsidies to support affordability. High-use places for young people—such as libraries, community centres, and recreational facilities—should remain accessible and well-funded to continue serving young people effectively. Affordable public transport is also essential for young people who rely on it for education, work, and social connection.

>>>

Increase investment in the Youth Hub. Having a dedicated space for young people has been incredibly meaningful. For our group of 25 young people, the Youth Hub has brought us together and given us a deep sense of belonging and given us a space to increase our advocacy and connect with young people. Beyond that, it has the potential to foster even greater connection by supporting vulnerable youth through its residencies and creating opportunities for collaboration with other youth voice organisations like VOYCE and Youth Voice Canterbury. The energy and excitement around the Youth Hub reflect how essential it is for our city's young people, and we strongly support its ongoing development through the next stages and into the future.

>>>

Support for unhoused individuals. Based on our survey results, a very high number of young people feel cost of living is a major issue. With this issue in mind, it can be especially hard for rangatahi with difficult financial and family circumstances, so we support funding the Youth Hub's short-term housing.

>>>

Support for vulnerable youth: Strengthening funding for youth mental health initiatives, ensuring ongoing support for the Youth Hub, and fostering collaboration between youth organisations.

[Full attachment available]

#### 818 - Bree Loverich (Te Puna Matarau | Canterbury Screen Industry Association)

Te Puna Matarau | Canterbury Screen Industry Association respectfully requests that Christchurch City Council allocate at least **\$500,000 annually** through the Annual Plan to reinstate the Screen CanterburyNZ Production Grant. This trailblazing regional incentive previously received \$500,000 per annum and delivered outstanding results—over \$12 million in regional spend, more than 500 local contracts, and national recognition for its impact on employment, tourism, and industry development. With only \$600,000 budgeted over three years in the current LTP, a significant shortfall remains. Reinstating the previous level of funding is critical to attracting production, supporting the \$131M Digital Screen Campus, growing local post-production and IP development, and ensuring that Christchurch continues its momentum as a vibrant screen destination. Please see attached document for more information.

>>>

We would like to request that CCC reinstates the funding available for the grant in order for SCNZ to attract more productions

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We would like to request that a portion of the grant is made available to continue the Waitaha Canterbury Story Incubator for writers, directors and producers of film, TV and Game Development, to ensure that Canterbury stories are told by Cantabrians in our beautiful region with such a rich history and a thriving creative community. This also increases the probability that those applying for the SCNZ Production Grant will be residents of Waitaha Canterbury. In order to make this possible, any screen story incubators not only need to support writers and content creators, but concurrently need to deepen the pool of producer talent to create a thriving ecosystem in both game development and Film and TV. We see the strengthening of these relationships to be critical for economic development and storytelling for the city and region.

[Full attachment available]

#### 830 - Ken Maynard

I would like to endorse the proposal to provide a grant for Te Ūaka - Lyttelton Museum. Lyttelton was the original settlement for Canterbury Province, and the arrival place of the first four ships. It featured in the early days of Antarctic exploration, and still supports research ships from several countries bound for Antarctica. Christchurch is one of a handful of Antarctic Gateways, of which Lyttelton is a part. The absence of a museum is a matter of some loss of civic pride. Fortunately the collection from the old museum damaged in the earthquake is stored safely, though not on display. The collection contains valuable items relating to the area's history. Visitors to the Lyttelton Information Centre often enquire about a museum, and it would provide a valuable learning resource if it were reinstated. The current proposal includes moving the Information Centre to the ground floor which would enable sharing of volunteers and enhance the synergy joining both organisations. Small museums around the country provide a vital perspective on the past which is often lost in larger museums. We want our museum back!

#### 837 - Peter Rough (Lyttelton Historical Museum Society Inc.)

The Lyttelton Historical Museum Society has a significant collection that is in storage in containers at the Air Force Museum in Wigram and at the Iron Mountain commercial storage facility. Since the loss of the Council-owned building on Gladstone Quay, which housed the Lyttelton Museum, the sense of the museum has been kept alive by maintaining a sense of community engagement in a variety of ways. A bold and innovative design for a state-of-the-art museum has been designed for a prominent site on Lyttelton's main street. Resource consent for the building has been granted by Council. The level of community support for the proposed museum is extraordinarily high. Te Ūaka Lyttelton Museum will tell stories local to Ōhinehou Lyttelton and Te Whakaraupō Lyttelton Harbour and in doing so will be quite different from, yet complement, the national Air Force Museum and the regional Canterbury Museum. It will also complement the local Okains Bay and Akaroa museums on Banks Peninsula. Because significant sources of funding, which were anticipated to be available at the time resource consent was granted, have been terminated the only visible alternative is for Council to provide funding at a level well above the \$2m requested during the Long Term Plan consultation. I respectfully request Council to give due consideration to providing significant financial support for the proposed Te Ūaka Lyttelton Museum building project.

[Full attachment available]

865 - Marie Gray

I also want to see investment in conservation organisations and projects. A healthy environment is essential for our wellbeing, plus conservation organisations do amazing work on the smell of an oily rag. Without CCC support many of these organisations could not achieve their goals and our city would be much worse for it.

884 - Alana Batcheler (SPACPAC Canterbury)

warmest Pacific greetings! We are SPACPAC Canterbury and we would love the opportunity to create an ongoing partnership with CCC. We execute 7 key Pacific initiatives throughout the year with our flagship event being SPACPAC Canterbury Polyfest along with our Pacific Careers Expo and Pacific Speech Festival and more. We have been fortunate enough to scrape through in the past but we would love an opportunity to discuss a partnership that would allow our Trust to grow our organisation and deliver elevated initiatives.

(full attachment available)

899 - David Pannett (Creative NZ - Arts Council of new Zealand Toi Aotearoa)

9. It's fantastic to see the ongoing development of major creative infrastructure in the city, and that major projects like the Court Theatre, Te Whare Tapere and the One New Zealand Stadium at Te Kaha are nearing completion.

10. We encourage Council to continue to work closely with creative communities on the operation and delivery of these spaces. Council's investment in the 'soft' infrastructure that supports these facilities is equally as important as the physical infrastructure. This includes ensuring these facilities resource and support staff who have the skills, knowledge and experience to successfully deliver services and activities. This will help ensure the facilities will be fit-for-purpose, high-quality and responsive to the needs of residents and visitors alike.

>>>

12. To build on Council's important investment, we strongly encourage Council to ensure its investment in arts, culture, creativity and ngā toi Māori is reaching across the wider creative ecosystem (including artists, creatives, creative communities and organisations), to retain its valuable contributions to Christchurch and its communities. This includes enabling creative communities to access affordable public spaces in the city to share, create and develop work

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Local councils play a crucial role in offering stable support for arts, cultural and creative activity and infrastructure that enable communities to thrive

17. Christchurch City Council is a major, and crucial, investor and partner in arts and cultural activities, and the organisations that deliver them.

18. Although audience participation in arts and cultural events in Ōtautahi is growing, the current outlook for the creative sector is very difficult and we remain concerned about the sustainability of the arts community. Arts organisations are operating on thin margins, with revenue streams under pressure, making them vulnerable to any changes in relationships with funders.

19. Christchurch's arts and culture services are reliant on local government contributions, as this support is not guaranteed from other sources. Creative New Zealand's own ability to support the sector is under strain. Challenging economic conditions are also putting pressure on other funding sources, including community trusts such as the Rātā Foundation, with pressing social needs taking priority.

*[Full attachment available]*

## General/Other Comments

### 738 - Shelley Washington (Rod Donald Banks Peninsula Trust)

Thank you for your collaboration with and support for a range of community groups on Banks Peninsula that have a good track record for their biodiversity and recreation outcomes. Please retain your environmental partnerships funding.

# Three Waters

## Three Waters (Operations)

### General Comments

14 submissions provided feedback on Three Waters (operations).

9 provided alternative/additional proposals and priorities and 5 provided general comments.

### Officers Response

Support for continued reduction in leakage.

There were submissions commenting on them metering, preference for user pays, and sorting out the meter issue to get one meter per property.

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. Maintenance of the network helps support leak reduction along with targeted programmes. Excess water charging has also supported a reduction of leaks on private property.

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 five 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 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. Funding has increased due to stricter regulatory requirements across all three waters. 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.

## Other

### 186 - Mary-Louise Hoskins

If the cost of doing so is not untenable, water usage should be metered and separately rated. Not only would that reduce the main rates bill, it would also encourage people to use water wisely.

### 229 - David Thomson

Since it's such a large part of the budget, perhaps some form of user-pays is appropriate.

### 265 - Bevan Phillipson

Costs are required, I get this. And, my opinion is "water wasters " should pay .

### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board supports maintaining levels of service at the same levels as present in general. However, we would like to see the level of service increased in and around suburban villages such as Woolston, New Brighton, and Queenspark. For example, rubbish removal, weeding, infrastructure maintenance (pothole repairs), back-flow valve maintenance, beach access boardwalks/tracks/infrastructure being 'lifted' and made more disability-friendly.

### 45 - Cameron Rossiter

support putting money into find leaks etc, not paying consultants.

It's not rocket science, we seem to live wasting millions on these supposed "experts".

744 - Marie Byrne

Please sort out the water meter issue where one meter covers multiple properties so water over use charges can be fairly and properly implemented.

762 - Margaret Noble (The Ferrymead Trust)

We would support any ways we can offer collaborative support

84 - Ken Tod

Resilience in terms of our stormwater, waste water and water drinking supplies needs to be built in as part of the design process rather than having a slush fund set aside for boondoggle 'climate' projects.

935 - Kerry Neville

yes, Get the Iwi out of 3 waters all together and out of council too would be good. Less iwi more kiwi. Them and us is costing us all.

## General/Other Comments

1007 - John Thacker

Any spending involved with water must be spelt out to the general public and this is probably the most important to most citizens as it effects everyone / See it as a matter of shifting money to ensure enough is in budget.

655 - Josephine Tanner

I haven't kept up to date with 3 waters however reading the attached document, I'm none the wiser.

692 - Nicky Churton

our water needs protecting and kept safe to drink

836 - Gerrit Venema

A few things I would NEVER like to see:

3. Please don't go to a per litre charge for residential (home owner) properties. The excess use per month fee is fine.

#### 887 - Sonya Hodder (Spreydon Neighbourhood Network)

It appears the proposed spending for the three waters networks is a combination of earthquake-related damage, the fire at the Waste Treatment Station, maintenance, and potentially deferred maintenance and is also in keeping with the Local Water Done Well Policy that's currently being reviewed. It is important to get the infrastructure repaired and up to a standard where it can withstand housing intensification.

## Waste Water (Capital)

### General Comments

19 submissions provided feedback on waste water (capital).

2 provided comments in support of the proposed waste water plans, and 3 provided comments in opposition.

8 provided alternative proposals and 6 provided general comments.

### Officers Response

The majority of the submitters on the Wastewater Capital programme were in support and also supported an increase in investment across the district, with reasons being saving costs in the long-term (through renewals), reduction of overflows and repairing of the CWTP plant.

There were two requests to fund the Akaroa WW upgrades by a targeted rate  
Five submitters against CPMS 596 Akaroa Reclaimed Water Treatment & Reuse Scheme. The request is to withdraw the consent, put funds into reducing I&I and looking at alternatives. They don't want any further plantings, complaining about damage to the heritage site (Robinsons Bay). Requesting rehabilitation Robinsons Bay Stream following removal of the willows, in consultation with the community. Submitters point out that there are some aspects of the current proposed scheme was not consulted on, such as the level of treatment and treated wastewater discharges to Akaroa harbour.

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. CPMS 596 Akaroa Reclaimed Water Treatment & Reuse Scheme consent application is ongoing and staff are working through further information requests from the commissioners. Whilst the consent application is in progress Council has planted native species at the Robinson Bay and Hammond points sites. Regardless of the outcome of the consent process this work is improving biodiversity and reducing the risk of erosion. Work will continue to reduce the quantity of I&I entering the scheme.

## Support

### 408 - Rebecca Robin

I particularly support the Council's prioritization of important infrastructure projects such as:

>>>

- The adjustments to the Christchurch wastewater treatment plant projects

>>>

- The practical approach of combining the Duvauchelle and Akaroa Wastewater Treatment Plant projects

These investments demonstrate a commitment to essential infrastructure while keeping rate increases as manageable as possible for residents. I believe this approach represents good fiscal management and addresses important community needs."

### >>>## Smart Money Management

The team's being clever with the budget. They're moving money around for the wastewater treatment plant based on recent insurance money. It's like rearranging your household budget when something unexpected comes up.

### >>>## Working Smarter, Not Harder

They're combining two wastewater treatment projects to save money and work more efficiently. It's like carpooling, but for big infrastructure projects.

Bottom line: This funding is about solving real problems, protecting our environment, and making sure our city's infrastructure works better for everyone.

### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We support increases to the Three Waters budgets and, in particular, prioritising the Waste Water Treatment Plant upgrades and repairs, and pump station renewals in Woolston.



## Oppose

### 145 - Lily Sanson

The decreased budget for the wastewater activated sludge treatment plant seems like a bad idea. Wastewater should be a high priority as it's vitality cannot be understated. The Mains Renewal budget increase is a good move and will ensure longevity and future resilience.

### 266 - Name Redacted

Oh and the Duvachelle thing is wrong and will not work. It's going to turn into a massive money pit and ecological disaster due to your determination to NOT listen to the people. You again are NOT listening to the people there it will NOT work and you are wasting our money. CCC is hell bent on doing this when it has been proven to not work. WHY? And yes, I have spoken to residents of the area and agree with them. CCC this should NOT go ahead as it is now. It will be a disaster.

### 781 - Suky Thompson (Friends of Banks Peninsula Incorporated)

The Friends of Banks Peninsula opposes the funding for the WW Akaroa Reclaimed Water Treatment & Reuse Scheme item 596. The current budget for this project of \$8,272,000 has increased in the proposed budget to \$14,306,000 for 2025-26. Friends of Banks Peninsula submitted to the LTP in 2024 opposing the project. We pointed out then that the total cost of the project was \$107 million for fewer than 1000 connections making it one of the most expensive projects in the LTP for the smallest number of beneficiaries. We advised that the consent application was unconsentable in its current form. The Council had lodged its application for a 100% land-based system, now titled the 'Akaroa Treated Wastewater and Irrigation Scheme' or ATWIS. However a subsequent report from Beca Ltd had determined that the scheme had been designed based on incorrect assumptions about the volume of wastewater and was too small. It would therefore experience overflows of both raw and treated sewage into Akaroa harbour during heavy rain or prolonged wet weather. Raw overflows were anticipated with a frequency greater than 1 in 5 and treated overflows with a frequency greater than 1 in 3 years. We recommended that the consent application was withdrawn and the funding reassigned into significantly improving the wastewater pipe network to reduce the high level of infiltration which is the fundamental cause of the ATWIS capacity and overflow issues, and of its very high cost. Our submission had no effect. The Council continued with the consent application as lodged. It did not provide any information about how the overflows and their environmental effects would be managed, or of the impacts of adding Duvauchelle's wastewater to the already undersized system. The application was publicly notified by ECan in July 2024. Over 100 submissions were received. Friends of Banks Peninsula requested that the hearing was deferred under s91 of the RMA until such time as the discharge applications and an application for the Duvauchelle Scheme were lodged to enable the entire system to be assessed. The Council opposed this and the Hearing Panel determined to proceed with the hearing, which commenced in November 2024. Now, after a very expensive hearing process – costly for both the Council and for submitters – the Hearing Panel has presented the Council, ECan and Ōnuku Runanga with 50 questions about matters arising during the hearing. The Panel has also advised that it now favours a deferral so that all necessary consent applications can be lodged. The Panel's questions have not been answered and Council has instead indicated that it is now not opposed to a deferral. It has advised the Akaroa community that it will be reviewing the

Scheme along with alternatives and also preparing the Duvauchelle application, and that this may take up to a year. We attach the Hearing Panel's Questions Memorandum of 18 February, to demonstrate the extent of the information gaps and uncertainties that have arisen through the hearing. A matter of particular concern to us is a change to the proposed treatment system and the uncertainty about the treatment standards that will be achieved. When the Council consulted with the Community in 2020 it promised highly treated wastewater that would be 'treated to a level that is among the highest anywhere in New Zealand'. Friends of Banks Peninsula 2024 CCC LTP submission 2

Another very concerning matter revealed at the hearing was the Council's intention that the overflow discharges – both treated and untreated – would be at Childrens Bay in Akaroa. There has been no consultation with the Akaroa community regarding this. There is now an increased budget for the project in the Annual Plan. A CCC Newsline article dated 13 March states that: Although there has been a delay with the Hearing, in the meantime preparations will continue on Council-owned land at Robinson Bay and Hammond Point for irrigation to land by doing more native plantings that will help increase biodiversity in the area. Planting will consist of around 130,000 Kanuka and 33,000 other native species. These have been grown from seedlings, and they have reached the stage where planting is essential for their continued growth. A resource consent is not required for the tree planting and the cooler months are the best time of the year to get plants in the ground. We are opposed to this continued planting, particularly of kānuka, in Robinsons Bay. The viability and safety of the land based irrigation scheme is in serious doubt and we repeat our belief that it is not consentable. Continuing with irrigation planting on the land is a further waste of public funds. The work carried out on the proposed irrigation site last winter was an insult to the consent process, demonstrating an irresponsible use of public funds (we understand that over \$2 million was spent) and a disregard for heritage and ecological values. Two large roads have been constructed on the property, including over the significant sawmill heritage site. Tōtara fences have been ripped out with no consideration of their heritage value. Willow trees shading the Robinsons Bay stream have also been removed, leaving the entire stream exposed to the sun, and with no replanting to provide shade for inanga and other important native species. The ecologist speaking in support of the Council at the hearing stressed the high ecological values of the Robinsons Bay stream, attributing this to the amount of shading and seemingly oblivious that this had been removed since she had done her assessment. Large windrows of willow slash have been left at the site. We submit that the only work that should now be carried out at the Robinsons Bay site is remedial work to repair the damage caused – removing the willow slash and creating riparian planting along the stream banks. We ask this is done in consultation with the community who have repeatedly informed the Community Board and the Council of their wish to create a heritage area along this stream. We submit that the budget item 596 should be substantially reduced, such that funding in this year is allocated for the Council to assess alternatives to the ATWIS, but not for the continuation of any physical works associated with it while it is unconsented (and is, we submit, unconsentable). Too much public money has already been wasted on this Scheme. In addition we request that a new budget is allocated for comprehensive sewer network repair and I&I reduction in Akaroa and Duvauchelle. We submit that this work is essential to minimise raw overflows and seepages, regardless of the eventual treatment and disposal scheme.

[Full attachment available]

## Other

### 209 - Michael Thorley

Akaroa WW scheme has got far too expensive. There is a huge risk that this scheme won't achieve the desired outcomes either. Again, back to basics, street and services renewals to sort the ancient conveyance systems, high quality ww treatment and long offshore outfall. Christchurch needs to massively improve and increase investment in water and renewals should be done as street renewals where possible. Selwyn St is a classic example where the whole street should be replaced including the Somerville ww main. This should have been done for the eastern terrace water pipeline too. We need to modernize our water supply system and work towards transparency and visibility of our drinking water.

### 491 - Andrew Douglas-Clifford

I would like to see us increase our spending on renewals of our water and wastewater networks, especially if the early investment saves us money in the long run. This is a textbook example of doing the basics right and worth spending more on.

### 591 - Sue Church

With the Akaroa wastewater consultation looking to be deferred for at least a year while alternative options are being explored, I ask that the planting and fencing work be ceased on the wastewater site in Robinsons Bay and at Hammond Point. \$2.6M of the projects LTP budget has already been spent on the stage 1 plan for planting, fencing and roading, and the project is yet to be consented. This year's plan for more planting and fencing will mean even more expense.

With the removal of all of the willow trees from the Robinsons Bay Stream running through the wastewater site last year I request effort is focused instead on clearing up the huge windrows and piles of slash left behind on the site, and that stream rehabilitation be undertaken, in consultation with the community.

### 67 - Kieran Rogers

Fast track our potable infrastructure works

### 791 - Marcus Puentener

Install a sea outfall pipe for treated waste water from Akaroa etc as an alternative to land disposal. Cheaper, safer and more maintenance free.

#### 845 - Harry Stronach (Akaroa Residents & Ratepayers Assn Inc)

The Akaroa Wastewater Debacle There are no kind words that can be said about the Council's attitude, behaviour and actions during this sad saga, that has now been on-going for over a decade. Council have doggedly pursued a scheme that is now shown to be fundamentally flawed. Even in the most optimistic scenario, the scheme would have failed to achieve the stated key objective if preventing wastewater discharges to the harbour. While at the same time it promised to impose unacceptable risks, and cause distress and damage within the local community. During the entire process the views of the local community, and of the overwhelming majority of local residents, have been largely ignored. As a final insult, laced with a dash of arrogance, Council spends ratepayers' money planting out over 100,000 seedlings for an unwanted patch of bush, even while the consent process is still in action. Maybe the project managers think money grows on trees, so if you plant more trees you get more money for Council to spend on the staff's favourite projects? We know that the Council have spent many millions of dollars (we have lost track of the exact number) in pursuing this misguided adventure, and that much of it has been wasted. The scheme has been driven by flawed ideology, lacks any real strategic vision, and is poorly underpinned by shaky technical analysis. When it came up against a wall of common sense, all this was exposed. And who does the Council have to thank, for being extracted from this sticky mess? It is indeed convenient that Government have punted-up some new Wastewater Standards, which have given a convenient face-saving reason for calling a halt to the current consenting process. But we all know that the real reason for the change of heart is the exceptional work that has been done by the Friends of Banks Peninsula Inc, and their supporter groups, by providing sound technical evidence and logical analysis that has laid bare the flaws in the proposed scheme. To achieve that, FOBP and others had to raise over \$100,000 from the local community, to fund the necessary expert witnesses and legal professionals. And in direct opposition to the community that they claim to represent, the Council has spent many times that sum, extracted from the pockets of ratepayers. There is no fairness in any of that. But we suggest that there is an opportunity for Council to repair at least some of the damage, make amends, and regain some level of trust within the Akaroa community. Council produces a lot of talk about community engagement, resilience, growth, partnerships and well-being. Feel-goods words, but how about some action? We call on the Council to reimburse FOBP for all the expenses that they have incurred in opposing the Council's resource consent applications. After all, they were just doing the sort of work that Council should have been doing all along.

#### 858 - Cody Cooper

[Revenue > Development Contributions]

The cost of the Akaroa Wastewater Treatment plant is concerning. I support targeted rates / DCs for this.

#### 862 - Fnn Jackson (Somerfield Residents Association)

[Transport > Cycleways]

We support the proposal to bring forward spending on the Selwyn Street Pump Station. While this project will be disruptive, it is a long-term investment that will improve the functioning of a core council service, including by reducing waste water overflows in the Ōpawaho-Heathcote River. We would like to see this work aligned with the construction of a cycle connection along Selwyn Street between Roker St and Christchurch South Intermediate School. This is a busy route for school children, and those on bikes do not currently have any protection from what can often be careless driving in the area. We would appreciate budget for the design and construction of such a connection with an MCR level of service being added to the plan, for delivery alongside the pump station and pipeline construction in the same area.

### General/Other Comments

116 - Andrew Massie

I want to see:

- The wastewater plant fixed and not smelly.

260 - Jan Bierman

I would question whether payment for Duvauchelle wastewater treatment project with the Akaroa Wastewater Treatment Plant should be paid for by city residents - our rates burden is already very high.

350 - Tony Smith

The waste water plant needs priority and done asap

365 - Malcolm Clark

Forget the Three waters name focus on getting water leaks under control. Its pretty simple clean water to users and waste water out to sewerage works.

600 - Aaron Ghattas

The rebuilding of the waste water plant is extremely important public infrastructure. There is very little redundancy incase there was another failure. Budget and time for the sewage plant must be priority. It has been many year and still and no repair. CCC has built and allocated funds to swimming pools, libraries & stadiums but funding without attention to the waste water plant.

680 - Claire Coveney

Good to see the other projects round the Peninsula water waste treatment system being actioned

>>>

Supporting waste water systems around the peninsula is good to see.

## Water Supply (Capital)

### General Comments

18 submissions provided feedback on water supply (capital).

4 provided comments in support of the proposed water supply plans.

7 provided alternative/additional proposals and priorities and 7 provided general comments.

### Officers Response

There were a number of submissions to reduce network leakage.

Request to provide ongoing communication on water efficiency

Council to facilitate/encourage rainwater collection systems for gardens

There was support for the additional funding that has been added for increasing watermain renewals. Council has an ongoing water leakage reduction program. This includes actively searching for, finding and fixing water leaks. The three waters programme is sized to achieve regulatory and consent compliance, replacement of aging (leaking) assets and allow for population growth in the city. Replacement of the pipes in poor condition are a priority.

Council actively communicates water conservation efforts and encourages residents to reduce water usages. This includes the “Water like you oughta” campaign, water reporter and educational initiatives. This includes advice on the installation of water tanks for outdoor and indoor use.

## Support

212 - Laura Goodman

I support the additional investment for reducing water leaks.

241 - Anna Gruczynska

I think CCC should prioritise critical infrastructure projects like three waters network. I therefore support adding an additional \$10.8 million, over and above what was indicated in the LTP, to the water supply mains renewals programme to help reduce water leaks across our network.

408 - Rebecca Robin

I particularly support the Council's prioritization of important infrastructure projects such as:

- The additional \$10.8 million for water supply mains renewals to reduce water leaks

>>> These investments demonstrate a commitment to essential infrastructure while keeping rate increases as manageable as possible for residents. I believe this approach represents good fiscal management and addresses important community needs."

>>> ## Fixing Leaky Pipes

We're putting an extra \$10.8 million into our water pipes. That means fewer leaks and less wasted water. Pretty practical stuff that'll save us money and protect our water resources.

>> Bottom line: This funding is about solving real problems, protecting our environment, and making sure our city's infrastructure works better for everyone.

876 - Elise Arnst

Support network renewal funding to reduce water leakages.

## Other

209 - Michael Thorley

Christchurch needs to massively improve and increase investment in water and renewals should be done as street renewals where possible. Selwyn St is a classic example where the whole street should be replaced including the Somerville ww main. This should have been done for the eastern terrace water pipeline too. We need to modernize our water supply system and work towards transparency and visibility of our drinking water.

25 - Jimirah Baliza

Stop wasting our water. Fix the pipes properly the first time instead of constantly patching them and disrupting roads every six months. A 27% leakage rate is unacceptable. Council needs to invest in long-term solutions rather than wasting ratepayer money on short-term fixes. Kicking the can down the road isn't good enough—this is an essential service, and it requires serious investment now to avoid even greater costs in the future.

491 - Andrew Douglas-Clifford

I would like to see us increase our spending on renewals of our water and wastewater networks, especially if the early investment saves us money in the long run. This is a textbook example of doing the basics right and worth spending more on.

608 - Ondine Kiesanowski

fix the pipes - properly

759 - Jeff Scandrett

Reduce the water losses must be the first priority.

864 - Graham Robinson (Addington Neighbourhood Association)

Doing more water supply work than previously planned to avoid water leaks in the future seems a good idea, but people are struggling with cost-of-living increases. Can this not wait ?

893 - David Close (Christchurch East Labour Electorate Committee)



## 5.0 Opportunity for savings - Water Supply

- 5.1 It is a well known fact that the cost of operating a utility network (water, wastewater, electricity) is closely related to the maximum demand on the network. It follows that measures to reduce demand will generate savings. For water supply, demand is highest in the summer months when there is a need to water gardens. The Council's charge for excess water consumption (about which we had reservations) seems to have been effective, as was the campaign decades ago to encourage generous use of compost and watering of gardens in the evening. No doubt the message requires repeating.
- 5.2 Major leaks in the network increase demand and also add to the cost of electricity used in pumping. The last estimate of water lost through leaks was 22% of water pumped. We assume that there is a favourable cost-benefit to locating and repairing major leaks or replacing the mains where they occur. Is such work receiving priority? It would encourage residents to conserve water if they knew the Council was putting its own house in order, so to speak. The converse would also be true.
- 5.3 Much summer rainfall runs off the hard surfaces of drives or roofs into the stormwater system. Collection of rainwater from downpipes and its storage for watering of gardens would be attractive to gardeners, especially those wishing to avoid the excess water charge. The Council could facilitate this by approving designs for the take-off from downpipes, the tank stand, and the tank itself. Home improvement centres would be keen to stock and promote rainwater collection kits. Although the installation of rainwater collection systems might be only marginally economic, many residents would be keen to play their part in sustainability. It would be a partnership in conservation between the Council and residents and set the pattern for future cooperation.
- 5.4 **Submission**  
**That the Council continue to reduce peak water demand and encourage conservation by:**
- (i) **ongoing publicity about composting for gardens and suitable times of watering.**
  - (ii) **giving priority to leak reduction in city water mains**
  - (iii) **facilitating rainwater collection systems for gardeners.**

## General/Other Comments

203 - Richard Hall

Water leaks need more urgent attention than they currently get. It annoys me to walk past some of the leaks around water toby's etc. and seeing all that clean water running down the stormwater drain.

216 - Tony Stevens

Nobody can live without water! The town supply should be of acceptable quality, chemical-free.

350 - Tony Smith

We need to carry on with water mains leaks

We dont want to end up like Wellington

355 - Sarita MacGregor

Christchurch has always been proud of it's water. It's probably never going to be as good as it was for a few different reasons, but let's make it the best it can be in as efficient a way as we can.

365 - Malcolm Clark

Forget the Three waters name focus on getting water leaks under control. Its pretty simple clean water to users

597 - Lynette Bay

Stop water wastage - ix the leaks and reduce this wastage

794 - Joy Burt

Without clean water, a society is in trouble.

## Stormwater & Land drainage (Capital)

### General Comments

21 submissions provided feedback on stormwater and land drainage (capital).

7 provided comments in support of the proposed stormwater and land drainage plans and 4 provided comments in opposition.

8 provided alternative/additional proposals and priorities and 2 provided general comments.

### Officers Response

There were a number of submissions received that support an increase in investment for many Stormwater and Land Drainage initiatives. Specifically mentioned were.

- naturalised systems
- removing barriers to fish passage
- natural systems
- OARC Stop banks
- Prioritisation of the Addington Brook and Riccarton Drain filtration devices
- erosion and sediment control (Port Hills and Banks Peninsula)
- Investment in Flood Protection and Control works
- Surface Water Flooding Program
- WW Selwyn and Beckenham Pump stations – reduced overflows to the Heathcote

There were some comments on maintenance, budgets and reviewing the spend. Also, some specific requests like upgrading of the North Beach Stormwater outlets, Mclean Street sump replacements and Robinsons Bay.

Sumner Community Residents Association requested a discussion on the future of stormwater in Sumner. There is a preference to nature-based solutions.

Some submitters raised concerns about 69267 – SW Nottingham Stream being delayed.

The three waters programme is sized to achieve regulatory and consent compliance, replacement of aging assets and allow for population growth in the city. Replacement of the oldest and failing assets is also a priority. As part of the planning activity to achieve the above compliances, climate change impacts, biodiversity initiatives, flooding impacts and restoration opportunities are all factored in at an early stage. Levels of funding are reviewed at each annual plan/Long Term Plan and requested accordingly.

The Surface Flooding Reduction Program will look to address those areas mentioned in the submissions.

Staff have assessed options for the Robinsons Bay surfacing flooding. This will be considered as part of the Surface Flooding Reduction Program prioritisation.

Nottingham Drain has been rephased to revisit treatment options and locations.

## Support

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We support the proposed additional funding for the Ōtākaro Avon River Corridor stopbank project, as these stopbanks can be considered critical safety infrastructure for residents living in communities near the Ōtākaro-Avon River. The continuation of wetland restoration in the ŌARC also presents significant investment in stormwater mitigation for the Ōtākaro Avon River catchment, with the added bonus of being a highly effective carbon sink. We would like to see projects going forward investigate swales and rain gardens where possible to mitigate the impact of severe weather events on stormwater systems. As our city continues to grow, it is important that we find a sustainable way to

grow our city water infrastructure, so that future generations are not left with a poor quality water network, or shocking repair bills. We should also be encouraging efficient usage of our existing network through intensification.

#### 408 - Rebecca Robin

I particularly support the Council's prioritization of important infrastructure projects such as:

>>>

- Bringing forward the Addington Brook and Riccarton Drain filtration devices
- The additional funding for the Ōtākaro Avon River Corridor stopbanks

>>> These investments demonstrate a commitment to essential infrastructure while keeping rate increases as manageable as possible for residents. I believe this approach represents good fiscal management and addresses important community needs."

#### >>> ## Getting Things Done Faster

The city is speeding up some important environmental projects. They're bringing forward money for things like the Addington Brook and Riccarton Drain filters. Instead of waiting until 2030, we're getting these done sooner.

#### ## Flood Protection

An extra \$3 million is going into stopbanks along the Ōtākaro Avon River. This means better protection for our neighborhoods from potential flooding.

>>> Bottom line: This funding is about solving real problems, protecting our environment, and making sure our city's infrastructure works better for everyone.

#### 662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the proposal to prioritise the Addington Brook and Riccarton Drain filtration devices by bringing \$4.7 from 20/30 to 2025/26 budget as this will allow the project to be delivered sooner.

#### 749 - Michael Jason Smith

I approve the prioritising of the Addington Brook and Riccarton Drain filtration devices.

#### 761 - Molly Magid

I also think that improving the stopbanks along the Otakaro River corridor is especially important given the construction of the cycle path in that area.

### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

3. We strongly support the allocation made for the implementation of the Lower Ōpāwaho River Guidance Plan (45213 - Programme - SW Lower Ōpāwaho - Heathcote River Guidance Plan), one of the few direct allocations made to improve the environment of the river in this area. The allocation over the Long-Term Plan will be important for leading and maintaining the revival of ecology along the river in this degraded stretch, particularly around the Woolston Loop.

6. The reduction of flooding afforded to residents in the lower reaches of the Ōpāwaho Heathcote River by the implementation of retention ponds in the headwaters of the river is to be commended. As these ponds become established and the ecology within them develops, it will be vital for their effective longevity for there to be greater control of erosion from the hills above them.

6.1. We strongly support the allocations made to the following, particularly for the programme to establish an automated control system that maximises the efficiency of the combined retention system:

6.1.1. 73550 - Programme - SW Heathcote Floodplain Management Implementation

6.1.2. 32243 - SW Eastman Sutherland and Hoon Hay Wetlands

6.1.3. 19398 - Programme - SW Ōpāwaho - Heathcote Waterways Detention & Treatment Facilities

6.1.4. 40237 - SW Wigram East Retention Basin (LDRP 520)

6.1.5. 48918 - SW Upper Heathcote Storage Optimisation (LDRP 530)

>>>

8. Given Christchurch's location on low-lying land and the number of waterways that it possesses as a consequence, to say nothing of the history of degradation of its waterways or the advent of climate change, projects to improve urban waterways - with emphasis on the "improve" - must remain a priority for the city.

8.1. We strongly support the allocation made to 77200 - Programme - SW Improving Urban Waterways and request that consideration be given to increasing this so that biofilter retro-fit (tertiary treatment) can be added to more existing treatment facilities and in-stream sediment remediation equipment and facilities can be increased.

8.2. We strongly support the allocations made for improvements to Jacksons Creek, particularly if these can lead to greater naturalisation of this much-abused waterway: 60215 - SW Jacksons Creek Lower Water Course Renewals and 65145 - SW Jacksons Creek (Upper) Lining Renewals 8.3. We strongly support the allocations made for the removal of linings, naturalisation, swaling and planting of open waterways: 44457 - Programme - SW Open Water Systems Utility Drain Improvements Restoration

9. While we would prefer that open drains are naturalised rather than just having their artificial linings replaced, these drains nonetheless create eco-systems worth preserving and enhancing:

9.1. We strongly support the allocation made for Jardines Drain: 60337 - SW Jardines Drain Renewal (Nuttall to Ōpāwaho Heathcote River) 9.2. We strongly support the allocation made for Victory Branch Drain: 60342 - SW Dry Stream - Victory Branch Drain Lining Renewal (St Martins)

9.3. We strongly support the allocation made for Popes Drain: 72586 - SW Popes Drain Renewal (278 Centaurus Road to 42 Vernon Terrace) 6

9.4. We strongly support the allocation made for Patchetts Drain: 75969 - SW Patchetts Drain Renewal (Landsdowne Terrace to Gunns Crescent)

10. Wastewater entering the Ōpāwaho Heathcote River due to stormwater entering the wastewater system must be reduced if the overall health of the river is to be improved.

10.1. We strongly support the allocations made for the Selwyn Pump Station and the Beckenham Pump Station so that compliance with the wet weather overflow consent can be achieved: 42154 - WW Selwyn Pump Station (PS0152), Pressure Main and Sewer Upgrades and 73993 - WW Beckenham PS (PS0153) and Pressure Main

11. Ensuring that fish and tuna/eels can migrate successfully through the network of streams and rivers to the open sea requires remediation of the junctions of many tributaries with the river.

11.1. We strongly support the allocations made for 66638 - SW Fish Passage Barrier Remediation

832 - Ben Alder (Christchurch Envirohub)

CEH supports the prioritisation of the Addington Brook and Riccarton Drain filtration devices.

CEH is very much in favour of additional budget being added to the Ōtākaro Avon River Corridor stopbank project

## Oppose

126 - Stephanie Innes

Please don't waste our money. >>> Don't bring this forward Addington Brook and Riccarton Drain filtration devices. Adding \$3 million to the Ōtākaro Avon River Corridor stopbank project budgets in 2025/26 to deliver stopbanks from Pages Road to Bridge Street. agree with that if it stops the flooding

the poor east.

224 - Kyle Sutherland

I however urge Council to not delay the Flood Protection & Control Works 69267-SW Nottingham Stream from 2025/26 year into 27/28-34 period, as these works are critical to help reduce flooding from increasing heavy rain events.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

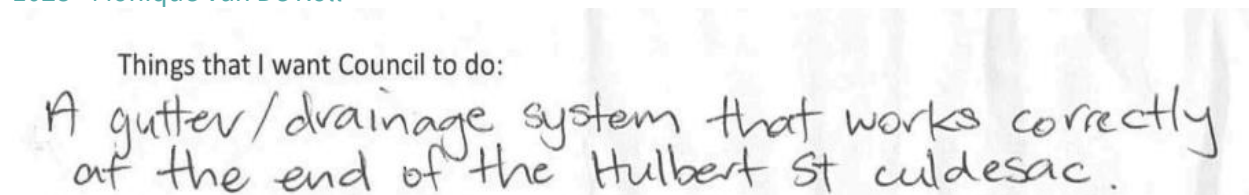
However, we strongly oppose any reductions to Flood Protection and Control Works.

736 - Adele Geradts (Halswell Residents Association)

We are disappointed that project 69267 - SW Nottingham Stream water improvement has been delayed for another 3 years. The Nottingham stream backs onto many new residential developments, and clean streams in our backyards should be a priority.

Other

1028 - Monique Van De Roll



437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board wishes to see the three North Beach Storm Water outlets upgraded to resolve this long standing issue.

>>>

Other priorities:

McLean Street flooding issues/sump replacement

### 591 - Sue Church

#### Request for budget for drainage maintenance in Robinsons Bay

In July 2022 huge rainfall caused extensive flooding in Robinsons Bay Valley and the main deep drain that runs about 150m alongside our property boundary on the roadside overflowed, flooding a section of our paddock and running down the road. It overflowed due to the drains capacity having reduced dramatically over the last few years as it has filled up with debris over time and has not been maintained by the Council. A request to CCC to dig out the drains resulted in the following expensive and ineffective actions:

- A City Care engineer and Fulton Hogan engineer spent several hours in the Valley looking at the whole drainage system. They then declared there was not much money in the budget to deal with it.
- Sometime later eight staff arrived from Christchurch and spent 3 days weed-eating the entire Valley roadside and two more days clearing away grass and sticks. They informed me they were not contracted to dig out the drains, even though they could clearly see the issue and understood that increasing the drains capacity was required to solve the problem. Within a few weeks the grass had all grown back.
- Several weeks later a CCC worker was sent to GPS and record all of the drains in the Valley.
- July 2023 brought more heavy rain, flooding on road and into our paddock again scouring out under our fence line. More complaints led to nothing.

Submissions, phone calls and emails have proved ineffective, with staff no longer responding to my requests.

This year we received a letter from a CCC drainage engineer regarding proposing stormwater upgrades in Robinsons Bay. Unfortunately, these plans were for the property directly over the road and the engineer involved knew nothing about the ongoing issues of blocked drains, despite my several years of requests. I do not believe it is appropriate for CCC to use private properties such as ours, and also two neighbours further down the road, to divert excess stormwater through instead of at least trying to maintain or upgrade existing stormwater systems. I do not expect the Council will want to reimburse us for any damage to our fence where posts are being undermined by the flooding. The large amount of money that has been spent on this so far has not actually solved anything. I suspect a small digger and truck to take away the debris is all that is required.

I request that the Council allocate a budget for the upkeep in the drainage system in Robinsons Bay.

### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board especially looks forward to robust stormwater projects being developed through the surface flooding reduction programme, giving due consideration to the areas in our wards frequently affected by significant rain events, such as, but not limited, to Francis Avenue, Edgeware Village,



Emmett Street, Orcades Street, Cambridge Terrace, and Harris Crescent. We also urge the Council to ensure that flood mitigation measures:

- Consider **both** residential and commercial impacts when setting levels of service.
- Include investigating innovative solutions—such as permeable surfaces and rain gardens—to reduce runoff and improve water absorption, while considering cost effectiveness of such options

Furthermore, the Board urges scrutiny around flood mitigation being adequately integrated into new developments. This helps protect existing drainage networks from becoming overwhelmed during heavy rains. While we are encouraged by the preliminary provisions for new development in East Papanui (between Cranford and Grassmere Streets), we remain concerned that surface flooding issues across the Papanui-Innes-Central wards may worsen with increasing housing intensification.

### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

2. The Port Hills are a taonga for the city but the sediment eroded from these hills continues to be one of the most significant contaminants of the Ōpāwaho Heathcote River. Fixing the problem of sediment is a multi-generational issue, but climate change means that we must begin addressing the issue now.

2.1. In this context, we would like to note that the choice of a Water Services Delivery Model that allows for the integration of action by the Council and the community to reduce erosion, and thus sediment loadings, with the provision of adequate stormwater services is critical for improving the health of the river.

2.2. The Port Hills Plan was to have been developed over 2024 but it has yet to see the light of day. As a stakeholder, we look forward to early involvement in its creation but we are concerned about the time taken to write it.

2.2.1. While we strongly support the following allocations, we seek action on implementing these for valleys and gullies on the city side of the Port Hills which are more prone to erosion: 4

2.2.1.1. 60356 - Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment

2.2.1.2. 69218 - SW Port Hills Revegetation and Sediment Control Stage 1.

>>>

7. We strongly support the newly established project to retrofit stormwater detention and treatment facilities in areas of historic intensification to respond to intensification enabled by 5 Government legislation and Plan Changes 14. (80064 - Programme - Urban Stormwater Detention and Treatment Retrofit Facilities)

7.1. We believe that this project is long overdue as a direct means of improving water quality in the river. Given the size of the problem yet to be addressed, we suggest that the allocation made in the Annual Plan is totally inadequate both in the short-term (2025/26 - \$5000!!; 2026/27 - \$470,000) and in the long-term 2027/28 - 34: \$21,160,000) and is deserving of reconsideration for increase.

7.2. This project is part of the Council's obligation to comply with the Stormwater Discharge Consent and achieve its Levels of Service for flood management in addition to improving waterway quality. The inadequate funding level puts these objectives in jeopardy and has the appearance of being a token response to the issue.

7.3. It would, in our opinion, be better to accept a reduced level of service for Transport Access in order to achieve an increase in the allocation for 80064 - Programme - Urban Stormwater Detention and Treatment Retrofit Facilities.

#### 778 - Lydia Heard

Sumner has ongoing issues with flooding, and not always at high tide. We pay some of the highest rates so please sort with some sort of pump station as sending a digger every week to dig on the beach is not a long term solution

#### 857 - Viane Makalio

I think we could probably look at prioritising areas with bad roads and upgrading general areas in the East example being our ongoing issues with roads footpaths and flooding/ drainage.

#### 886 - Susan Wilkinson

Am wanting the flooding in McLean Street Linwood to not happen every year whenever there is heavy rain in the area happens. This has been on going every since I have lived here since 1987 and as there are more houses being build in the street it will get worse as there will be no back yards to soak up the water The drains can not handle it all as blockage acures more often than not since the open drain got covered over and the drain off from the road the the under ground pipe is smaller than the covered over drain and blockage can cover the whole street making access in and out of properties impossible if walking down to the street, with water even coming up the drive ways newer houses that have been build making access to their cars impossible. I and many other people is this street would like to have this resolved and not a temperry fix with contractor coming out when every we have to ring the council re the flooding.

Please can this be placed on the things to do this year

worst off is the house from

the

### 310 - Alicia Pilkington

there seems to be alot of money going to storm damage and drainage yet our road is constantly flooded with no drain clearing. I guess that's only for the rich neighborhoods?

### 465 - Andrea Davis (Sumner Community Residents Association)

We would like to have a discussion with CCC about the future of storm water in Sumner. The desired outcome would be nature based solutions such as bio retention gardens along the Esplanade Park rather than the exisiting system. We prefer not to rely on pumps and over engineered solutions that will be expensive, need constant maintenance, and fail in a large storm event due to power outages.

>>>

We would like to flag there will be a need in the next three years to address the stormwater system in Sumner.

[Attachments available]

## Waterways Quality & Compliance (Operations)

### General Comments

4 submissions provided feedback on waterways quality & compliance (operations).

2 provided alternative suggestions and 2 provided general comments.

### Officers Response

Most of the submitters requested better water quality in our rivers.

The Council is working hard to improve stormwater quality that may impact waterbody health across the district. We undertake Erosion and Sediment Control audits and have improved the process to audit construction sites during the building process to minimise sediment discharge. We audit private properties and industrial sites to ensure they have, and correctly operate, stormwater treatment devices, as well monitor their discharges. We also work alongside with Environment Canterbury to help improving surface water quality, providing sufficient instream habitat for native species and having diverse and extensive riparian margins. Council projects around stormwater are required to have a freshwater ecologist involved to ensure effects on the waterway are minimal, this involves guiding physical works as well as planting appropriate riparian species.

We have developed Stormwater Management Plans for each catchment and are starting to implement their action plans.

## Other

### 680 - Claire Coveney

Better ways of treating waste water, pollution and cleaning up Opawaho pollution. Not even mentioned here!

>>>

I agree with most of these but wonder what can be done to improve the quality of freshwater and wetlands. The Opawaho pollution. Given most pollution comes from industry upstream and run off from housing. Is this under ECan?

>>>

Include protection and support of habitats, such as riverbanks that are whitebait habitat, nesting birds along the awa and estuary.

Keeping cars and dogs away from environmentally sensitive areas is a growing issue. Well done along Aynsley Terrace . Putting up bollards is effective.

>>>

On the spot fines for cars parking on riverbanks. and sensitive areas, estuaries and beaches, taking up footpaths. Builders waste going into gutters and drains. That could raise a few dollars or eyebrows.

### 723 - Tanya Jenkins (Avon-Heathcote Estuary Ihutai Trust)

## 1. Estuary Drain (Bexley)

In particular we note the investigation of options for remediating pollution of the waterway known as the Estuary Drain at Bexley. This is a creek along the edge of the former city council landfill site at Bexley. It flows through a culvert under the State Highway on Anzac Drive (just north-west of the Bridge Street/Dyers Road roundabout). Recent studies have shown it to be highly polluted. This in turn means that the stream is polluting estuary water. Contamination of the estuary is culturally offensive and also threatens the ecological sustainability of the estuary (Te Ihutai).

A report prepared for the Council earlier this year identifies 10 options for resolving this issue (see *"Estuary Drain (Bexley Landfill) Identification and Evaluation of Possible Remedial Options"*, prepared by Pattle Delamore Partners Ltd, January 2025). We urge the team working on this to ensure they choose an option which has the most effect to clean up pollution and to work with haste to put an end to this long-running source of contamination.

We also urge the Council to accelerate this project. Water quality in the Estuary (Te Ihutai) is constantly under threat from various contaminated sources. Where the severity of such contamination has been established then it should be addressed as soon as possible in order to protect the valued ecological health of the Estuary (Te Ihutai).

## 2. Other projects around the Estuary (Te Ihutai)

We note several items in the Draft Annual Plan that have the potential to influence the health of the Estuary (Te Ihutai) – see list below. We applaud the Council for prioritising this work and providing financial resources. We ask the Council to ensure that the improvements include measures to improve the ecological health of the waterways connected to these projects – such as eel shelters, vegetation suitable for inanga spawning, sediment control practices, and water treatment such as catch pits and filters to improve water quality.

- a. p 73 Project 30588 - Estuary Green Edge Pathway
- b. p 82 Project 59935 - Bexley landfill seawall remediation
- c. p 83 Project 29076 - Owles Terrace Landfill Remediation
- d. p 83 Project 29076 - SW Charlesworth Drain
- e. p 83 Project 41998 - SW Estuary & Coastal Waterways Detention & Treatment Facilities
- f. p 86 Project 72589 - Linwood Canal Bank renewals

We wish to be heard. Yours sincerely,

#### 608 - Ondine Kiesanowski

The council has neglected water ways for so long, now are trying to fix a problem rather than being ahead of the growth.

#### 836 - Gerrit Venema

A few things I would NEVER like to see:

4. Farm & industrial contamination of our water table thru negligent ecology management, especial up stream in the great Canterbury.

## Taumata Arowai Requirements

### General Comments

2 submissions provided feedback on Taumata Arowai requirements.

3 provided alternative/additional suggestions and 19 provided general comments where often the distaste for chlorine was highlighted.

### Officers Response

Submitters were mostly stating their desire for the removal of chlorine.

#### **Christchurch's source water and water treatment:**

Christchurch's source water continues to be of exceptional quality. We have almost completed an intensive source monitoring programme to demonstrate that all our bores that draw from aquifers 2-5 meet the current 'Class 1' definition in the Drinking Water Quality Assurance Rules (similar to the 'secure' category that we met under the previous regime). 'Class 1' will give protozoa compliance for these sources. In the past we were able to demonstrate bacterial compliance through monitoring to show the absence of bacterial (E.Coli).

The Drinking Water Quality Assurance Rules require a treatment barrier such as Chlorination or UV is installed to be able to meet bacterial compliance requirements. In addition, the Water Services Act requires 'residual disinfection' within the distribution, and this is only possible if chlorination is installed. The 'temporary' chlorination units installed in 2018 are not able to meet the required rules and need to be replaced with permanent chlorination units.

#### **Chlorination:**

Initially when chlorination was introduced in early 2018, the risk being addressed was of contamination of the source water as bores were situated in underground chambers that could be susceptible to infiltration by stormwater or shallow groundwater. The extensive programme of raising bore-heads above ground mitigated this risk and in many parts of Christchurch chlorination then ceased. With the change in rules in November 2022 which required a disinfection residual within the distribution the reason for chlorinating shifted to protection of water in the distribution rather than protecting from the risk of contamination to source water in below ground chambers. Initially chlorination was at levels of 1-2mg/l Free Available Chlorine (FAC), now dosing at the treatment plants is less than half that original dose and this is sufficient to maintain the requirement of a level of not less than 0.2mg/l FAC in the network. There remain several elements within the distribution where contamination is possible, and residual chlorination protects against this. Minimising the risk of contamination requires infrastructure upgrades and an enhanced long term proactive maintenance programme.

**Exemption from Chlorination:**

Council did apply for an exemption from residual disinfection for the Brooklands Kainga supply in late 2022. This was unsuccessful and the response from Taumata Arowai did stress that a supply must meet all compliance requirements, operate and maintain the system at a high standard to be able to seek an exemption. The Council is committed to working with Taumata Arowai to confirm the quality of our water supply

**Fluoridation:**

Council has not yet been required to add fluoride into the water supply. It would be a requirement made by the Director General of Health as it is a public health matter rather than being about safe water. Because Christchurch currently has 44 treatment plants across the city adding fluoride would be a particularly complex and costly addition if required.

**Nitrates:**

Nitrate levels are monitored from approximately 40 bores across the city each month. Levels remain well below 50% of the Maximum Allowable Value in the Drinking Water Standards for NZ 2022 and show no indication of increasing.

**Three Waters reforms:**

Three Waters in the Council Long Term Plan are activities delivered by Council (Water Supply, Wastewater and Stormwater) on a day-to-day basis, are driven by regulatory and consent requirements and are part of Council's core business. This is different to the Three Waters Reform, which is a Central Government initiative to reorganise how Three Waters is delivered across New Zealand. The direction this is taking has altered following the change in Government. Wainui water supply. A project is underway to make it fully compliant (including protozoa barriers) by December 2025. The Birdlings Flat work is on programme already in the LTP.

All of the above points are covered under existing levels of service and budgets in the draft LTP, except for fluoridation, as no directive has been issued from the Ministry of Health yet.

**Other**

140 - Jordan McCormick

Ccc should be looking into uv reaction filters instead of chlorine. Currently lots of skin and plant problems from the chlorine addition.

303 - Name Redacted

What a total waste of money 3 waters turned out to be. Use that money to update and fix our water pipes so our beautiful water doesn't have to be chlorinated.

683 - Jan Gregor

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

Addition of protozoa treatment to the main water supply, something required by Taumata Arowai and the drinking water legislation.

## General/Other Comments

1005 - Michael Scales

Fix the existing system, including making our water taste as it once did without chlorine

116 - Andrew Massie

Find, identify, and stop the leaks so we can take this damn chlorination off.

>>>

I want to see:

Non-chlorinated tap water.

126 - Stephanie Innes

Please don't waste our money. Get rid of chlorine.

152 - Pat Davison



Yes, take the chlorine out of my water

180 - Nathan Culevski

It has poisoned my vegetables and the chlorine is awful.

191 - Rachel Bowker

it would be good if the water out of the tap didn't taste like chlorine or be white.

210 - Lindsay Sandford

Where is the plan and funding to remove chlorine? We were promised one year of chlorine, and it is getting very tiresome.

266 - Name Redacted

NO TO CHLORINE. What are you doing to STOP it and save us, the ratepayers millions of dollars? Nothing on that? Why?

357 - Mark Robinson

Lets do what we can to get rid of chlorine in the water. Christchurch has some of the best water in the world, or at least we did....

439 - Amanda Ward

I do not know much about this ongoing project but I opposed the original 3 waters takeover and chlorination of our safe and most delicious water.

>>>

remove chlorine from the water

469 - Charlotte Nicholl

Stop chlorinating our water, the taste is diabolical.

490 - Noelene Hodder

no chlorine

636 - Brett Fellows

Christchurch pure drinking water should be returned back to the way it was with no chlorine added and forced fluoride should be stopped at all cost.

693 - Ethan Venmore

The water and chlorine subject hasnt been listened to for years now - filters and medicated creams font help much too either.

794 - Joy Burt

A great pity that our beautiful artesian water has to be chlorinated.

836 - Gerrit Venema

A few things I would NEVER like to see:

1. I don't want Fluoride added to the water. Nor any other chemical or product that is not primarily for potable water treatment.
2. Please make the unnecessary Chlorine disappear from our water as soon as possilbe.

869 - Anne Scott

Clean, safe water is essential, as is the removal of waste.

874 - Grant Slade

CCC needs to take charge & stop Central Government control over our very precious CHCH resource. That means no Fluoride & get rid of the nasty Chlorine. We're a garden City!!! Both these products are bad for organic life.

And Fluoride has nothing to do with water treatment, its a "medicine".

And for that matter I don't want anything else "added" to my water that some Central Government thinks I might need medicated with.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

sponge city; try to get back to non-treatment of drinking water, notwithstanding need for adequate flouride in our bodies/teeth; separate detention basins into dog parks and wildlife parks and enforce dog laws generally.

# Local Water Done Well

## General Comments

2 submissions provided feedback on Local Water Done Well.

4 provided comments in support of the Council's proposal for an in-house delivery model.

5 provided alternative suggestions and 19 provided general comments.

## Officers Response

There is some misunderstanding around Council's 3 Waters activities versus the previous Government reforms.

The majority of submitters supported Council retaining Three Waters.

Three Waters in the Council Annual Plan are activities delivered by Council (Water Supply, Wastewater and Stormwater) on a day-to-day basis, are driven by regulatory and consent requirements and are part of Council's core business. This is different to the Three Waters Reform under the previous Government. The direction this is taking has altered following the change in Government, now known as Local Water Done Well. Council has recently completed consultation on the operating models for Local Water done Well.

## Support

### 16 - Alex Ingrosso

Water should be controlled by the local council only and be for the benefit and health of local residents. Water security is critical for the future.

### 190 - Allan Brown

Yes, leaving three waters under CCC control and not introduce yet another governance entity, is my preferred option. The integrated nature of the three waters infrastructure with other city infrastructure makes this a no trainer for best efficiency in my view.

### 216 - Tony Stevens

Keeping the three waters "in house" gives far greater control over planning and expenditure. We must spend for the present and for the future.

### 654 - Mhairi Stedman

Bring the control of the water supply back to individual councils and away from central government

## Other

1005 - Michael Scales

No more money ought to be wates on Three Waters. Fix the existing system.

543 - Brian Williams

Turn it over to private enterprise and get it back to clean drinking water again.

59 - Devon Stewart

yes, spend up large. Charge higher taxes for it. Dont let the labour government steal it.

79 - Alex Dieudonne

What are the cost savings by joining with other regional bodies are this identifiable?

860 - Rob Batstone

sorry i dont have much knowledge but with your track record i'd rather hand it over to the government

## General/Other Comments

137 - Kylie McEwen

i don't think three waters is a good idea to be honest

147 - Michael King

You have no right to set up a three waters department, the country voted against that anti democratic proposal in 2023. No.

180 - Nathan Culevski

I disagree with three waters.

192 - Sonia Bell

I have read the 3 proposals but the proposals do not have a cost projection associated with each one.

28 - Stacey Kennedy

three waters is a waste of time and i thought it was being scrapped

303 - Name Redacted

What a total waste of money 3 waters turned out to be.

310 - Alicia Pilkington

3 waters shouldn't exist. Great decision making

399 - Will Fazakerley

[Other/Special Interest Topics > Engagement and Communications (General)]

i feel that there is alot of bloat in the council, and that anything 3 waters related is too top heavy, could this price be reduced by getting on with the work rather than everyone having their say?

439 - Amanda Ward

I do not know much about this ongoing project but I opposed the original 3 waters takeover and chlorination of our safe and most delicious water.

45 - Cameron Rossiter

Also not comfortable with talk of selling off assets, why invest in water if we are going to sell the network off

55 - Brian Donovan

I don't fully understand the three waters now the government has tinkered with it. My impression now is there will be huge delays and more onus on rate payer to pay. It will be a double whammy as the tax payer will be stuck with paying for the govt input.

621 - Colin Ong

I thought 3 Waters was dead in the water (pun intended)? If not, why?

636 - Brett Fellows

Local council shouldn't be bending their knee for an overreaching government department like Three Waters.

725 - Gary Durey

No to any co-governance of water.

760 - Fiona Green

I believe that communities with successful long standing water management have the right to continue to manage their water.

810 - Lee Hogsden

[Spending > Our proposed spending]; [Other/Special Interest Topics > Governance]

Past council showed little regard for looking after Christchurch's water supply and as such we have all suffered the effects. I don't trust the council to look after our water. Again the priorities for spend seem very skewed to vanity projects and cycle lanes rather than the main services that the council should be prioritizing. Trust not there.

870 - Nyge Rimmer

Many councils around the country have experienced a S&P ratings drop as a result of central governments refusal to treat the three waters systems and offer funding as opposed to insisting on a mandate

887 - Sonya Hodder (Spreydon Neighbourhood Network)

It appears the proposed spending for the three waters networks is a combination of earthquake-related damage, the fire at the Waste Treatment Station, maintenance, and potentially deferred maintenance and is also in keeping with the Local Water Done Well Policy that's currently being reviewed. It is important to get the infrastructure repaired and up to a standard where it can withstand housing intensification.

896 - Peter Tuffley

However, looking at the major capital item (Three Waters - \$279m, 37.9%), it seems to me to be possible that what the Council opts to do under the rubric of "Local Water Done Well" might turn out to have an impact (whether upward or downward) on the projected figure. (As the Mayor rightly says in his Foreword, "making major changes could lead to a significant change in projected rates".)

## Three Waters Capital (General)

### General Comments

84 submissions provided feedback on Three Waters capital (general).

40 provided comments in support of the proposed Three Waters infrastructure spending and 9 provided comments in opposition to the proposal.

6 provided alternative/additional proposals and priorities and 29 provided general comments about the Three Waters infrastructure.

### Officers Response

Oppose

Just – no

Other

Be more efficient. General support, one request for more funding

Support

General support for what needs to be done. A lot of reference to clean drinking water

Stormwater and leak reduction

General

Want more detail on next few years forecast

Questions why we need such a level of investment

Council has an ongoing water leakage reduction program. This includes actively searching for, finding and fixing water leaks. The three waters programme is sized to achieve regulatory and consent compliance, replacement of aging (leaking) assets and allow for population growth in the city. Replacement of the pipes in poor condition are a priority.

Our investment in the three waters 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, which is in accordance with our water safety plans and the drinking water standards.

The 2024 – 2034 long-term plan outlines the planned programs and projects that Three Waters will deliver.

Council continually works to improve the efficiency of capital delivery.

## Support

112 - Sophie Morton

I am happy with it

13 - Brian Hill

Must spend the money to make up for years of under investment

[Coder note: general support for investing in three waters assets and infrastructure]

158 - Murray Dickinson

I agree with the changes. We need to keep investing in our water infrastructure.

173 - Haidee Scott

I support the Three Waters and Transport components of the capital programme budget.

18 - James Mackenzie

yes, keep being proactive in the spending regarding water. We need to be able to support even more than 20,000 residents inside the 4 aces

224 - Kyle Sutherland

I support the suggested Three Waters network spending.

238 - Mitchell Cameron

if it needs to be done then it needs to be done.

252 - Robyn Campbell

I'm aligned with Council's thinking in this regard

262 - Da Steel



Needs to be done

280 - Julien Gutknecht

No issues

313 - Edmund Good

I support spending on the three waters projects as necessary expenditure to ensure safe drinking water and reduce water waste.

328 - Corin Anderson

no issues here

351 - Molyka Nop

good. Happy to go ahead

362 - David Gardner

I'm happy with more spending on the three waters to keep our water supply, waste water and stormwater top quality

460 - Mitchell Tobin

Support

471 - Josey Fleitas

Looks good as written.

597 - Lynette Bay

I support the proposed spending.

649 - Vic Allen

Top priority.

672 - Natasha Hagan

This is vital for the health of our nation and the prosperity of Christchurch. This is a brilliant idea, please go through with it.

673 - Rosie Paul

I think the proposed three waters network plan sounds good, it is vital for water to be clean for both humans, and the nature that is affected by it.

687 - Kayleigh Patterson

I dont really understand the three waters

but i think it is to get safer water, so yes i agree

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

The Board supports continued investment in Three Waters infrastructure. We emphasise that upgrading our water systems is essential to prevent unacceptable consequences for our community—both for current residents and visitors, as well as for future generations.

690 - Kevin McSweeney

Generally agree

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

Water infrastructure is a core Council function and the Board agrees with this investment, particularly where it should result in a reduction in maintenance expenditure.

716 - Malcolm Hoare

Three waters falls into the essential services and should be maintained and upgraded.

726 - William Warren

I support the investment in the long-term health of our water systems.

730 - Merav Benaia

Cities need clean drinking water, functional sewerage and resilient storm water networks. I support investing in updating and upgrading the 3 water network for current residents while planning for future growth.

754 - Sarah Laxton

I support the spending on water infrastructure. It is a critical part of our city and vital to be kept maintained and functioning well. I think also that it's important to utilise our assets to their maximum potential. A pipe is better utilised if more people live next to it meaning savings due to not building a large sprawling network which is harder to maintain and costlier for future generations when the replacement bill comes due.

756 - Dan Heuston

agree, our water infrastructure needs ongoing investment

771 - Jake Moratti

spend what you need to

774 - Clive Busby

I support this work as it is an insurance policy to secure domestic water supply and flood protection.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Three waters is important and a basic need so it seems all good

805 - Geoffrey Sugden

I support investment in the three waters network, as it is an essential service that underpins housing and urban development in Ōtautahi Christchurch. Given that we are already funding these assets, the city should maximize their use by encouraging urban intensification.

817 - Justin Fletcher (Predator Free Waimairi Beach)

Support spending on three waters network

823 - Catherine Swain

i support this spending.

849 - John Forbes

I am strongly in favour of this spending.

851 - Fiona Bennetts

I support spending on three waters. This is critical infrastructure that we don't want to fail.

868 - Andrea Kofoet

I support investment in the three waters network—it's a core service that keeps Christchurch running and supports housing and urban growth.

880 - Sara Campbell

i support the proposed spending on three waters. Three waters are essential.

889 - Allan Taunt

Support the proposed spending.

## Oppose

142 - Scott McCormick

the increased spending is not acceptable if its a reason for increasing rates

214 - Jan Edwards

Once again, exorbitant pricing! Way over engineered. Do your job properly CCC staff and listen to the people before we all lose our homes due to rate rises

220 - Sandra Pilet

leave it for a year or two

36 - John Miller

DON'T

429 - Gordon Nairn

cancel

618 - Sebastian Marinovich (Green Enterprises @ Co)

Disagree completely

646 - Andrew Lindsay

disagree

73 - Mia Immers

This also needs to stop

816 - Annabel Turley (CCBA)

Spending on this is not necessary at the present while debt levels are so high

## Other

141 - Andrew McKay

Core business and priority, although I would like these units to be more efficient.

485 - Peter John Cameron

one of the most important pieces of work a council could do , used the proposed Wings to wheels Cycleway budget to enhance and strengthen this fundamental infrastructure programme

703 - Daniel Holland

The proposed investment is generally sound. However I have some concerns that it does not fully account for growth in our surrounding areas, such as Rolleston. Do these sit outside the ccc area?

761 - Molly Magid

I think even more funding needs to go into the network to ensure that it is resilient to the challenges of climate change and also potential for disease outbreaks. In particular, Christchurch still does not have cryptosporidium filtration, which was the issue in Queenstown that led to an outbreak of water-borne disease in 2023. This needs to be rectified as soon as possible, so that drinking water in the city is safeguarded.

875 - George Laxton

It is better to maintain our infrastructure now, than try to do it patchwork. It's more efficient to do it that way. If we do nothing our water assets will be like wellingtons' and we will spend over spend to patchwork fix leaks.

Please make sure that the water infrastructure is properly funded and maintained.

878 - Peter Galbraith

Support more spending on three waters, especially where lack of investment is restricting housing growth

General/Other Comments

100 - Jared Brookes

I believe maintaining the infrastructure is important, however any upgrades should be carefully considered

1026 - Harrison McEvoy (Greater Ōtautahi)

Spending on three waters is somewhat outside Greater Ōtautahi's scope of advocacy. Generally though, cities need clean drinking water, functional sewage, and resilient stormwater networks. We recognise that there is community concern around the capacity of three waters amenities to handle increased intensification, and concern around the continued impact of flooding in serious weather events.

114 - Paul O'Connor

\$183 million seems a lot, As long as we are not building another bureaucratic empire, paying exorbitant wages.

140 - Jordan McCormick

unsure, the proposal is vague and just sounds like money shifting.

171 - Melanie Kardt

Water is an essential

218 - John Humphreys

keep it simple

233 - Matthew Tolan

It's hard to say, as there isn't any context provided in the Consultation Document about what these projects are required for, and what any alternatives might be. I assume they are necessary investments.

253 - Gavin Blackwell

Water is fundamental, So Council need to stick to core services and make sure functioning correctly but also make sure not wasting money

263 - John Cumberpatch

We have kicked the can down the road for too long so need to do this as efficeintly as possible

265 - Bevan Phillipson

Without water we die.....hence, we need to constantly be "moving towards" BETTER systems , and always consult with Residents on any Improvements suggested.

Costs are required, I get this.

266 - Name Redacted

So, you're adding "extra" to fix holes etc in the pipes? So, WHY are we getting charged extra when you obviously have NOT been maintaining them as you should? As one of councils CORE RESPONSIBILITIES? (not cycle lanes, all underground infrastructure!) WHERE HAS THAT MONEY GONE? WHY do you need more? Why cannot you work smarter with the money you have? Why are you NOT maintaining your core responsibilities as a council above all other things CCC? WHAT IS GOING ON? WHERE IS THE MONEY GOING?

Not enough information provided to ALL ratepayers on a timely basis (or at all really).

CCC MUST BE OPEN AND TRANSPARENT AND YOU ARE NOT AND HAVEN'T BEEN YOU MUST CHANGE.

You cannot do "nice to have's" or "lets put heaps of road bumps in (and remove give ways and cause MASSIVE congestion) because we can spend money like water with no repercussions" this is happening now and must stop.

CORE RESPONSIBILITIES MUST COME FIRST AND FOREMOST.

301 - Rahera Carter

unsure about this need to do more research

405 - Ben Lord

No good pipes and water is essential

425 - Diane Prankerd

Vitally important to maintain 3 waters but would like to see efficient use of rate payers money to maintain and improve these services - not convinced that this is always the case

428 - Chris O'Brien

What Three Waters network. It's been axed so why use that term?

549 - Antony Gough

You need to be careful that costs do not cause excessive cost increases above inflation.

62 - Diane Mulholland

yes storm water issues and leaks really need a big focus.

633 - Deb Clarke

It appears the proposed spending for the three waters networks is a combination of earthquake-related damage, the fire at the Waste Treatment Station, maintenance, and potentially deferred maintenance and is also in keeping with the Local Water Done Well Policy that's currently being reviewed. It is important to get the infrastructure repaired and up to a standard where it can withstand housing intensification.

670 - Emma Hack

All up, the controversial Three Waters - axed by the new National-led Government - cost \$1.3b, of which about \$800m was given to councils and other organisations to spend on infrastructure. The figures were released to Stuff under the Official Information Act. \$1,3b??? do we really need that



698 - Dominic McKeown

its currently being funded and is working

755 - Tobias Meyer

Maintenance is important and shouldn't be deferred if possible.

795 - Dianne Downward

needs to be done

820 - Helen Pickering

WE need to fix our water infrastructure

83 - Erin Cowlshaw

Water is our biggest expense? This is a ludicrous amount. I want to see more breakdown on how NZ has such a valuable resource yet it's our biggest expense here in Christchurch.

Have all the pipes leaked at once, or been forgotten? Treatment facility needs maintenance etc but this is a huge figure to spend annually.

What is the next few years forecast looking like? Is this a case of pipes, and treatment plants need fixing and then this annual spend will decrease significantly?

I would like to know more

835 - Robert Fleming

Other than to treat our water infrastructure renewal is a high priority.

836 - Gerrit Venema

Keep doing a good job with our wonderful resource that one can pump right from under our feet.

852 - Fay Brorens

clean water is essential. It will probably cost lots but delays will often be more expensive- there is as always a balance between planning and rushing ahead. It is essential we avoid burdening future generations with our mistakes.

865 - Marie Gray

The rates should be adequate to keep the water network in good condition and to ensure a planned series of maintenance and replacement. We have historically under-invested in our water infrastructure and we are playing the price now.

869 - Anne Scott

Clean, safe water is essential, as is the removal of waste.

## Three Waters Other

### General Comments

8 submissions provided feedback on other Three Waters matters

4 provided alternative suggestions and 4 provided general comments.

### Officers Response

There was support for providing clean water, and CCC control

Support for spending on three waters networks

request for CCC to work with ECAN on nitrate levels, the changing levels are a concern

Provide assistance for repair of leaks, as some people cannot afford plumbers

Nitrate levels are monitored from approximately 40 bores across the city each month. Levels remain well below 0.5% of the Maximum Allowable Value in the Drinking Water Standards for NZ 2022 and show no indication of increasing.

In cases where leakage has resulted in high water use, and the customer can provide evidence of the repair a remission can be applied for.

## Other

490 - Noelene Hodder

no water for more irrigation / bottling companies etc

>>>

( reduce intensive landuse on the canty plains !! )

869 - Anne Scott

There should be programme working with ECAN on nitrate levels. This is a growing problem across Canterbury including Selwyn.

874 - Grant Slade

Don't want any meddling with our water. So lucky to have great quality water right here under us. CCC needs to take charge & stop Central Government control over our very precious CHCH resource.

910 - Robert Need

Things that Council can improve:

Helping poorer income houses get leaking taps fixed so they aren't charged for leaking water. Plumbers are expensive and people on lower incomes can't afford them.

General/Other Comments

390 - Stuart Batty

Thought three waters scrapped by current govt.

671 - Ava Strieker

I believe that clean water is essential for the survival of humans.

674 - Aurora-rayne Dyer

I believe that everyone deserves for clean water, Humans and animals.

675 - Bluebell Barr

We would always appreciate good clean water, however I'm not massively informed on this network.



# Transport

## Transport (Operations)

### General Comments

64 submissions provided feedback on transport (operations).

6 provided comments in support of specific programmes or projects related to transport operations / the safe streets and neighbourhoods work programme

25 provided comments in opposition, generally against initiatives under the streets and neighbourhoods work programme.

26 provided alternative/additional proposals and priorities, and 7 provided general comments.

### Officers Response

#### **Red light and safety cameras**

Submitters expressed a wish to see more speed and red-light cameras as well as increased enforcement of illegal road user behaviour, with a focus around schools also included.

The NZ Transport Agency (NZTA) are taking over the responsibility of safety cameras from NZ Police as well as delivering new safety cameras across the country. This includes red-light, mobile and point-to-point cameras.

Christchurch City Council have a current MOU with Police regarding their enforcement for the two existing red-light intersection cameras at Gasson Street, Madras Street and Moorhouse Avenue and Manchester Street, Pilgrim Place and Moorhouse Avenue.

The MOU also provided for the installation of a third red-light camera, however, with NZTA now taking over the safety cameras we will need to work with them to install this third camera. NZTA are responsible for any future cameras and staff will continue to advocate for additional cameras on the network.

Suitable locations are determined by NZTA through speed surveys, the type of road, crash data, local knowledge and feedback.

Red-light cameras are a cost-effective tool to prevent deaths and serious injuries on the road. Research from Monash University's Accident Research Centre in Melbourne, Australia showed a 26 per cent decrease in overall crashes at intersections with red light cameras. There was a 47 per cent reduction involving vehicles travelling into an intersection on the side the camera is placed.

The purchase of red-light cameras is not specifically funded in the Council's Long Term Plan. This currently falls within our Minor Road Safety and Minor Safety Interventions programme budgets, which we allocate to safety improvements at the worst sites/intersections for reported death and serious injury crashes, school safety improvements and other Community requests. We receive a large number of these requests, and due to the limited funding, not all projects can be funded currently.

NZTA are also taking over responsibility for the existing fixed and mobile safety cameras which capture speeding offences, and will also be determining new camera locations, however priority is currently aiming to provide new cameras in Auckland and Waikato.

Evidence shows where safety cameras have been used in New Zealand and overseas they reduce speed as well as the impact of a crash. Because of this, they're proven to significantly reduce deaths and serious injuries on the road.

The progress of transfer of cameras from Police to NZTA, including the type of camera and who is issuing the infringement notices can be seen here: <https://www.nzta.govt.nz/safety/driving-safely/safety-cameras/about-safety-cameras/safety-camera-locations/>.

Infringement notices for speeding will now be issued by either NZTA or NZ Police.

Further information regarding safety cameras can be found here:

<https://www.nzta.govt.nz/safety/driving-safely/safety-cameras/>.

Funding for safety and mobile cameras is the responsibility of NZTA.

Where feedback is received by Council from the community regarding high vehicle speeds or red-light running, Police are advised of the locations and details. "Boy racer" activity locations reported to Council are passed on to the Police Anti-Social Road User Behaviour team for them to consider enforcement in those areas.

Speed and intersections are two key risk areas for Christchurch City and are included in Council's Road Safety Action Plan FY24/25 with the FY 25/26 Plan to be updated later this year. Through the Road Safety Action Plan process, the Council works collaboratively with our partners, stakeholders and community to proactively identify and address areas of risk where we can improve safety and ensure new initiatives and projects are evidence-based to achieve the greatest outcome for our community.

This includes actions and outcomes that relate to

- Transport infrastructure (roads, kerb & channel, footpaths, street landscaping, cycleways, bus stop, bus shelters, parking provision, & any transport-related infrastructure)
- The maintenance and renewal of any transport related assets
- The monitoring, management and optimisation of the transport network
- Education, information and enforcement related to transport, safety and travel on the roads
- Capital works improvements to address safety concerns

For FY 25/26 Council will continue to work collaboratively with Police to deliver education and enforcement campaigns specifically related to intersections and speed and will also provide feedback to NZTA where appropriate on suggested locations for safety cameras to be deployed.

Funding for education campaigns allocated for the FY25/26 is from Council and NZTA.

### **Cycle Parking**

Submitters expressed a desire for the installation of good quality cycle parking at destinations, including a dedicated minor works budget for cycle parking (suggested at \$50,000/year). They also expressed displeasure at the fact that some Council facilities still have the old 'wheel slot' cycle parking racks which do not accommodate all types of bikes and do not allow secure locking through the cycle frame, and suggested replacing this with the cycle hoops or staples that are now standard.

Cycle parking is occasionally installed by the Traffic Operations team but is rarely of high enough priority compared to road safety interventions to be carried out under limited budgets. Council holds a database dating back to 2020 of almost 50 locations where cycle stands have been requested by residents, or where staff have identified a need.

It is noted that not all sites suggested will be feasible as there is not always sufficient space available to install, and underground services including water pipes and cabling can block cycle stand installation.

There is currently no specific budget provision for installing cycle parking across the city. Currently cycle parking improvements are delivered as part of larger upgrade projects. Staff would welcome the opportunity to meet with Spokes as suggested, to identify and prioritise potential sites for cycle parking.

### **Safe and active travel education & promotion**

Submitters raised concerns around school safety, poor parking behaviour around schools and pedestrian safety. They were also supportive of continued community engagement and communication about the importance of safe and active travel.

Seventy-seven schools across Christchurch are signed up to the Council's Good-to-Go School Travel programme. The programme offers a variety of initiatives that schools can take part in, including in-class workshops focusing on exploring active transport, safety, using public transport, etc. Other active travel promotions include Walk or Wheel to school week run twice a year, Road Safety & Rail Safety week, Car Free day and Crash Bash. Council work with schools to promote safe and active travel, monitoring behaviour and activities through an annual travel survey and programme specific surveys.

As part of the Council's Good-to-Go Travel programme, workplaces, organisations and residents are engaged with to promote, educate and inform safe and active travel options. Personal journey planning with residents is carried out where infrastructure or services support active travel.

The Good-to-Go programme delivery is funded through both Council and Better Off funding. The Better-Off Funding is available only until the end of FY27.

In addition, Cycle Safe cycle skills education programme is delivered in schools with 55 schools and over 2300 students participating to date this year. Cycle Safe is jointly funded by Council and NZ Transport Agency Waka Kotahi (NZTA).

There have been 131 participants take part in adult bike skills courses this year, funded through Council.

Community concerns raised regarding poor or illegal parking behaviour around schools are passed onto Council parking enforcement staff, along with providing education leaflets the schools can use to support behaviour change. Reports to Council of unsafe or illegal road user behaviour around schools is communicated to Police.

Council is also proactive in this space, looking at camera enforcement to address problem areas. Staff are in the final stages of a 6-month trial using a solar-powered camera mounted outside a Christchurch school to help improve driver behaviour, and there are plans for deploying more across the city. More information on the trial can be found on Newsline: Solar powered camera making school drop-offs safer: Newsline <https://www.newsline.ccc.govt.nz/news/story/solar-powered-camera-making-school-drop-offs-safer>

With regard to enforcement action on people parking in cycle lanes and cycleways, this is generally done in a reactive manner in response to customer tickets to the Parking Team, or while the Parking Team are on their usual beats. For enforcement to happen, offending vehicles must be reported to Council via phone, rather than Snap Send Solve as it is a 'real time' issue. Where Council is made aware of repeated offences or patterns of behaviour in a particular area (often this occurs in the initial period after a new cycleway is completed and open for use), the Parking team can do more proactive monitoring including after-hours checks.

## Support

### 680 - Claire Coveney

The speed bumps at pedestrian crossings have proven to be the main factor in slowing down traffic at pedestrian crossings in my neighbourhood.

Safer cycling and pedestrian crossings and enforcing speeds is where I prefer money to be spent not in speeding up traffic.

### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board notes its support for:

- A network of streets and roads that as safely as possible accommodate pedestrians, cyclists, private vehicles, public transport, micro-vehicle riders (e.g. scooters), business vehicles and others. The Board highlights its recent request to prioritise the implementation of the school speed zone at St Albans School, and strong advocacy for red light cameras at the Westminster Street/Cranford Street and English Park pedestrian traffic signals, with increasing volumes of traffic in this area which is also used by hundreds of primary school children every day.



- Maintaining a focus on efficient light phasing, real-time traffic monitoring (partnering with police – visibility is key), red light / safety cameras, and auditing traffic behaviour following changes (e.g. revised speeds or road layouts) to maintain good traffic flow and reduce congestion, thereby preventing driver frustration and potentially dangerous behaviour.

Other Key Priorities:

- Northcote Road corridor – community and student voices have raised urgent safety concerns along this corridor. Responding to this, and the significant LTP funding cuts to corridor improvements, the Board has provided significant Better Off funding to investigate safety improvements. The Board appreciates that these investigations are now underway, though early signals is that these are focused on safety improvements that will require future Council funding to be implemented.
- The Board remains concerned that project 243 (Greers, Northcote & Sawyers Arms Intersection Safety Improvement) does not appear in the LTP, and has asked for a traffic efficiency survey of the block containing this intersection and the Langdons and Northcote road corridors through to Main North Road, which would be assisted by the Council reaffirming this request, while supporting the expediting of our next point.
- Improved efficiency along the Langdons Road corridor, and a pedestrian safety crossing on Springfield Road, are noted in the Board Plan as part of the Board's prioritisation of transport connectivity in its area. We urge that the Council accelerates its LTP noting provision (CLP/2024/00086): *That the Council notes that staff will report back on work programme requirements for Langdons and Springfield corridors to inform a future Annual Plan.*
- The Board supports the adoption of the proposal signalled in Council Resolution CAPL/2025/00007 (*That the Council: A17. Re-instates the second section of Richmond Greenway (Southern end CERF - Transport Choices project) in the draft 2025/26 Annual Plan with a budget of \$900,000, with \$600,000 of the budget being in Financial Year 25/26, and the remainder in Financial Year 26/27*), as reflecting a further component of the Board's prioritisation of transport connectivity in its area.
- The Board notes its continued advocacy for retaining the funding of the Downstream Effects Management Plan (DEMP) for the Christchurch Northern Corridor (CNC) to keep it on time as per the staged plan, and its support for ongoing initiatives to address CNC effects.

744 - Marie Byrne

i am a supporter of the raised platforms at intersections. I can see how speeding traffic through busy intersections has been slowed down at the aforementioned intersection and the Linwood/Aldwins/Buckleys intersection.

881 - Bill Cowen (Cashmere Technical Football Club)

Happy with these initiatives

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Innovating Streets – the Board supports funding to implement the Selwyn Street Innovating Streets project.

Cycle access to The Colombo – the Board acknowledges and thanks the Council for its commitment to funding the rebuild of the South Library and its support of the temporary pop-up facility at The Colombo. To complement and enhance the use of the new temporary pop-up facility, the Board supports an assessment of, and funding for, improvements to cycle access to the South Colombo Library pop-up facility.

>>>

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

Communication with community about why safe and active transport matters.

919 - Andrew Charles McDougall

Complete the work proposed under previous consultations for Wyon and Hulbert Street renewal projects.

I am almost 93 years old and have lived in Wyon St. for more than 50 years. During that time I have taken part in countless consultations about improvements to the street - but have watched in sadness as it has deteriorated so much over the years. The "consultation process" was as far as it has ever gone. I am almost reluctant to take part in this process as it seems a waste of time, paper and ink unless this time something is actually done about it.

The longer it takes, the more the street deteriorates, and the more it will cost to remedy it.

The work proposed over previous consultations is as follows;

Replace old kerb and channels with modern curbing.

Widen the footpaths so make it safe for the elderly with walking aids, parents with children in push chairs and prams, people using mobility scooters and pedestrian safety.

The current street "so called" lighting on one side of the street does not make a safe environment for walking on at night. How is it safe to use public transport when it entails walking in the dark on hazardous pavement surfaces to get home from the nearest bus stop?

Provide safe pedestrian crossing points. The illegal excessive speed of traffic means you are at serious risk of injury from crossing the road- especially those not so "fast on their feet".

Maintain and enforce the current 30kph Speed Limit, and use traffic calming measures such as chicanes (not speed bumps) to slow the traffic.

This street is meant to be residential - therefore the road width and layout should be modified to reflect that.

Consult with other agencies such as Orian and Enable to save duplication of work.

>>>

Install speed bumps anywhere. If you have a passenger with any muscular skeletal injuries or pain - even at the slowest of speeds, these bumps cause pain and discomfort. Goodness knows what it must be like for someone in an ambulance with broken bones! Please desist from speed bumps!!!

## Oppose

1006 - Eunice Booth

Things that I don't want Council to do:

speed bumps

140 - Jordan McCormick

Stop spending money on speed bumps on main roads and calling these road calming measures, they are extremely disruptive and convey mismanaged funds, i would love to know the total cost of all these horrible speed bumps no one likes.

141 - Andrew McKay

This is excessive. Roads are getting slowed down, especially the QE11 Expressway North Beach through to the airport, which is at snail pace due to interference in the flow of traffic; lights.

142 - Scott McCormick

Stop your wasteful spending on transport like the speed bumps at major intersections.

178 - Cedric Croft

Too many speed humps on roads not required. Some of these are not effective eg Colombo Dyers roundabout

210 - Lindsay Sandford

Hardly a week goes past when I don't come across a new road bump at an intersection or pedestrian crossing. While some, e.g. Dyer's pass/Cashmere Rd roundabout, were needed and create a balance between different modes of transport, many, e.g. new pedestrian road-bumps on Cranford street, and on Gayhurst Road, strike no such balance, and punish car drivers with no benefit to pedestrian/cyclists over the existing traffic lights.

>>>

We should find savings by not building more road bumps and other things that detract from the use and enjoyment of our city's infrastructure. Then we can decrease our borrowing costs, and have a better city transport network.

214 - Jan Edwards

No more speed bumps.

221 - Mike Stopforth

The numerous speed humps being put in are a terrible waste of money

229 - David Thomson

Please stop installing "safe speed platforms" on main roads.

296 - Kerry Loper

Council is doing too much ,stop all the speed humps being installed council is not the police,that's their job too stop speeding

>>>

stop being anticar,stop installing speed humps,disregard the council department for speed humps they do not represent the majority of ratepayers

>>>

get back too basics learn too live with cars until we have a decent public transportation system,

302 - Blane Waihi

Traffic lights appear to change when drivers approach them. If this is an effort to control traffic and speed it does not work and encourages drivers to speed more often. This phasing of the traffic lights also increases fuel consumption and exhaust emissions. If our council collects revenue from increased fuel use, then it needs to be transparent about it.

334 - Richard Claydon

Stop wasting money on speed humps, narrowing on corner intersections and cycle ways. None of these are necessary just a waste of money.

357 - Mark Robinson

Whoever is in charge of roading needs to be looked at, the lower speed limits, speed bumps at intersections and redesigning roads to make them less efficient has to stop, its out of control.

>>>

I cannot stress how bad the road planning has been.... Speed bumps everywhere, 30kph zones on streets that absolutely don't need it and redesigning roads to include cycleways at the detriment of traffic when there's a perfectly fine hard shoulder on the road

45 - Cameron Rossiter

remove the massive speed bumps on main roads.

490 - Noelene Hodder

I feel the CCC is wasting our money on :

narrowing roads, unnecessary road markings, inability to make left hand turns with planter boxes etc

549 - Antony Gough

**Traffic lights that actively discourage vehicles.**

As cycleways expand across Christchurch, we are seeing an increasing number of red turn arrows that stop vehicles regardless of whether cyclists or pedestrians are present. While safety measures are important, red arrows should only be activated when necessary - not by default.

A prime example is the intersection of Cambridge Terrace and Hereford Street, where a red arrow prevents vehicles from turning even when no cyclists or pedestrians are present. The intersection has separate activation buttons for cyclists and pedestrians, yet the red arrow is triggered automatically every time.

Is this incompetence from traffic planners, or a deliberate attempt to obstruct vehicle movement?

Unnecessary restrictions on vehicle turning are becoming more common citywide. At the Fendalton Road and Clyde Road intersection, the right-turn signal from Fendalton Road and Memorial Avenue allows only a brief turning period before switching to a red arrow - preventing turns even when the road is clear.

Licensed drivers are capable of assessing whether it is safe to turn - excessive red arrows undermine efficient traffic flow!

Council should be improving vehicle movement, not deliberately obstructing it when roads are clear. Sensible, balanced traffic management is needed to keep the city moving efficiently for all road users.

608 - Ondine Kieranowski

Stop installing stupid speed bumps at intersections

621 - Colin Ong

Unsure if this falls under Council Auspices: We don't need more raised traffic islands, especially poorly thought out and dangerously placed ones. Why have these at light controlled junctions and pedestrian crossings, for instance? This isn't the first (or probably the last) time some hare-brained bureaucrat who doesn't drive has introduced impractical ideas that waste money and cost many others time and angst.

637 - Delwyn Harris

I am against a continuation of the intersection speed humps, cycleways and "domestic" road changes, to enable funds to focus on basic road, parks and core council services, in these tough economic times.

65 - Shane Manson

How about reducing speed bumps in exchange for a lower [coder note: rates] increase

68 - Chris Wildey

Remove all the 'safety bumps'. I would argue these are actually more dangerous in trying to avoid an accident, due to vehicles suspension being loaded and then unloaded causing cars to bounce - tyre contact on the road is compromised and lessening grip levels. If you watch any commuters you'll see they are all travelling the same speed. How they are meant to be any safer for pedestrians is anyone's guess - you still have to give way on turns to pedestrians per the road rules, so what is the point?

759 - Jeff Scandrett

Do not put in any more speed humps anywhere, particularly on feeder, ring rd, and major transport routes

810 - Lee Hogsden

>>> intersection and road modifications that cause confusion, delays and general disturbance to driving from A to B in our city. Strange two section speed bumps on Tennyson Street that make drivers either choose to position themselves heading into parked cars or an island to avoid the car not hitting the bump evenly. If you drive over it in the correct position for the lane, the correct position for a car to be in then half your car lifts over the bump and the other half doesn't damage car suspension. Try it sometime. Watch cars trying to navigate all four of them in a row. Those poor residents trying to get in and out of their driveways and drive in their own street. Why? Why are they in two parts???? Where

is the common sense. Great example of "safety measures" that make it unsafe for cars.

#### 846 - Mark Fursdon

In this economy the Council should be taking all steps to keep rates increases to an absolute minimum. This means not spending money on changes to streets that benefit minorities and disadvantages the majority and compromise traffic flows and on street parking for residents and businesses alike.

#### 860 - Rob Batstone

you guys are destroying the roads with these silly ideas, wasting money. There are better ways to achieve a similar result.

### Other

#### 1016 - Stuart Gordon King

##### Things that I want Council to do:

Speed Bumps  
Edmond str

#### 1019 - Ciaran Farmer

Improve residential intersection to slow down drivers.

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

We would like to see an effort to incorporate best practice road design and modal separation when renewals are done. Far too often, Council undertakes renewals on a street without using that opportunity to incorporate safer design aspects. This means streets that are objectively lacking in safety features continue to present risk, even after Council has invested significant capital into renewals. Design practices such as kerb build-outs, speed platforms, mid-block crossings, and road dieting are empirically shown to reduce risk, improve fatality rates, and reduce average speeds. These measures are internationally tried, tested, and approved. We would also like to see more effort to separate modes of transport. Park Terrace showed us that this can be done cheaply and quickly to great effect. There are major corridors in this city where mode separation is weak or non-existent. This represents significant risk to both motorists and active transport users. More effort must be made to



make small safety improvements when renewals come due. Council should be making more effort to include these designs in renewal projects. While we acknowledge that there is some vocal controversy, the evidence is and always has been clear on this. Safety features and modal separation saves lives. We would also encourage Council to take a more nuanced view on renewal timelines. A street that is due for renewal but doesn't need it should be deprioritised so a street that might not be due but does need renewal can be done instead. Council falls into the trap of renewing for the sake of renewing, when some areas require significant attention and a full redesign.

#### 265 - Bevan Phillipson

Long term, we will need to encourage more use of walkways, cycleways, skateways even.

Congestion type of "taxes" may be required to help drive this outcome.

#### 405 - Ben Lord

Nothing to add to those specifically, but I do think that south chch needs more funding. I cannot believe it can take up to 50mins to go from the city to Somerfield like its actually ridiculous this is via car >>> increase transport in the South of CHCH (Somerfield) lol

>>> red light cameras

#### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Other projects the Board wishe to see proceed (in no particular order)

Street Renewal Priorities:

- Pratt Street (in concert with Pages Road Bridge Project).
- Marriotts Road
- Collingwood Street
- Maces Road
- Ruru Road
- St Johns Road, Bromley
- Lake Terrace Road resurfacing (#72 - #238)
- Stour Drive (New Brighton Road to Vivian Street/Reginald Street corner), road narrowing and traffic calming
- Completion of Mairehau Road and road levelling.

>>>

Additional transport priorities:

- Butterfield Street renewal (72239)
- Increased road maintenance in the Red Zone (~\$20k)
- Traffic calming and speed reduction on Woodhouse Street
- Traffic safety/calming in the Rowcliffe Crescent/Hartnell Street intersection to reduce anti-social road use
- Reduction of Clarendon Terrace speed to 30-40kph with traffic calming on the corner
- Traffic calming outside Tamariki School by St Johns Street/Clydesdale/St Lukes intersection
- Road narrowing and traffic calming on St Johns Street Bromley (Maces to Linwood) to reduce heavy vehicles and anti-social road use.
- 30kph speed on Gloucester Street through shops (from Surrey to Lionel Street)
- New Brighton Road renewal
- Rawhiti Domain road renewal
- Owles Terrace renewal
- Bower Avenue renewal
- Ascot Avenue renewal
- Willryan Avenue renewal (by Bower Park)
- Marine Parade curb and channel

>>>

Other priorities:

North Ramp Retaining walls – street side need renewing.

>>>

The Board supports maintaining levels of service at the same levels as present in general. However, we would like to see the level of service increased in and around suburban villages such as Woolston, New Brighton, and Queenspark. For example, rubbish removal, weeding, infrastructure maintenance (pothole repairs), back-flow valve maintenance, beach access boardwalks/tracks/infrastructure being 'lifted' and made more disability-friendly.

#### 600 - Aaron Ghattas

In Linwood, with reference to streets at the block of Woodhouse, Surrey, Tancred, Rochester and Gloucester St. There is a major issue of dangerous driving behaviour and speeding as people from all walks of life using these street to avoid controlled intersections.

Manly because these streets are so wide, even CCC and NZ wide road design criteria states that these wide roads induce speeding and residential streets should be 6m wide. Woodhouse St is 13.5m wide. I have details this at a number of presentations to CCC chamber.

This road layout is over 80 years old and do not comply with CCC & Australasian standards.

See [https://austroads.gov.au/publications/road-design/agrd03/media/AGRD03-16 Guide to Road Design Part 3 Geometric Design Ed3.4.pdf](https://austroads.gov.au/publications/road-design/agrd03/media/AGRD03-16_Guide_to_Road_Design_Part_3_Geometric_Design_Ed3.4.pdf)

Now with resurfaced roads, unfortunately we are going find more driver comfort with speeding.

Noting that our residential street is wider than highway 1, 9.6m wide, including road shoulders.

I strongly advise that application of the safety standards per Para 8.13.1 Design Speed - Christchurch City Council Infrastructure Design Standard Part 8, which references The Guide to Road Design, Part 3: Geometric Design Para 4.2.5 Urban Road Widths, allowing for a width of 6m wide road. In this situation our road is 13.5 wide to be implemented. The reason for this standard is safety and to reduce speed.

These streets need to be narrow to comply with road design

criteria. <https://www.nzta.govt.nz/assets/resources/aotearoa-urban-street-planning-and-design-guide/aotearoa-urban-street-planning-and-design-guide.pdf>

We are simply advocating for is street trees to induce narrow and well formed streets to help reduce speeds and naturally induce safer drive behaviour. It seems greening Christchurch and proper road design as only come to heed in favoured suburbs.

For funding there as been over 60 new house within these streets of the past few years. These developments should have attracted a development contrition of about \$20k each. But the \$1.3M contributions have yet to provide any improvement to the streets and their non complainant layout.

Narrowing Woodhouse street and planting street trees should cost under \$80k.

#### 662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board reiterates the submissions it made on the Long Term Plan 2024-34. In particular the Board stresses the importance of Amyes/Awatea/Springs safety improvements being undertaken in the 2025/26 financial year. The Board sees this work as vital and therefore requests that any additional funding required to ensure its completion is made available.

#### 674 - Aurora-rayne Dyer

Parks and reserves are important. However, I would say that some reserves are dangerous such as the roads near them. I believe that we need more speed bumps around reserves or parks. Such as around Horse Shoe Lake. On Horse Shoe Rd, around where I live. I have encountered high speed cars and buses while school kids, or elderly, cats and ducks are in danger. Recently I have lost my cat due to this road. He was found with many severe injuries facing away from the road. Many ducks that have come onto our properties days before, we find dead on the side of this road weekly. It is unfair, and unsafe. We must lower Horse Shoe Roads speed!

#### 700 - Ken Loughridge

Harewood Rd heading west of Greers Rd needs traffic calming and/or a speed camera in the central reservation. It is a race track after the lights change as motorists vie to get in lefthand lane. It is potentially dangerous for cyclists given that there will now be no cycle lane.

#### 744 - Marie Byrne

I would also like to see the Four Laning Designation taken off Ferry Road to enable the removal of the shared footpath/road situation that exists on Ferry Road between Aldwins/Ensors and Moorhouse/Wilsons. During an on site meeting, about four years ago, we were informed, as residents, that this situation exists because of that designation. I would like to suggest that the designation which would have been put in place at least 20 years ago is no longer relevant. Why would you four lane Ferry Road, only to have it go into a slow zone in Woolston Village. It is not right that cars, cyclists and pedestrians are sharing the same small space of footpath. Cyclists are using it because it's too dangerous to cycle on the road. The cars parking across the kerb and channelling break it up, meaning increased maintenance is required. This situation on a major road which is used as a gateway to the city centre by tourists from Cruise Ships is dangerous as well as being an embarrassment. Why should the gateway from the port, be any different to the gateway from the airport. Buses carrying the passengers do use the Ferry Rd Moorhouse corridor at times in preference to busy Brougham Street.

I like the new traffic layout at the Ferry/Ensors/Aldwins intersection with one exception. Right hand turn phasing needs to be introduced from Ferry Road into Aldwins and Ensors - heading west in particular into Aldwins. With so many streets blocked from making right hand turns from Ferry Rd into the streets of Phillipstown, this intersection should be the safest option. However with limited right hand turn capability, especially in busy traffic, only a couple of vehicles are able to turn at each change of light. Motorists are instead taking the option of rat running down Bordersly Street, or making dangerous U-turns on Ferry Road after traffic islands. Could the introduction of right hand turn phasing please be investigated.

#### 788 - Marie Haley (Akaroa Civic Trust)

##### **6. Update Akaroa's Traffic Management plans**

We call on the Council to update its traffic management plans. Several street parking signs have been damaged recently. There is no adequate bus parking or clear bus rules, bus parks are used by cars or parked in for hours by busses. Enforcement by CCC parking team is infrequent.

#### 794 - Joy Burt

I find when cycling around the city there are lots of "NO EXIT" signs when there is an exit for pedestrians and cyclists. Usually quieter and often shorter routes too. On the Northern Arterial there are clear signs giving this information so they must have been approved by Waka Kotahi. Could these signs be copied around the city or a simple "Except pedestrian symbol and bike symbol" attached below. Even cheaper would be a green tick on the existing No Exit sign and let the community know it means pedestrian and cyclists are OK.

#### 797 - Trevor Wilson

1/ Attention to Greers RD and Sawyers Arms Corner before someone gets killed

#### 829 - Allan Marshall (University of Canterbury)

The University of Canterbury wishes to express concern over the major Traffic Management safety issue that is apparent at the intersection of Ilam Road and Holmstead Lane. This intersection sees pedestrians crossing at this point literally 100's (if not 1000's) of times per day. As this intersection has no means of crossing safely (pedestrian crossing etc) there is a large level of risk for all parties involved. In fact, on Monday March 17th a University Student required hospitalisation due to being struck at this location by a passing motor vehicle.

The University of Canterbury have attempted multiple times to get action on this issue over the period of the last 10 years approximately. A consultant who currently works for Stantec (Melanie Muirson) has worked on behalf of the UOC during this period to attempt to achieve traction in regard to a solution to mitigate this identified hazard.

UUOC staff have recently installed temporary fencing and signage in an attempt to educate pedestrians of the hazard and redirect them to a crossing point further north on Ilam Road. Examples of these measures can be seen in the saved photos with this application





[Full attachment available]

831 - Luc MacKay (University of Canterbury students' Association & University of Canterbury)

The UCSA and UC are very keen to see a crossing put outside the Foundry / UCSA building. Many students cross from homestead lane and the risk of serious injury or death is quite high. We would really love to see a crossing here! Also something around Kirkwood ave between the school there and the rec centre <https://maps.app.goo.gl/jGBr4F4Zu2qfL7Tq5>, opposite 35 <https://maps.app.goo.gl/emn1THSdYNsCJaTN6>, as well as 51/53 <https://maps.app.goo.gl/A6YKGmz8WWchHmDi7> would be great. They're just humps and there is general confusion around them as that is not an official crossing, but people treat it as such, and it is a real H&S issue.

853 - Michael Davidson

Also, stop allowing obstructions to be placed on footpaths that become a hazard for people with low vision.

855 - Sophie Bond

Please consider making a change to the Selwyn St shops pedestrian crossing. Drivers do not obey the 30km speed restrictions and I have experienced and witnessed multiple occasions of cars running this zebra crossing while pedestrians are either waiting or on the crossing. It is unsafe and many school children use this crossing.

868 - Andrea Kofoet

In terms of cycleways, it would be great to see a structured maintenance program in place to avoid unexpected cost overruns from ad hoc repairs. Separating asset renewals from cycleway budgets would also improve financial transparency.

869 - Anne Scott

More cycle parking is needed. Some is not fit for purpose (Fendalton Library) and some non-existent.

879 - Anne Scott (Spokes Canterbury)

Spokes would like to see more enforcement of traffic rules funded, including red light running on cycle and pedestrian crossings, illegal parking around schools, and to reduce vehicles parking in cycle lanes.

>>>

Spokes would like to see a separate minor works budget for cycle parking. A cycle stand and install is around \$2,000 for standard hooped parking that works for most cycles. Spokes suggests allocating \$50,000 a year for this purpose for at least the next three years. Many cycle stands in the inner city are

now routinely full, others are not fit for purpose (e.g. Fendalton Library), and in many popular places there is no bike parking option at all. Spokes is happy to work with the Council on a priority list for additional cycle parking.

#### 891 - Mary O'Connor

At intersections, design could be made more pedestrian-friendly. Crossing the road to South Hagley Park at Grove, Moorhouse, Lincoln corner, cyclists are given a direct route between the park and Grove, but pedestrians are sent to cross two streets, waiting longer for lights to change. If a second's countdown was installed at the lights and allowance made for faster pedestrians to cross directly as the cyclists do, would be a little improvement. So also, would making lights on both side of the road go green for pedestrians, rather than the present only going green on the side that someone presses the button. Many intersections direct cyclists onto footpaths, without consideration for pedestrians, especially when some have limited forward visibility

#### 902 - Yvonne Palmer

Staff also need to address the installation of right hand turns urgently from Greers to Harewood Road, and Greers Road turning from Greers Road to Harewood heading to the airport. Greers Road is the ring road and it is very unsafe, and many people turn on red lights as they cant make the turns as cars continue to travel thru the intersection on yellow and red lights.

Many crashes at these intersections people do not call the Police as they don't want the crash to be recorded.

#### 914 - Lesley and Neil Willoughby

- **Improve street lighting for safety reasons as the street has lights only on one side of the street.**

>>>

- **Provide safe pedestrian crossing facilities**

>>>

- **Consult with other work agencies such as Orion, Enable etc to work together to enable concurrent works.**



918 - Michael Robinson

street lighting in outer suburbs.

[Coder Note: Things that the Council can improve]

935 - Kerry Neville

Don't go and just put a speed platform in without proper, or no authorization.

### General/Other Comments

1031 - Dennis Pett

What has happened to the change to Sawyers Arms Rd – Northcote Rd – Greens Rd intersection that was to be put back to how it was and install lights – this was supposed to have happened about 10 years or more ago. It would stop the major traffic hazard that happens at the present time.

159 - Jordan Vink

(our streets are filthy, and i find it embarrassing to show visitors the dirty riccarton road filled with homeless, rubbish, dirty streets and footpaths. A number of developing countries manage to uphold higher standards than we do here. I cannot understand this.

185 - James C Kelly

The main concern I have is the road cones that are prolific around any road works, being left on many occasions with no activity for days and at times weeks on end.

This alerts me to the cost of this inactivity. I understand that safety is paramount but this increases the overall cost.

266 - Name Redacted

OH and what about the Wairakei Rd end of Breens at the STOP sign? The end where VERY few people actually stop (and that includes council vehicles) what are you gong to do about that? WHY is nothing getting done about enforcing the road rules?

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

In general terms Richmond has been well serviced by spending on the council owned transport network and we work hard to maintain an active link between WAR and the CCC Transport team. This relationship continues to be a good thing and we understand that there are many competing priorities across the city. We seek simply to maintain our close relationship and to push for projects of importance within Richmond. We are however patient and take a long term view

879 - Anne Scott (Spokes Canterbury)

The new cycleway cleaner is making a difference to the on-going useability of the cycleways.

>>>

There is no funding for the next two years for 41650 Minor Road Safety Improvements. There is a delivery package (65924) but no systematic programme to plan the continued improvement of the network.

922 - Lewis Hudson

Things that Council can improve: Wyon. St.  
Why have a speed hump at one end of the street nothing in the middle or the other end.  
at least put some thought into these speed humps not like Smith St about ten speed humps on the 1 street, bus stops in cycle lanes are a hazard,  
Name:

## Roads (Capital)

### General Comments

36 submissions provided feedback on roads (capital).

2 provided comments in support. 23 provided alternative/additional proposals and priorities, and 11 provided general comments or complaints.

## Officers Response

### **Support:**

The most common theme among submissions was support for increased general road maintenance. Submitters also supported the proposed renewal of Wyon and Hulbert Streets, as well as the allocation of \$5M to deliver projects identified in the Bromley Roads Transport Plan, which was backed by both the Community Board and local residents.

There was additional support for a range of projects currently included in the Draft Annual Plan, including:

- Pages Road Bridge Renewal (Ōtākaro Avon River Corridor)
- Pound and Ryans Road Corridor Improvements
- Burwood and Mairehau Intersection Improvement
- Wigram and Hayton Intersection Improvement
- New North–South Corridor Oram Avenue (A3) – Waitai Coastal-Burwood-Linwood Community Board
- Amyes, Awatea and Springs Intersection Improvements

### **Against:**

Some submitters asked Council to defer further spending on new cycleways and instead prioritise improvements to the existing road network. They raised concerns about road condition and questioned whether investment in cycling infrastructure should continue while maintenance needs remain unmet.

### **Other:**

Several submitters advocated for a “one pass” approach to reduce repeat disruptions and improve value for money, noting a perception that many roads are repeatedly patched rather than fully renewed.

Other feedback included:

- Opposition to the use of speed humps and raised platforms for traffic calming
- Concerns about some central city road designs, including narrow lanes, blocked turns, and limited off-street parking in new developments
- Support for incorporating safety improvements and modal separation as part of road renewal projects

Specific roads raised for attention included:

- Riccarton Road (Straven Road to Hagley Park)
- Langdons Road (resurfacing)

**Other general comments** noted for further consideration as part of business-as-usual processes included:

- Requests for more four-lane arterial routes
- Faster completion of roadworks
- Better coordination of the Local Cycle Network – Eastern Outer Orbital with other projects
- Requests for and against traffic calming measures (e.g. speed humps on Edmond Street, support for intersection speed platforms)

- A suggested right-turn phase for westbound traffic from Ferry Road into Aldwins Road

### **Maintenance of roads**

Council's approach to road maintenance includes several types of work: resurfacing (chipseal and asphalt), carriageway rehabilitation to significantly extend the pavement life; footpath resurfacing; and full street asset renewal where the carriageway, kerb and channel, and footpath conditions makes full renewal the most cost-effective option.

Work is prioritised using evolving methodologies and improved data for prudent decision making.

New network condition data will be available from mid-2025 to help inform future work programmes in the next Annual and Long Term Plans.

### **Asset Management**

Council aims to balance asset performance, cost, and risk. This involves collecting data, analysing asset condition and performance, identifying critical infrastructure, and setting investment levels that support agreed service levels. The goal is to deliver good value for money over the life of our assets while meeting community needs.

This approach is set out in the Transport Asset Management Plan, which underpins our investment story and supports funding applications to NZTA. It is complemented by the Activity Plan to support our Maintenance, Operations, and Renewals (MOR) bid to NZTA.

### **Road Surface Treatments**

Treatment types are selected based on factors such as traffic volume, safety, and environmental conditions. High-volume roads in the central city typically receive higher investment due to the large number of users impacted, while lower-traffic rural roads, such as those in Banks Peninsula, may remain unsealed due to the high cost of sealing.

Council monitors road use across the network and applies the most appropriate surface treatment to provide the best long-term solution. This may range from pothole repairs and pavement strengthening to full road reconstruction. Treatments include chipseal, asphalt, and rejuvenation techniques, with newer technologies used where they offer longer pavement life or cost efficiency.

### **One Pass Approach**

To reduce the risk of roads being dug up shortly after being resurfaced, Council participates in the National Forward Works Viewer (FWV) programme. This tool allows utility providers and Council to coordinate planned work, avoid conflicts, and explore opportunities for joint delivery of services. Council is continuing to encourage more consistent and proactive engagement from all parties using the FWV to improve efficiency and reduce duplication.

### **Roads vs. Cycleways**

Submissions reflected a range of views: some supported prioritising road maintenance over investment in cycleways, while others emphasised the importance of walking, cycling, and public transport in reducing congestion and providing travel choice.

The draft Annual Plan prioritises maintaining existing assets while continuing to progress active travel infrastructure. Funding is included to progress route planning for the Ōtākaro-Avon and Ōpāwaho corridors in 2025/26. The majority of construction funding for the Wheels to Wings cycleway is proposed to be moved to later years.

### **Pages Road Bridge**

A business case is currently underway for the Pages Road Bridge Renewal project to see if a funding contribution can be secured from NZTA. Pages Road between Avon River and Anzac Drive will be upgraded including being lifted to significantly reduce the incidence of flooding.

### **Speed Management**

Speed and intersections are two key risk areas for Christchurch City and are included in Council's Road Safety Action Plan FY24/25 with the FY 25/26 Plan to be updated later this year. Through the Road Safety Action Plan process, the Council works collaboratively with our partners, stakeholders and community to proactively identify and address areas of risk where we can improve safety and ensure new initiatives and projects are evidence-based to achieve the greatest outcome for our community. Speed humps and platforms are a cost-effective treatment for supporting the reduction of speed in high-risk areas.

### **Specific locations mentioned in support of works/Funding status in the LTP:**

- Pages Road Bridge: Yes
- Pound Road and Ryans Road Corridor Improvements: Yes
- Burwood Road/Mairehau Road Intersection Improvements: Yes
- Wigram Road/Haytons Road Intersection Improvements: Yes
- Wyon and Hulbert Streets – Street Renewal: Yes
- Bromley Roads Traffic Plan: Current funding of \$1M, submitters are requesting an additional \$5M
- Oram Ave Extension: Yes
- Aymes Road/Springs Road/Awatea Road Intersection Improvements: Yes
- Reseal Langdons Road: To be prioritise based on condition within BAU programmes
- Speed humps in Edmonds Street: No

## **Support**

### **437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)**

The Board acknowledges and supports the continued investment into the North South Corridor (Oram Avenue extension).

### **858 - Cody Cooper**

I support signalling Awatea Road, as well as resealing Amyes Road. Give consideration before resurfacing Amyes Road how this will work with all the new townhouses down there.

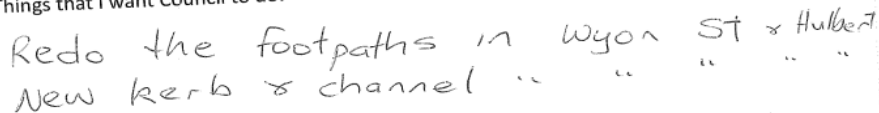
## **Other**

#### 1005 - Michael Scales

More ought to be spent on roading, and fixing our roads which are in terrible condition.

#### 1006 - Eunice Booth

Things that I want Council to do:



Redo the footpaths in Wyon St & Hulbert  
New kerb & channel " " " "

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

We would like to see an effort to incorporate best practice road design and modal separation when renewals are done. Far too often, Council undertakes renewals on a street without using that opportunity to incorporate safer design aspects. This means streets that are objectively lacking in safety features continue to present risk, even after Council has invested significant capital into renewals. Design practices such as kerb build-outs, speed platforms, mid-block crossings, and road dieting are empirically shown to reduce risk, improve fatality rates, and reduce average speeds. These measures are internationally tried, tested, and approved. We would also like to see more effort to separate modes of transport. Park Terrace showed us that this can be done cheaply and quickly to great effect. There are major corridors in this city where mode separation is weak or non-existent. This represents significant risk to both motorists and active transport users. More effort must be made to make small safety improvements when renewals come due. Council should be making more effort to include these designs in renewal projects. While we acknowledge that there is some vocal controversy, the evidence is and always has been clear on this. Safety features and modal separation saves lives. We would also encourage Council to take a more nuanced view on renewal timelines. A street that is due for renewal but doesn't need it should be deprioritised so a street that might not be due but does need renewal can be done instead. Council falls into the trap of renewing for the sake of renewing, when some areas require significant attention and a full redesign.

#### 1028 - Monique Van De Roll

[Things I want Council to do:]

Road surfaces that don't break up and degrade and not covered in loose gravel.

#### 167 - Paul Durie

I cannot compare the amount of spending on cycleways and next to nothing on road improvement. All cycleways should be scrapped until the roads are fit for cars again.

#### 219 - Luke Dennison

More focus is needed on maintaining the state of our roads instead of bulking cycle lanes at the present point.

#### 225 - Mark Jermy

Road repairs take too long. Traffic diversions are left in place for too long, cause a nuisance to residents and delay workers. There should be a big effort to find ways to make them more efficient. If this needs more equipment and more employees trained to operate the equipment, this is a good use of council money.

#### 372 - Jacqueline Simons

I want you to put the Bromley roading projects back into the Annual Plan. This suburb is consistently neglected by the Council and some roads have been waiting on repairs since the earthquake. If you can find \$5million for the Airforce Museum you can also find \$5million for Roads for a neglected suburb. Bromley residents have been subjected to some of the most atrocious odours for over 16 years. Members of this Council have repeatedly said how awful this is etc - but frankly, your thoughts and prayers are rubbish and it's time to actually do something for these residents. You will never make up for the years of negligence, but you could at least fix their roads

#### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board wishes to ensure that the Eastern Outer Orbital is coordinated with other capital projects in the area.

>>>

The Board also wishes to emphasise again the importance of returning earthquake damaged roads and footpaths to acceptable levels of repair.

The Board would like funding (\$5M) towards the implementation of the Bromley Transport Plan as a matter of priority. The Board supports the small increase to the minor safety programme, however, considering the heavy demand for safety improvements from our community, the Board would like to see a further increase to this fund.

>>>

The Board has clearly outlined our priorities in our Board Plan and Long Term Plan Submissions, but our top priorities are:

The Bromley Traffic Plan should be funded properly (~\$5M)

Burwood/Mairehau Intersection improvements

490 - Noelene Hodder

I feel the CCC is wasting our money on :

>>>

poor sealing of roads, allowing for apartments with no parking facilities, narrow roads in new subdivisions creating difficulty for 2 cars to pass .....

608 - Ondine Kiesanowski

Fix roads properly from the start.

>>>

Fix the roads, fix the pipes - properly

636 - Brett Fellows

Wyon Street in Linwood had been due for an Renewal for more than a decade now. The residence of Wyong Street wish for the road to be upgraded which would include removing of the old drainage system along the side of the road, and replacing it with more modern curbing.

>>>

Wyon Street residence aren't new to this process and have been making many submissions over many years with the help of councillor Yani Johanson.

Please find attached leaflet for, Way safer streets for Linwood. Which supports that Wyon Street is definitely in need of renewal.

655 - Josephine Tanner

I think the amount of resurfacing of decent roads is frustrating when there are roads that require urgent attention however I also understand that it is easier to maintain good roads. BUT the damaged roads do need urgent repair.

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

The Board notes that roading and pavement condition continues to be a concern in parts of the wards. Renewal and replacement of our roading assets is based on “prioritisation” however this is not



clear nor consistent.

The Board would ask that this matter be considered by Council to clarify the process of identifying roads/pavements that need work and it is clearly explained why damaged roads and pavements are not being addressed (“on hold”), and if it relates to resourcing, this is rectified.

The Board developed its Community Board Plan 2023-25 in consultation with residents to reflect the priorities for this term, drawing on the Board’s local understanding of what matters to residents in the Papanui-Innes-Central ward.

690 - Kevin McSweeney

I do not support spending on cycleways etc - just fix the roads

727 - Chris Carrow

[Community Facilities > Community Facilities (Operations)]

I am a user of the Roy Stokes Community Hall in New Brighton Christchurch,

The Community hall is a hub for activities in our area.

Chch city council has a plan to renew the road entrance into Seaview Road from the ring road. Rebuilding the bridge over the river and creating a limited street frontage parking zone, this will effect our current patrons and future users for events and bookings.

The community hall is available for all community events. The School site, its former home, was sold to a developer and they have consent to complete a total of 74 houses with minimal parking, the site has 14 houses currently completed.

When the subdivision is complete the available parking will be marginalised as any parking on the street will potentially be occupied by the new apartment owners

The Roy Stokes Community Hall was historically funded and run by the community as a hub. FYI it was used as the Central New Brighton emergency hub during the earthquakes.

When Chch city council CNZ sold the old school site, our community petitioned to have the community hall subdivided off from the sale. This was successful, but no extra land was considered for parking around the hall. If there are any big audience events, patrons are forced to park sometimes 2 or more blocks away, this will only get more intense with the continuing development of New Brighton. At this time there is still an empty section of land behind the Roy Stokes Community hall, which would be ideal as a parking lot for all the current and future hall users. A potential space for 40 to 60 car parks.

In a conversation with the current developer, he is open to negotiate selling this land for a proposed car park.

Please Christchurch city council, this would be a future solution for a current and future problem.'Thank you for your time and consideration.

#### 739 - Jesse Aimer (Christchurch International Airport Ltd)

With improvements scheduled for Pound Road and Ryans Road, both in close proximity to Christchurch Airport, CIAL sees an opportunity to work closely with Council to ensure that these improvements meet the needs of both the Airport and the wider community.

CIAL also encourages collaboration with the Council and NZ Transport Agency Waka Kotahi in planning future upgrades to the Sawyers Arms/Johns Road, Harewood/Johns Road and Yaldhurst/Russley intersections.

[Full attachment available]

#### 857 - Viane Makalio

I think we could probably look at prioritising areas with bad roads and upgrading general areas in the East example being our ongoing issues with roads footpaths and flooding/ drainage.

#### 862 - Fnn Jackson (Somerfield Residents Association)

We support the proposed budget for the renewal of Cooke Street, and note that we have received feedback from local residents on the road surface quality of Selwyn Street between Somerfield Street and Milton Street. We would appreciate it if this could be added to the road resurfacing programme.

#### 914 - Lesley and Neil Willoughby

- Complete the work proposed under previous consultations for Wyon Street and Hulbert Street renewal projects.
- Replace existing old kerb and dish channel with new modern curbing

>>>

- Modify the road width and layout to support the residential nature of the street.

>>>

Things that I don't want the Council to do?

- I don't want the council to procrastinate any longer on the improvements to Wyon Street and Hulbert Steet, as the already degraded street and footpath will only deteriorate further, and the costs will continue to increase.

919 - Andrew Charles McDougall

Complete the work proposed under previous consultations for Wyon and Hulbert Street renewal projects.

I am almost 93 years old and have lived in Wyon St. for more than 50 years. During that time I have taken part in countless consultations about improvements to the street - but have watched in sadness as it has deteriorated so much over the years. The "consultation process" was as far as it has ever gone. I am almost reluctant to take part in this process as it seems a waste of time, paper and ink unless this time something is actually done about it.

The longer it takes, the more the street deteriorates, and the more it will cost to remedy it.

The work proposed over previous consultations is as follows;

Replace old kerb and channels with modern curbing.

Widen the footpaths so make it safe for the elderly with walking aids, parents with children in push chairs and prams, people using mobility scooters and pedestrian safety.

The current street "so called" lighting on one side of the street does not make a safe environment for walking on at night. How is it safe to use public transport when it entails walking in the dark on hazardous pavement surfaces to get home from the nearest bus stop?

Provide safe pedestrian crossing points. The illegal excessive speed of traffic means you are at serious risk of injury from crossing the road- especially those not so "fast on their feet".

Maintain and enforce the current 30kph Speed Limit, and use traffic calming measures such as chicanes (not speed bumps) to slow the traffic.

This street is meant to be residential - therefore the road width and layout should be modified to reflect that.

Consult with other agencies such as Orian and Enable to save duplication of work.

991 - Mark Cash

Things that I want Council to do:

Road up Grades Wyon Street.

996 - Scott Castle

Things that I want Council to do:

level and asphalt the road

Things that I don't want Council to do:

fixing unnecessary patches do the hole road

## General/Other Comments

### 159 - Jordan Vink

Riccarton Road and straven road to the park feels rundown and broken.

### 209 - Michael Thorley

The transport funding is far too focused on public transport and cycleways. There should be a more balanced approach for passenger and freight vehicles and public transport. If the road network capacity was improved then we wouldn't need all these separate bus lanes etc.

We should be working towards 4 laning major arterials, replacing the bridge on Colombo st next to the south library and a proper intersection with capacity at the start of Colombo St. CCC needs to move back to road and street renewals where all services and infrastructure are replaced together to bring the overall cost down and improve service levels. Ripping up our streets for 2 waters leaves a substandard road surface and does address stormwater and is too piecemeal. The road surfaces across southern Christchurch are knackered and we are missing out because the street renewals programme got cut after the earthquakes, and our roads have been continually patched and resealed and they are still crap!

### 280 - Julien Gutknecht

Spending on road renewals should take a 'build back better' approach and draw on the CCC urban tree cover strategy. There is little value on resealing the full 18m width of suburban roads (examples being Hardwicke St and Wiggins St in Sumner), and this presents a missed opportunity to increase the liveability of the city.

Road renewals

### 315 - Jude Groves

there are so many streets that need to be repaired a cycle lane for a few cyclists seems to be the focus of the council.

### 549 - Antony Gough

Poorly executed street upgrades have already harmed businesses:

**St Asaph Street** - The built-out cycleway and large concrete slabs have narrowed this key one-way route, making it intimidating to drive down beside buses. The once-thriving hospitality scene west of Colombo Street has suffered as a result.

**Park Terrace** - A temporary reduction from two lanes to one - without consultation - was later deemed "too costly" to reverse. The dual lane road remains removed, along with vital parking spaces to Hagley Park.

**Manchester Street** - Originally planned as an "Avenue," it has effectively become a bus-only roadway, discouraging other vehicles from using it.

**Gloucester Street** - The section between Colombo Street and Manchester Street has been narrowed and most parking removed so as to dissuade people from using this major road.

### 55 - Brian Donovan

The Pages Rd bridge is a huge frustration for the Coastal community. The govt failed to deliver much for a bridge of significance and the Council seem to be stuck in a bureaucratic quagmire. This bridge has been delayed long enough and five years overdue for delivery.

### 611 - Claudio Veronese

There are more important areas that need attention such as Halswell Junction road.

### 626 - Shirley Hussey

We need our roads repaired

### 736 - Adele Geradts (Halswell Residents Association)

There is no mention of the Access to Nga Puna Wai off Wigram Road.

Which we think is vital for the ease of access to Nga puna Wai and for the residents near the facility

771 - Jake Moratti

Happy to spend big on transport infrastructure as long as it doesn't involve new or widening roads.

797 - Trevor Wilson

2/Reseal of Langdons Road It is SOSO bad currently

## Cycleways (Capital)

### General Comments

167 submissions provided feedback on cycleways (capital).

63 provided comments in support of specific cycleways or cycleway programmes, or cycleways in general.

54 provided comments in opposition of cycleways or cycleway spending.

29 provided alternative/additional proposals and priorities, and 21 provided general comments.

### Officers Response

The collection of submissions on cycleways in the 2025/26 Annual Plan include two large groups of submissions that are very polarised to each other. One expresses strong opposition to the currently planned cycleway capital budget and the other of strong support. There is overall a wide spread of views from many submitters with varying degrees of support or otherwise for the draft 2025/26 Annual Plan.

Several of the more popular themes, in no particular order, include:

- Supporting the cycle provision – emphasis on improving cycle safety as being critical to increasing the rate of cycling growth, reducing transport damage to the environment and climate, improving people's health and wellbeing, provides independent transport options for children and students, gives low cost and convenient transport commuter options.
- Not supporting the cycle provision – cycleways are under-utilised or only being used by a minority; cycleways are over engineered, unaffordable / gold-plated and should be stopped or delayed until the city can afford them; suggesting instead - painted cycle lanes or to simply share the road with cars. Redirecting the 'saved' cycleway funds be directed to 'core' programmes such as water services and general traffic road maintenance and improvements.

- Many submissions identified specific cycle projects, those related to the Wheels to Wings have been batched within its own subcategory.
- Some submissions supported cycling but are in opposition to the listed years for delivery pace being too 'slow' given the urgency of need to adapt.
- Many submissions supporting the cycleway provision request that the costs of the investment be broken down further to explicitly show where the costs are attributed. Providing more widespread understanding of how the costs of cycleways are arrived at – showing other costs incurred such as improved drainage, improved lighting, improved pedestrian and motoring systems along with improved under road services and road surfacing.
- Most submissions were from individuals; however, some groups and organisations are representing significant numbers of members, and there were several Local Community Board submissions representing their communities.

### **Delivery of the cycleway capital programme – Increase/ defer the forecast delivery pace**

The Council's cycleway budget has since 2013 been primarily directed to funding for 13 Major Cycle Routes (MCR). The MCRs have been a key transport capital programme, originating post-earthquakes through 'Share an idea' a community participation process that saw 106,000 ideas from the community for the redevelopment of the Central City. The emphasis on developing a comprehensive and enabling cycle network was adopted by Council as part of its Transport Strategy and contribution to achieving the community's vision for the city.

The cycleway improvements are also a key action in the Council's adopted 2021 Climate Resilience Strategy.

The MCR programme is planned to best function, not as 13 isolated routes but, in combination with each other and with a programme of supporting cycling connection between MCRs and more of their local community destinations. Targeted to encourage new cycling growth across a wide range of ages, cycle skills and needs for everyday transport.

The MCRs when initially included in the Long-Term Plan were to be delivered within five years. Subsequently most of the programme has been shifted for delivery to later years for a variety of reasons, including initially needing to establish a new design guide manual and the magnitude of the programme. The programme has also been responsive to the changing funding environment, the levels of community and political support for individual and overall programme delivery. Thus, the delivery pace has not been linear for an extended period, including through Covid 19.

To date between two thirds and three quarters of the Major Cycleway Routes have been delivered. The LTP 2024-34 provides funding for the completion of the Major Cycleways programme (including the added 14th MCR, connecting the city with the Northeast suburbs by 2034).

### **Cycleways are underutilised –**

The most current and useful data to determine cycling levels around the city is gained from the automated continuous monitoring units installed at 30 sites, many of the new MCR routes. Data results from a base line in 2017 show a 41% increase to date and the monitoring from just the MCRs shows a 60% increase in cycling over the same time.



The overall proportion of commuter trips by cycle to work, increased from the 2018 census 6.2% to 2023 Census 6.9% - of all commuter trips to work.

The increases over time following the start of the MCR delivery have not been linear, with Covid 19 lockdowns and now more working from home opportunities reducing the overall trip numbers. However, indications are positive with the 2024 years last quarter, compared to the last quarter of 2023, showing a 5% increase in cycle usage.

The proportion of the population cycling to work, education and other transport purposes is still small when compared to the number of motor vehicle trips. However, intercept surveys on new MCRs indicate that up to 20% of those surveyed had substituted their motor vehicle use for cycle use on the trip they were taking when surveyed.

### **Cycleways are too expensive**

Both cycleway opposers and supporters shared an overlap of concerns over the expenses reported to deliver them. But for most of the supporters it was related to what item costs are allocated to cycleway costs. Their concern is that the costs of the MCRs are higher than they should be because they include many upgrades to other assets that aren't directly related to providing the cycleway. These included things such as road lighting upgrades, improved road surfacing, drainage systems and plantings.

Currently the MCR programme includes 'other' improvements, which is a standard practice for many council projects to ensure efficient delivery but adding more costs to the project. It is accepted that there is a level of cost related to 'doing the right thing for the local community' but not allowing scope creep.

Other concerns expressed are that the MCRs are 'gold plated' and could be less costly by only using paint or using flexi posts or bollards rather than constructing physical separations on the road. The methods used to implement the MCRs are continually reviewed looking to include learnings, new methods and technologies. Fundamentally whatever intervention is proposed, it needs to meet the programmes objectives and achieve a minimum design criterion that meets the need of the MCR target audience/user. This will ensure that the benefits for the city of increased cycling will be realised.

Some methods of delivery are useful for trial or short-term provision – the differing levels of longevity can affect the whole of life costs by requiring earlier renewal and often higher maintenance costs to avoid loss of service.

Those opposing and recommending the cycleway programme be delayed or stopped suggest funding go to core services or to reduce the pressure on the rise in rates.

### **Support for specific cycleways**

Various individuals, resident associations, Spokes and others gave support for identified projects currently in the draft Annual Plan – those with most mentions/support include the Simeon Street cycleway, Te Aratai College Cycleway connections, which were both progressed through public consultation and adoption of detailed plans preparing for delivery under the Climate Emergency

Response Fund (CERF) Transport Choices Fund prior to the removal of national funding assistance support.

There were also submissions for a relatively long list of additional projects and for transferring funding to forward years for speeding up the delivery of identified projects listed in the later years of the LTP.

Staff will utilise the feedback submitted as part of this Annual Plan to consider the development and prioritisation of projects for the next Long Term Plan.

Specific Projects requesting changes to the draft Annual Plan:

- New - cycle connection between Spencerville and Brooklands.
- New - Marine Parade – South – widen road with provision of sealed shoulders.
- Increased cycleway network delivery for the Eastern side of the city.
- Increased cycleway network delivery for the Northwestern area of the city.
- New - Selwyn Street, MCR level, cycleway between Roker St and Christchurch South Intermediate School – coordinate with CCC pump station improvements.
- Bring forward South Express MCR section1, Hei Hei Road to Jones Road to complete the MCR to Templeton linking to the Selwyn Districts cycleway network.
- Bring forward Opawaho River MCR section between Waltham and the Ferrymead Bridge.

## Support

### 101 - Ben Hart

I support the cycle route investment and public transport investment

### 1010 - Judith Deans

I support work in Aorangi Road which incorporates the cycleway and other amenities ie improved water.

>>>

Thank you for the current cycleways in our city. An excellent achievement post-quake.

### 1021 - Allanah Cosgrove

[Things I want Council to do]

\* More public transport & cycle lanes

[Things I don't want Council to do:]

Remove cycleways

#### 107 - David Moore

I think that there is too much emphasis on private cars. A larger proportion of the budget should be allocated to public transport and bike lanes. I think that bike lanes provide a far bigger benefit per dollar spent than roads.

>>>

Less emphasis on car infrastructure, more on public and active transport choices.

>>>

I would like to see a significant increase in bike lane budgets and public transport. There is too much emphasis on private cars.

#### 134 - Dylan Cheam

more cycle way is good

#### 168 - Michael Toothill

I am a recreational cyclist, not a cycling commuter, and am in full support of a sensible, sustainable on-going funding for expanding and improve our road cycling network.

#### 171 - Melanie Kardt

Cycle ways are a plus

#### 18 - James Mackenzie

I would also like to see more spending on making Christchurch even more bicycle friendly with an expansion of the cycle lane networks.

19 - Riley Hamlyn

[Transport>Public Transport Infrastructure]

I support greater use and implementation of public transportation and also cycling

201 - Jesse Reynolds

Cycle routes are important and is money well spent

216 - Tony Stevens

Spending on infrastructure is always money well spent. This covers all services provided by council and should also include the provision of wholly new projects such as cycleway and remediation for projected climate change matters.

217 - Sue Allard

I am very supportive of cycleways and support any work on those.

226 - Ana Connor

please spend more on cycle and pedestrian friendly transport options. Each person riding a bike is taking a car out of the traffic we see daily. The environmental and health benefits of active transport are well known and we need to have more support for these modes of transport.

233 - Matthew Tolan

You should continue to invest in public transport and cycleway infrastructure. These are worthwhile and prudent investments for the future, regardless of what a noisy minority might say on social media.

238 - Mitchell Cameron

The cycleways are fine- Great even.

325 - Karin Bathgate

These projects are very important for the city and surrounds. Cycle routes contribute to the vibe of the city and surrounds, are a drawcard for tourists and locals, are environmentally friendly by contributing to less traffic on the roads, and enable people to get around the place without relying on the costs of motorised transport. An absolute no brainer!

344 - Marjorie Manthei (Victoria Neighbourhood Association)

VNA membership supports completion of cycleways within / connected to the Central City.

345 - Marjorie Manthei

I support completion of planned cycleways

355 - Sarita MacGregor

I'm really supportive of more cycleways even if it's not one I regularly use. Too many cars, too much congestion. We just can't seem to give up our cars so there need to be increasing incentives, like easier ways to get around on your bike + gentle ways to discourage hopping your car, likes buses + light railway if perhaps the weather isn't right for your bike ride (this is me) or you've got too much stuff to cart for your bike to handle (this is me somedays too).

362 - David Gardner

I am happy for more funding to be granted to the cycleways, as this encourages more people into active transport and gets more cars off the road. We should not be forced to use car to get where we need to go. More people travelling via other modes of transport means less traffic on the road, means quicker and safer journeys for people who require cars

393 - Jessica Allison-Batt

I note that central government has withdrawn funding and that this places extra pressure on Council, however I would love to see more investment in the cycleways programme, including neighbourhood connections and making travel across the city safe for families, particularly coming in from the south and Sydenham.

4 - Bradley Patton

[Transport>Public Transport Infrastructure]

I am all for advancing cycling routes and public transport routes so less reliance on cars

404 - Anthony Field

Please increase the safe cycling network.

We are in a Climate Emergency, please live up to your promises and deliver a safe cycling network across our whole city !!!

410 - David Hercus

Also, in order to reduce congestion on the roads, it is vital to invest in improved cycle routes, better infrastructure to protect pedestrians as well as public transport.

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

We support the Christchurch City Council's proposals to continue funding the various cycleway projects outlined in the annual plan. These will ensure that cyclists are able to safely access the transport network with reduced risk of collisions with pedestrians and/or motorists. Disabled people – both adults and children – also cycle, and it is important that safe cycling infrastructure serves everyone's needs.

464 - B Frederikson

More safe bicycle routes mean more people on bikes, so less people in cars thus overall reducing the cost of roads and parking, in Christchurch both for the individual who will cycle and for the rate payers.

482 - Judith Hudson

I support cycle ways. Great to hear that there is still funding to continue.

487 - Christopher Henderson

Please keep up the momentum with the new cycleways. Remember that each project will only get more expensive the longer you delay.

495 - Mark Thygesen

I strongly support rapid development of additional cycle routes, and upkeep of the existing routes. I frequently use cycle ways throughout the city as my primary mode of transport for errands, meetings, and recreation.

607 - Rebecca Bge

[Transport > Wheels to Wings]

I'd like to see this go ahead. With living costs now through the roof, as well as petrol, I need to look for ways to reduce my costs. This includes cycling to work, however some roads are dangerous and people's attitudes towards cyclists is even more dangerous. More cycle lanes is a must.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

I propose on spending with cycle ways. Make more and safer through greenery.

655 - Josephine Tanner

The cycle way to the airport, would be great. At the moment, the bus system works great. However being a shift worker who works at the airport, the option of a safe cycle way to the airport would be an option with the rising costs of fuel and general living costs. Looking at all directions, north south east west... Not just the planned one from Bishopdale.

670 - Emma Hack

Put more bike lanes in and bus lanes in

672 - Natasha Hagan

Everyday, I bike to work but the cycle lane that I use to bike to work everyday is closing down with no other safe options to bike on to get to work. I care deeply about the environment and my personal carbon footprint so I try to minimize my use of a car when I can, through the use of my bike. However, this is IMPOSSIBLE for me to continue this because I feel unsafe biking on the road to my work. I would support the increase of rates if it means that the public and eco-friendly transport industry is thriving.

687 - Kayleigh Patterson

More bike and bus lanes please

a lot more, and it will help the environment as well because more people will be biking and bussing.

>>>

BUS AND BIKE LANES PLEASE :)

AND LET THEM BE FINISHED SOON

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

The Board notes its support for:

- Local cycleways and the timely completion of MCR projects, along with their subsequent connectors. It reaffirms its previous support for the Wheels to Wings cycleway. We are disappointed that central Government funding has been withdrawn leading to the proposal for a staged approach to delivering this project. This reflects the financial constraints the council is facing.

707 - Richard Umbers

cycle routes are a great thing - they take cars off the road and make us all healthier....!

722 - Elizabeth Ireland

I like the spending on the cycle route as I use it often too, and it is much more accessible when there is a designated lane

753 - Margaret Lovell-Smith

I fully support **all** the work that is planned to further develop the city's cycle network.

Cycleways are an important investment for the future which will never be regretted. The increase in use of the present cycleways has amply demonstrated that when residents feel safe on their bicycles, they will begin to use them as a primary means of transport.

754 - Sarah Laxton

Cycleways are high priority for funding because they are lacking behind other funding streams. Christchurch has made massive gains compared to other cities in New Zealand. So keep it up! Keep building more and filling in the gaps in the network.

761 - Molly Magid

I value the cycleways and public transport the most and do not want them reduced. These services are important for people to get around and decrease reliance on cars.

773 - Malcolm Long (Ōpāwaho Heathcote River Network)

12. Anything that reduces the number of cars on Christchurch roads improves the quality of the stormwater entering the river. For that reason, we support active means of transport, cycleways and improved public transport.

12.1. We support the allocations made for 76344 - Major Cycleway - Heathcote Expressway Route - Scruttons Road Kiwirail Crossing with the proviso that the minimum level of safety requirements necessary should be implemented for what is already a safe crossing.

12.2. We strongly support the allocations made for 72755 - Transport Choices 2022 - Te Aratai College Cycle Connection



#### 777 - Craig Pauling (Environment Canterbury)

Canterbury Regional Council also supports the additional funding allocations for the completion of cycle way improvements across the city.

#### 80 - Kaylene Wakefield

but agree with the other cycleways

#### 805 - Geoffrey Sugden

We strongly support the Te Aratai College and Simeon Street cycle connections.

#### 811 - Niamh Fanning

I am in favour of investment in cycleways and pedestrian/cycle crossings. I think a cycleway on Simeon st with crossing on Simeon street and Milton street would be fantastic and well used. My husband bikes to work this way to his work in wigram/sockburn. It would make it easier to access Barrington mall by bike or by foot. It can be tricky to cross milton street because of constent traffic. Also I am in favour of antigua-Moorhouse-Tuam cycleway. I bike on Antigua street on my way to work from Dunn street and its a very busy cycle route. Any spending to encourage safe cycling, active transport (walking and public transport) will continue to make Christchurch a great place for healthy and sustainable living.

#### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Affordable and accessible transport is essential for young people to access education, employment, and social opportunities. We support further investment in public and active transport options, including:

- Improved cycling and pedestrian infrastructure to ensure safe and accessible routes across the city. Many young people walk and cycle daily to access education, employment, and social activities. Investing in pedestrian and cycling infrastructure will enhance safety and accessibility, making active transport a more viable option for youth.

>>>

Accessible and sustainable transport: Investing in affordable, safe, and well-connected public and active transport options to ensure young people can reliably access education, employment, and social opportunities.

#### 817 - Justin Fletcher (Predator Free Waimairi Beach)

Support spending on cycle ways and public transport

843 - Harrison McEvoy

Local Cycle networks need to be prioritised going forward. These are essential parts of the city's networks and have been put off for no good reason.

849 - John Forbes

I am strongly in favour of spending to improve cycleways and public transit.

851 - Fiona Bennetts

Local cycle connections, such as along Simeon Street, have a high benefit to cost ratio, so should be prioritised.

854 - Ryan Bond

we should fund more cycle paths. Cycling gets people off the roads, gives people options, and helps promote healthy life styles. Cycle lanes enable all this.

855 - Sophie Bond

I strongly support all efforts to increase the number, length and usability of cycle paths and cycling infrastructure.

862 - Fnn Jackson (Somerfield Residents Association)

[Three Waters > Waste Water]

We support the proposal to bring forward spending on the Selwyn Street Pump Station. While this project will be disruptive, it is a long-term investment that will improve the functioning of a core council service, including by reducing waste water overflows in the Ōpawaho-Heathcote River. We would like to see this work aligned with the construction of a cycle connection along Selwyn Street between Roker St and Christchurch South Intermediate School. This is a busy route for school children, and those on bikes do not currently have any protection from what can often be careless driving in the area. We would appreciate budget for the design and construction of such a connection with an MCR level of service being added to the plan, for delivery alongside the pump station and pipeline construction in the same area.

>>>

We support the proposal to add funding in 2024/25 and 2025/26 to complete the Simeon Street cycle connection. This is a popular route for many residents to commute to work, school or Barrington Mall. It was consulted recently and received broad support, so we are happy to see it has been readded to the capital programme.

#### 863 - Samuel Miller

Would also support prioritizing the Blenheim Road to Wigram road section of Nor West Arc cycleway, as this is currently a busy road for cyclists with a moderate number of trucks and heavy vehicles

Would also support creation of more local cycleways, both separated and on road.

#### 865 - Marie Gray

Transport is one of the biggest expenses as a city. I am in favour on investment in footpaths, cycleways, public transport and safety improvements. I am a driver too and want to see a city that is not congested and where the roads are in good condition, but ultimately this is best achieved by getting people out of cars and by reducing the number of freight vehicles on the road (rail etc). I bike regularly with my son and safety is a big concern for me, I would bike more if there were more connected cycleways.

#### 876 - Elise Arnst

Agree with increase spending to complete cycle networks. This will improve safety, particularly for Antigua St. An increase in connectivity of routes makes them much more appealing to use, especially for new cyclists.

#### 879 - Anne Scott (Spokes Canterbury)

The latest census has shown that cycling continues to grow in Christchurch, however the growth is uneven ranging from 2-20% cycling to work depending on the suburb. Areas where it is safer to cycle, or have separated cycle infrastructure close by, have seen the greatest growth in use and have the most support for cycling infrastructure as people can see the benefits to their community. There is an increasing number of young families who use cycling as their primary transport. This is contrasted with other areas of the city where there is little infrastructure and few options for active transport. Spokes strongly supports spending on the MCRs (Major Cycle Routes), local cycle connections, safer speeds and support for cycling (such as cycling education in schools, cycle parking, cycling wayfinding and maps).

>>>

Adding an additional \$2.5 million in 2025/26 and \$1.0 million in 2026/27 to enable us to complete the Te Aratai Cycle Connection project. Spokes fully supports this project. The volume of traffic makes this road dangerous. Active transport is fully supported by the school and students, with growing numbers of students cycling to school.

>>>

Adding an additional \$751,000 in 2025/26 and \$759,000 in 2026/27 to complete the Simeon Street cycle connection project. Spokes agrees with this change and is very pleased to see NZTA is going ahead with the bridge at Brougham St. It is a heavily used link for cyclists going north/south and provides access to Addington School. The first priority in 2025/26 should be a signalised pedestrian/cycling crossing on Milton Street at Simeon St, followed by safety changes at Coronation St and safety changes at the entrance to Addington School.

>>>

Adding an additional \$1.25 million in 2025/26 for Antigua Street Cycle Network (Tuam – Moorhouse) to support the initial design for the project. Spokes supports this change. 1200-1500 cyclists a day travel down Antigua Street. The numbers continue to grow which will soon require some additional space at intersections for cyclists.

>>>

Adding an additional \$1.0 million in 2025/26 and \$7.8 million in 2026–2028 for Major Cycleway – South Express Route (Section 1) Hei Hei Road to Jones Road, to complete the route to Templeton. Spokes supports this change. We would like to see if there are safe options to move the cycleway to avoid conflict with KiwiRail if it can save significant costs.

>>>

· Transferring \$1.5 million into 2025/26 and \$3.0 million into 2026/27 from the 2028/29 budget for the Major Cycleway – Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge, to the Major Cycleway – Heathcote Expressway Route – Scruttons Road KiwiRail Crossing. Spokes agrees with extending the cycleway through to the Ferrymead Bridge

#### 880 - Sara Campbell

I support continuing to complete the cycle network. We need to finish the major routes and connect the network.

#### 887 - Sonya Hodder (Spreydon Neighbourhood Network)

SNN would definitely support the increase in funding to complete the Simeon Street cycle connection project and the Antigua Street Cycle Network design due the the changes to the Brougham Street over bridge and improvements.

#### 894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

We express our strong support for the provisions in the Annual Plan for the major cycleways programme across the city. In the most recent national census, Beckenham had the highest percentage of residents cycling to work of any statistical block in the whole country. There is great

demand in our area for safe separated cycleways, and the ongoing work is important to connect the various parts of the cycle network. In this regard, we express our regret that the major cycleway which is planned to pass through the Beckenham Loop (the Opawaho River Route) has been delayed several times and is currently timetabled to be one of the last major cycleways to begin construction. Our area includes a number of busy schools with high numbers of children cycling, including to Cashmere High School. We urge the Council to use any opportunity to accelerate the construction of this major cycleway, and note that this would also be a mechanism to implement some of the principles from the Heathcote River Linear Park Masterplan.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

A new cycleway linking Westmorland to the Nor-West Arc Major Cycleway.

New links from Barrington Mall and Hendersons Road to major cycleways.

Wayfinding on cycleways to be improved, including signposts on beginnings/endings

Improved cycling routes in Waltham.

897 - Colleen Philip (Sustainable Ōtautahi Christchurch)

From: **Sustainable Ōtautahi Christchurch**

**Comments on the proposed spending on the transport networks.**

SOC strongly support the completion of the cycling network as soon as possible. We especially in this annual plan endorse the completion of the Te Aratai Cycle connection as outlined.

**Oppose**

1005 - Michael Scales

Too much money spent on cycle routes

13 - Brian Hill

Stop all spending on cycleways. They have been a huge embarrassing failure with the number of people cycling as their main form of commuting only increasing by about 2% in last 10 years (census data)

137 - Kylie McEwen

the cycle ways are a waste of tax payer money the amount of them that don't get used much is actually quite annoying.

144 - Sharon Powney

Too much spent on cycle lanes. As car owners we contribute to roads by Rego but none from cyclists

167 - Paul Durie

I cannot comparand the amount of spending on cycleways and next to nothing on road improvement. All cycleways should be scrapped until the roads are fit for cars again.

191 - Rachel Bowker

personally I would rather see rates increases than cycle ways. Cycle ways are only for a select few.

203 - Richard Hall

I feel that we are spending too much on cycleways. As a central city resident who regularly walks in the area and around the city, I'm sick of the large number of cyclists who ride on the footpath at speed. I have been close to being knocked over on a number of occasions. Many cyclists ride on the footpath even though there is a cycle lane next them. Cyclists always ride on the footpaths in 1 way streets (like Durham St) in the opposite direction of traffic flow because they are too lazy to use a street a block away.

21 - P B

just stop with the over spending on cycle lanes.. listen you the silent majority.

219 - Luke Dennison

More focus is needed on maintaining the state of our roads instead of bulring cycle lanes at the present point.

221 - Mike Stopforth

On one of the pages I added up \$30m to be spent on cycleways - this is way too much.

>>>

too much being spent on cycleways.

225 - Mark Jermy

Cycleways are a nuisance. They displace parking, narrow the roads making accidents more likely, and don't encourage much additional cycle traffic. Cycling has reached its peak, there aren't many people who want to switch from cars to cycling. I say this as someone who cycles to work daily.

253 - Gavin Blackwell

don't need to keep spending on cycle lanes, its too expensive

260 - Jan Bierman

Cycle route expenditure does not correlate with usage.

>>>

It is time for council to get realistic about expenditure on cycleways. Our current economic circumstances as residents, a city and a nation should exclude nice to haves at this time. The proposed annual rates increase is not in line with inflation & is not sustainable for ratepayers. Think again!

291 - Julian Allom

I less was spent on pointless cycleways

296 - Kerry Loper

stop spending on cycleways ,

315 - Jude Groves

there are so many streets that need to be repaired a cycle lane for a few cyclists seems to be the focus of the council.

318 - Kevin Dean

Please stop the money being spent on cycle ways.

### 351 - Molyka Nop

Stop building cycle lanes to cater to a small proportion of people.

### 365 - Malcolm Clark

Yes as a cyclist I find these over engineered cycleways more of an issue to ride on as opposed to when I was travelling alongside the traffic. Designing a cycleway for someone who is new to cycling does not help and the visual clutter from such cycleways and constricting and narrowing traffic routes causes more problems. As a regular bus user I see first hand how hard it is for large buses moving around the city.

### 374 - Belinda Ngaata

I am not in favor of any further cycleway developments. These are largely under utilized and have created dangerous lane size reductions that make it hazardous in some instances.

Why not cancel these in order to save on borrowing extra money . Specifically, I don't support an extension of the cycle way on the entire length of Harewood Rd.

### 377 - Andrew Owen

I believe it is necessary to slow down, get back to basics and accept that the whole city does not actually revolve around cyclists, especially in lower density areas that already have more accessible roads, the primary function of local council is not actually to make life as easy as possible for cyclists at everyone else's expense, a more realistic and grounded approach to things is much needed here for everyone's safety.

### 39 - Cameron Farr

The cycle routes are a waste of money, barely anyone uses them and they take away from parking / cause congestion

### 399 - Will Fazakerley

do we really need more major cycleways?

>>>

why are we creating another cycle route when we can't properly maintain our roads? I believe the money would be better spent elsewhere.

### 425 - Diane Prankerd



Definitely time to halt spending on cycleways and reassess the need for the excessive spending on complicated systems.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We have no comment to make on Wheels to Wings, other than to say we support a cycleway network that includes the East and are disappointed in the deferral of Section 2 of the Ōpawāho River Route.

45 - Cameron Rossiter

Cut the over priced cycle ways

496 - James Hunter

I recall some years ago there was a survey & in it the question was asked along the line of would you like safer roads for cyclists? This was a very loaded question that probably unbeknown to those that answered 'yes' would mean the spending of vast sums of money to install separated cycle lanes on many streets. One was installed on Rutland Street where the [Redacted] had just bought a house & he ([Redacted]) was not impressed as it affected access to his property.

I find it odd that on very busy roads such as Papanui Road, it is deemed acceptable for painted lines to be sufficient. A road that at one stage (& possibly still is) had the intersection with the most number of accidents over any given time period & yet large sums are spent on minor roads with a fraction of the traffic count.

In light of these two examples, I find it very interesting the CCC that is looking at ways to reduce rates increases, wants to spend such sums as \$32m on traffic measures that could be resolved with more lines painted on the road rather than the utopia solution.

As a weekend cyclist & weekday driver, I think I can say that the measures proposed will do little to alleviate traffic issues. Christchurch is not Europe. We do not have the same sort of integrated bus / train system with park & ride etc. The city is not compact & the working/business areas are spread out literally city wide with many more workings driving in from beyond the city boundaries to all parts of Christchurch.

543 - Brian Williams

I am totally against any cycle route spending as the huge cost to date of what has been built is only used by miniscule number of the population and has caused a downturn in business where it deletes access to retailers.

547 - Judith Baker

Personally I do not approve of the council's idea's of cycle ways on main roads, ring roads, and our city has been turned into a visual disaster zone. We will never be able to attract people back into our once beautiful city. I have seen cycle ways in overseas towns and cities, and ours do not weigh up.

>>>

There must be money saved by canning the cycle way that can be well used in other area's of more important needs, etc our water, our recycling or lack of recycling

58 - Andrew Lowe

Spending too much money on cycle lanes

59 - Devon Stewart

yes

bin it

no one uses cycleways,

611 - Claudio Veronese

Enough money is spent on cycleway

>>>

Also there is too much money wasted on engineered plans.

62 - Diane Mulholland

Stop spending it on cycle ways.

626 - Shirley Hussey

Not if it is being spent on cycle ways.

637 - Delwyn Harris

I am against a continuation of the intersection speed humps, cycleways and "comestic" road changes, to enable funds to focus on basic road, parks and core council services, in these tough economic times.

649 - Vic Allen

All cycle ways and shared paths should be deferred as necessary to reach an acceptable rates increase.

654 - Mhairi Stedman

No more cycle lanes until there is a significant increase in use on the ones already installed. I regularly walk in town and barely see anyone using the cycle lanes during the day.

674 - Aurora-rayne Dyer

And the lack of funding towards bikers is HORRIBLE.

>>>

I love biking everywhere! To bring more sustainable ways to Christchurch, you MUST bring more sustainable things like bike lanes, bus lanes or more walk tracks near roads. Buses, as a high schooler are very important. We need them to go to school, shops, family houses, EVERYWHERE! We want it NOW! this affects EVERY HIGH SCHOOLER!!

690 - Kevin McSweeney

I do not support spending on cycleways etc - just fix the roads

709 - Geoff McCambridge

Cut the spending on cycleways specifically that proposed for Harewood road.

725 - Gary Durey

No to any and all cycleways and cycleway spending

74 - Tess Curry

NO MORE CYCLE LANES ... stop for a moment and breathe

772 - Shaun Butler

please put a stop to any future cycle lanes as they are not being used as much as expected and are costly to put in.

They money saved could also be used to provide better services to the greater community rather than a select group

#### 778 - Lydia Heard

Less on cycleways which these suburban people don't use to get to work

#### 791 - Marcus Puentener

There is currently no public transport to Banks Peninsula, and yet Red Bus run a tourist service to Akaroa every day. There should be subsidised tickets for locals. Cycle ways need to be affordable and to not be paved in gold- ie, shingle, hard seal is fine, it does not need to be paving stones and tarseal/ road carpet.

#### 810 - Lee Hogsden

[Other/Special Interest Topics > Engagement and Communications (General)]

Simeon Street proposed cycle lane back on the table after being scraped. Have submitted on every platform and in person in relation to this last round. Council still ignoring my disability and the hardship I will experience if it goes ahead. Very distressed to have to go through that all again only to be ignored again. Over engineered, heavy handed cycle lanes ignore the residences that must endure them at the end of their driveways. Please remember residents ARE you rate payers TOO! Cycle lanes are a great safety measure but not at the expense of every one else using roads, driveways and footpaths. They don't have to be so heavy handed, invasive and EXPENSIVE. Come up with better designs that take the whole street landscape in mind. Make the roads safer and more enjoyable for all NOT just one group. The needs of the emergency services based on Simeon Street are ignored in this plan too - leaves me speechless! If your house was burning down would you want the fire truck to have to wait behind traffic turning into Barrington mall and wait for patrons mounting a bus stopped in the middle of the lane? So little common sense for so much money spent.

#### 83 - Erin Cowlshaw

Whilst cycling is cost effective and environment friendly. It doesn't help families - especially when getting a bike on a bus is such a rigmarol.

Push this back and save some money, ensure when it does happen it is done right.

More and more cycle ways are actually ruining the city. They are not well thought out and how frequently they change or get dug up again is dangerous for cycle users and road users alike.

People are sick of roads being dug to for cycle ways and then having them re-dug up again in a very short time frame.

This isnt nessecary, nor is it a priority - so push it back a fews years.

847 - Alan Collins

Cycle way is a total waste of ratepays money in my view. Uptake for exsisting cycleways in the city is very low.

871 - Bal Ram

Just stick to fixing the roads. No more cycle lanes for a handful of people.

91 - Dave Robin

stop wasting it on cycle route no one use's them

92 - Rachelle Woodhouse

we dont need more cycle lanes! End of.

935 - Kerry Neville

Cycleways, got enough now: its got to stop (wast)

94 - Jane Rickerby

making more cycles lane in my opinion are so dangerous for drivers roads are getting skinnier. Business will suffer as people won't be able to park.

995 - Rose Riley

to Wrights) Public Transport project from 2026/28 to 2029/30?

I would love to see spending on cycleways stopped !!

The streets everywhere are just not wide enough to accommodate an entire lane for bikes !!!

As a pedestrian and as a driver, backing out, getting across a road, turning, — they are dangerous, it is an accident

~~Do you have any comments about our proposed spending on our three waters network?~~

waiting to happen. Streets like Strickland, Sawyers Arms, Colombo (Edgware), Manchester, — just to name a few what were the planners thinking '???' What they have

created is madness — places have also closed down in streets such as Tuam St. because people can no longer

~~Do you have any comments about our proposed spending on our parks and reserves?~~

~~Do you have any comments about our proposed spending on our parks and reserves?~~

access businesses easily.

Not very many cyclists respect walkers — eg. parallel with the railway line first & foremost it was a footpath now we have to step or jump out of the way of bikes & scooters.

This happens all the time — everywhere in Ch.Ch.

~~Do you have any other comments about spending on our capital programme in general, for example our facilities?~~

I get abused, sworn at & even spat at on a regular basis by those who think they own the cycleways.

## Other

### 184 - Mark Hampton

I'm supportive of cycle ways but think they should be done at the bare minimum (i.e. a separate corridor marked with a simple white line, but still sharing the same road). In this context, the cost seems very high.

### 209 - Michael Thorley

The transport funding is far too focused on public transport and cycleways. There should be a more balanced approach for passenger and freight vehicles and public transport.

>>>

One of the key areas for protecting cyclists has been completely left out. This is the creation of shoulders and cycle lanes across Dyers Pass, and around the Lyttleton harbour.

#### 229 - David Thomson

Given the rate of rises, it annoys me when the money is spent on cycleways and unnecessary "safety" improvements.

>>>

I would prefer that cycleway & safety changes were deferred until there is less pressure on rates. The transport changes in particular are over engineered and do not seem to be good value for money. Given how much rates are rising, and other real problems that exist (e.g. maintaining the water infrastructure), it is annoying to see excessive upgrades done to the transport network. Some "safety" upgrades are plain ridiculous and should not be done under the current financial climate. Cycleways can also be deferred. For many people riding a bike will never be practical so we should stop spending so much money on a small minority. I would prefer money was spent on converting buses to electric, in preference to cycleways.

#### 232 - Georgina Barugh

alternative forms of transport should be promoted and expedited. Increasing people biking/walking/bussing to work will help reduce congestion on roads if there are less people driving cars. I know first hand, I bike to work and it is half the time to ride compared to when I drive. The Wheels to Wings Cycleway need to be started ASAP as a fully separated path from the road and the entire length of Harewood road. I have biked the length of Harewood road and have been subjected to several close passes - whether the driver intended to or not. I live in Burnside and none of the 3 main roads in North west Christchurch have a cycleway for the entire length of them, Memorial ave doesn't have one and is very busy - have experienced several close passes along there and neither does Wairakei Road after Aorangi. So the Harewood cycleway therefore should be the full length of the road from Papanui to the SH1 roundabout and should be a fully separated path, not just a painted line (which doesn't stop cars crossing over the line). I have been struck by a car crossing the painted line in the cycle lane. people in the Northwest deserve to be able to cycle safely.

>>>

more cycleways

#### 241 - Anna Gruczynska

[Other/Special Interest Topics > Governance], [Transport > Other]

I have a general comment to make about how decisions are made about spending, effectively locks Council into projects which are poorly costed from the start, with little or no debate around budgets, no scrutiny of cost increases and little opportunity for the more fiscally responsible Councillors to intervene and stop/re-assess projects when costs start getting out of hand.

If we take the Antigua Street Project as an example, the initial report to Council in December 2022 did not even mention the cost estimate, which was buried in a staff paper under an appendix to the main report. Concerns regarding this raised by Cr Keown were brushed aside and there was literally zero discussion about whether the \$3.7 million budget is reasonable for less than 500 metres of a road. The recommendations related to design only, there was no suggestion that Council should discuss or approve the budget, which was probably buried as a small print line item somewhere in the 500 pages or so of the LTP or AP. The subsequent budget increase to \$4.5 million, over 20%, surfaced in an Info Session in July 2024, not even a full Council meeting, with no reports to explain the increase. Those raised concerns about the increase were brushed aside and told this is not the right space to discuss costs, it's all about design again. Once again, the cost was sneaked in as a small print line item somewhere in the 500 pages or so of the AP. When the cost increased once again, now to \$5 million, approval was not sought for the increased budget, it was packaged up as "reallocation" from Wheels to Wings to squeeze it into the current financial year. Once again, the cost was assumed to be approved with no discussion or scrutiny, and those Councillors who once again tried to raise concerns about the blank chequebook approach were ridiculed in both the Council meeting and on social media .

My comment regarding the proposed spending on the transport network is therefore that the process for approving initial budgets, and any budget increases needs to be more transparent for significant projects. I implore Council to apply scrutiny to any proposed change which starts with "Adding an additional xxx" and seek ways to deliver a functional outcome without adding the additional cost to the projects.

In particular I do not support Adding an additional \$1.25 million in 2025/26 for Antigua Street Cycle Network (Tuam – Moorhouse) to support the initial design for the project. This would be rewarding reckless behaviour of some Councillors to spending ratepayers' money.

#### 280 - Julien Gutknecht

CCC should aggressively pursue low-cost interventions to speed up the delivery of the remaining Major Cycleway programme, as was carried out on Ferry Road between Fitzgerald Ave and High St Asaph St, and on Rolleston Ave. Quick wins should be sought on long-delayed cycleway projects - an example being to seal (even temporarily) the route under the Woolston SH74 roundabout from the Ferry Rd bus stop to Gould Crescent, and the desire line between Radley Park that links up to the Heathcote expressway.

#### 390 - Stuart Batty



Cyclists pay no licence fees, estimate majority are most unlikely to be rate payers. All cycles and scooters should be registered and pay ACC levy and the like.

#### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Additional transport priorities:

- A cycle connection between Spencerville and Brooklands
- Marine Parade - south - extend a sealed strip to the gravel border dune side to create extra room for cyclists.

#### 648 - Joshua Van Eeden

while I enjoy some of the cycle ways I don't feel that the return on investment isn't there for this sum. And would consider it better seen returned into improving current infrastructure like the roads with potholes and higher quality seal used.

#### 671 - Ava Strieker

More spending on bus lanes and cycle lanes. >>> I have many friends that enjoy biking and I am outraged and believe that increasing rates would lead to an increase in funding for the Wheels to Wings cycle route, which induces demand for biking routes. The cycle routes:

- The Norwest arc
- The Northern line
- South Express
- Southern Lights
- Avon Otakaro
- Opawaho

Should be finished as soon as possible, with more funding.

#### 673 - Rosie Paul

Biking is something the every day person can do to help the environment and lower emissions. I think increasing rates would be beneficial and allow us to not push back the major cycle route and public transport projects. These projects should absolutely not be pushed back, as they are important for our city and people. These cycle routes should be finished: Norwest Arc, The Northern Line, The South

Express, Wheels to Wings, Southern Lights, Avon Otakoro and Ōpāwaho. These should be finished as soon as possible.

#### 675 - Bluebell Barr

Other cycle routes that should be finished are the Norwest Arc, The Northern Line, The South Express, Wheels to Wings, The Southern Lights, Avon Otakoro and the Opawaho.

#### 678 - Eva Wilson

I strongly recommend that these projects are not pushed back. The bike lanes, the Nor West, the northern line and the south express, wheels to wings and southern lights, Avon Ōtākaro, Ōpāwaho should be finished much sooner than the proposed dates.

#### 679 - Olive Locke

I think there should be more funding towards the proposed transport network as cycle and bus lanes are better for the environment and safer for the community. The bike lanes, nor 'west arc, the northern line and the south express, wheels to wings and southern lights, Avon Otakaro, Opawaho are said to be completed by 2025, but I think this is unlikely with the current funding.

#### 68 - Chris Wildey

i would like to see the cyclyways simplified. We dont need the extra fancy coloured boxes/painting, the planter boxes or jellybeans like beside ara. Im not entirely against them but reel it in. The extras serve no function on the cycle lane itself but add to the costs.

#### 680 - Claire Coveney

The Te Aratai Cycle Connection is important as it is extremely dangerous for cyclists and close to local high school with many younger cyclists, multi lanes at 60 kms. Taken too long.

The other cycleways I am not familiar with but I think safety and reducing congestion and emmissions is a priority. Go ahead.

I think the changes in speeds needs to be reassessed. Safety for pedestrians, cyclists should not be compromised and forced upon us.

>>>

Cycleways mentioned need to be prioritized for safety and growing populations on the North West areas.

716 - Malcolm Hoare

Cycle ways fall into the nice to have category, and do not need to be over engineered as they are currently.

730 - Merav Benaia

Investment in cycling, walking and public transport helps all of us, including those who must drive.

>>>

We need to prioritise the safety of children cycling to school and that of vulnerable members of the public using a wheelchair who will benefit from a safe cycle route they can use and we need to reduce traffic on our roads. We are not all confident enough to cycle on the road and we should not put member of the public at the mercy of drivers!

>>>

I would like to see more cycleways connections that have been deferred or removed added back so that our network will have better connectivity and thus will attract more usage.

A great cost-effective way to build more cycleways is in a similar manner to the Rolleston Ave/Park Terrace cycleway.

755 - Tobias Meyer

Please stop putting other asset maintenance under cycleway spending as it is false and contributes to the irrational hate that cycleways get.

756 - Dan Heuston

do not agree to invest so much in cycle lanes this year

Future years, yes, but not a priority this year

771 - Jake Moratti

Love the focus on cycling, would like to see better connected east-west corridors eg. more direct from say, Linwood to Hornby/Islington as this is a very busy commute pattern that is currently faster by car than bike. Some separated transit would be nice too but i understand the cost and logistics of that.

#### 805 - Geoffrey Sugden

>>> Additionally, we urge the Council to reinstate or bring forward previously deferred cycle connections. Expanding these connections will improve access to schools, malls, and other amenities currently underserved by cycling infrastructure.

>>>

The Council should also establish a structured program for cycleway maintenance to prevent cost blowouts from ad hoc repairs. Asset renewals and maintenance must be separated from cycleway costs to improve transparency and budgeting.

>>>

There are concerns with how the Council reports spending on cycleways. For example, the recent road upgrade on Antigua Street included significant road improvements, yet the entire cost was reported as cycleway spending. These costs should be transparently split between road and cycleway budgets to provide an accurate picture of investment. While we acknowledge that labeling projects as cycleways can sometimes help secure greater NZTA co-funding, in general, such projects should be referred to as 'improvements' to avoid misleading cost perceptions.

#### 863 - Samuel Miller

Would support further cycle and pedestrian safety improvements in the Riccarton area, particularly around Matipo and Clarence streets.

#### 864 - Graham Robinson (Addington Neighbourhood Association)

There must be a cheaper way of doing the cycleways than is being done at the moment.

Why is it costing \$4.8 million for an upgrade on one block of Antigua Street ?

Other works on cycleways are equally as expensive.

#### 869 - Anne Scott

I would like to see a cycleway connection from the end of the Unicycle at Dovedale, loop through to Merrin St past the school, down to Avonhead Cemetery then across to Stedmans Road, connection up with the Southern Express. I would also like a protected cycleway (or shared path) on the 700m of

Northcote Road between the QEII path and the Northern Line. There are lots of school children cycling down this dangerous stretch of road that is full of heavy trucks.

>>>

I support the Te Aratai College links and Simeon St, including lights on Milton St which is very difficult to get across. Cyclists will also need an alternative while the bridge is built. Love the new City to Sea path, and look forward to the Marine Parade changes.

>>>

I would like to see more expenditure of cycle infrastructure.

#### 875 - George Laxton

Please keep funding cycleways. More people cycling is less people who need to drive a car. Less traffic jams and faster times for driving for those who genuinely need to drive and have no other option. It's a upfront investment (and political investment) but long term this is a fantastic asset for our city.

>>>

Another thing is to remember that cycle infrastructure can be done cheap, if you are willing to stop running and slow down cars in neighbourhood streets with traffic calming. There is no 'cycleway' down oxford terrace (Between armagh and Hereford street) and even though cars can drive down there speeds are low and car drivers respect the pedestrians and cyclists outside of their metal boxes. This is a reminder that cycleways are not cycle infrastructure but car infrastructure and we only need them because of how dangerous cars are.

#### 879 - Anne Scott (Spokes Canterbury)

There is a lot of talk about “gold-plated” cycleways which has a negative impact on the social license for cycleways. The cost of the cycleways often includes necessary road improvements and replacement of underground services. It makes sense to do these improvements together in one programme but they should be budgeted for separately unless jointly funded with NZTA.

Spokes would like to see more cycleways designed and implemented in a similar manner to the Rolleston Ave/Park Terrace cycleway. This is an easy way to provide connections between the MCRs and to local neighbourhood destinations. Combined with safer speeds it will work well.

The green paint used on cycleways is expensive. CCC should work with NZTA to find cheaper alternatives that still provide a safe surface.

#### 893 - David Close (Christchurch East Labour Electorate Committee)

- (ii) **Local cycleways.** Apart from the Linwood Avenue route to Sumner, we have very few cycleways in the east. We are pleased the Te Aratai (Linwood College) cycleway has been retained. **Our request is for inexpensive on-road cycleways** to serve our large primary schools and new secondary schools, Shirley Boys' High and Avonside Girls' High in particular. This could help take parents' cars off the road during the half-hour rush before and after school.

918 - Michael Robinson

Better connected bike lanes & more of them

### General/Other Comments

211 - Darryl Washington

I am a regular cyclist.

The City to Sea pathway is an excellent cycleway project. A great use of the red zoned area, through awesome scenery and vegetation and away from the roads. Very well built.

Please do not wreck anymore city streets/roads with cycle lanes. All road users need to share the road in a safe manner with each other, like we all use too. I think the council over thinks cycle safety.

249 - Peter Floris

In addition the council needs to do all it can to encourage cyclists in Otautahi so that we can meet our climate change goals.

263 - John Cumberpatch

Please note I support cycling - My over-engineering comment applies to all cycle ways.

[Coder note: The Wheels to Wings is an over engineered program that could be achieved by painted lines on the road.]

265 - Bevan Phillipson

Long term, we will need to encourage more use of walkways, cycleways, skateways even

28 - Stacey Kennedy

I feel cycle lanes need a re-think and plan

302 - Blane Waihi

I used to be an avid cyclist. I won't get on a bike anymore because Christchurch drivers have become impatient and dangerous.

434 - Brent Ruru

The cycleway construction. We have cycled many cycle ways in city's across Europe cities where they are not as elaborate as the ones being constructed.

549 - Antony Gough

The cycle ways are costing a lot on money that is causing our rates to rise above current inflation rates.

615 - William Blair

While I am a keen cyclist and enjoy existing cycleways, the fact that they are incomplete and not always linked up created dangerous sections to cycle.

640 - Lance Herrick

spending on cycle lanes doesnt seem to achieve much in my opinion, cyclists often dont use them and still cycle on the road and it impacts road users more who are already using packed roads at peak times

692 - Nicky Churton

I live near the walk/cycle way along River Road. It is spectacularly wonderful. Good spending.

698 - Dominic McKeown

The cycleways capital works program has not delivered the full benefits it promised and current routes have problems not being addressed which is very concerning.

794 - Joy Burt

As an elderly cyclist, I love the major cycle routes, and regularly use them to get to cafes in the suburbs - after all food is the fuel for cyclists. Thank you for the widening and sealing of some of the paths

through Hagley Park. I am particularly looking forward to the Moorhouse Ave-Tuam Street improvements as this strip is difficult at the moment until I reach the Barnes Dance corner. I am always amazed at the breadth of users too, particularly when crossing parkland or away from traffic areas. I plan to keep using them when I am using a mobility scooter.

#### 810 - Lee Hogsden

[Tennyson Street] >>> I like the cycle lanes in this street though. Great example of clever design that uses unused grass berms instead of taking from the road.

#### 84 - Ken Tod

Cycleways are one of the most underutilised pieces of infrastructure that the CCC has gone overboard on. Nice for recreation and the small cohort of people that use them to commute during the working week. Delivering a project in stages or defer a major project is fine, if the money isn't there to spend, we shouldn't be relying on borrowing to fund non-essential infrastructure.

#### 852 - Fay Brorens

Delaying cycleway can often mean less Government contribution - in these days where support is pared back we may need to 'suck it up'. I support improving roads to make cycling safer. If council staff could show the costs for road maintenance separately from cycle lane cost we may get better info. As our city density increases public transport will be easier.

#### 875 - George Laxton

Also please split out the costs of the cycleways from the rest of the project, the cost of the cycleway is actually very cheap, but because we are a smart city, we plan to do all the upgrades at once, but because of this the 'cycleway' cost gets reported as being really high, when in reality most of the cost is the underground services and redoing the road/footpath/upgrading traffic lights for the safety of everyone. A classic example is the protective sea wall in Wellington which has a cycleway on top, so the 'cost' of the cycleway is the cost of the seawall. But that is not why the seawall is being built, it's being built to protect the railway and the car driving lanes, but because it had a cycleway put on top suddenly the cycleway 'cost' millions of dollars. That is not accurate and feeds the people who think cycleways cost lots of money when they don't!

#### 879 - Anne Scott (Spokes Canterbury)

When reviewing the project lists, in some cases it is difficult to follow which projects have been funded or not. It is clear that the pipeline has been significantly reduced in 2026/27 with a \$9M reduction and it looks like only items currently contracted are continuing. We need consistent long term planning of our transport systems. Given that 2026 is an election year it would be strategic to have a programme of works designed, consulted and ready to build if the government priorities should change. Spokes would like to see the same budget in 2026/27 as in 2025/26 with some of the MCRs and key connections pulled forward.



There is a lot of talk about “gold-plated” cycleways which has a negative impact on the social license for cycleways. The cost of the cycleways often includes necessary road improvements and replacement of underground services. It makes sense to do these improvements together in one programme but they should be budgeted for separately unless jointly funded with NZTA.

>>>

In some areas cycling numbers are increasing beyond the design parameters of the cycleway. This is particularly noticeable at some intersections where more space is required to get large numbers of cyclists across in a reasonable time (e.g. Deans Avenue at Matai St East or Antigua St at Moorhouse Ave). Another pinch point is the bridge at the Boatsheds.

#### 889 - Allan Taunt

Also related to projects costs - cycleway projects need to be broken down by cost of each component so that the public can understand what is cycleway, and what is not. Recently the Antigua Street improvements was reported as a cycleway, the media attributed the costs to the cycleway, but quite clearly the project is much more than a cycleway.

#### 891 - Mary O'Connor

On streets where you have installed one direction cycleways has resulted in vehicles coming out of driveways having drivers who look much more in that direction as with cyclists travelling fast, particularly on e-bikes, they are looking the cyclists way nearly all the time while they wait for a break in the vehicle and cycling traffic, resulting in not checking for pedestrians coming in the opposite direction. Planned cycleways 5, 10 and 11 have future funding of nearly 90 million allocated to them, yet you ignore improving pedestrian infrastructure for a greater number of pedestrians than cyclists.

#### 995 - Rose Riley

The money that has been spent on Cycleways, curbs, and road markings is outrageous.  
Proposed spending If you ride as far to the left as possible, you don't need a curb !! What is wrong with a dotted line?

## Footpaths & Streetscape (Capital)

### General Comments

27 submissions provided feedback on footpaths & streetscape (capital)

10 provided comments in support and 1 provided comments in opposition.

16 provided alternative/additional proposals and priorities.

## Officers Response

### **Support:**

There is strong support for the New Footpaths Programme, with submitters keen on expanding the footpath network while also maintaining what we have. There is significant support for spending more on new footpaths with submitters mentioning the correlation between improved connectivity, accessibility, and supporting active transport modes and assisting with congestion reduction.

There was support for the Ferry Road Active Transport project and the footpath renewals that will take place as part of the Wyon and Hulbert Streets renewal project.

There were specific requests for new footpaths at the following locations: from 411 Sawyers Arms Road to Waimakariri Road; alongside the roads in Birdlings Flat, and particularly Poranui Beach Road, they could be unsealed paths. These locations will be considered in the prioritisation of the New Footpaths Programme.

### **Against:**

One submitter felt that some footpath rejuvenation projects were unnecessary considering other more necessary issues.

### **Other:**

The strongest other consideration requested was for pedestrian safety improvements, with specific locations including along Beach Road in Akaroa to Takapūneke and Britomart Historic Reserves; between Duvauchelle School and Ngaio Point along SH75; Hoon Hay Road, Dunbars Road, and in the general Riccarton area.

There were suggestions for using pedestrian bridges, and trialling different surfacing materials for lower joint impact on users and reduce crossfalls. There were requests to maintain footpaths in good condition and address tree root issues.

### **Footpath Condition**

Council is currently progressing a network-wide footpath condition surveying programme using AI (artificial intelligence) and algorithms (smarter systems) to provide objective data on the condition of the network. We anticipate our contractors using this methodology will have completed the first assessment of the entire network by the end of this financial year. This condition assessment is using a new innovative approach to provide a defensible and repeatable process to prioritise our short to medium term maintenance and renewal works. This will provide greater surety of investment levels (budgets) required and return on investment outcomes (improved asset life and reduced safety concerns).

At this stage we cannot identify specific sites that will be addressed next season as this is still being finalised. The feedback from the Annual Plan on specific sites will be fed into the staff process to prioritise sites for renewal. A footpath renewal programme is conventionally available through Road

and footpath resurfacing map: Christchurch City Council ([ccc.govt.nz](http://ccc.govt.nz)). It is expected that the new footpath resurfacing programme will be available at this link by mid-July 2025.

### **New Footpaths**

There was widespread concern regarding the lack of footpaths in some areas, and a desire for improved connectivity. The new footpath programme aims to address these gaps within a prioritisation framework. Staff are working to identify and prioritise this programme and will report to Council for endorsement of the programme at the end of 2025. Prioritisation will consider safety, destinations, and demand.

There were specific requests for new footpaths at the following locations: from 411 Sawyers Arms Road to Waimakariri Road; alongside the roads in Birdlings Flat, and particularly Poranui Beach Road. These locations will be considered in the prioritisation of the New Footpaths Programme.

The existing 'Gardiners Road Shared Path - Wilkinsons to Styx Mill' project is in the design phase and proposes a new shared path along the east side of Gardiners Road. With the changes to the land use in the area the design is being considered, and any updates will be undertaken with the Community Board.

### **Safe Pedestrian Facilities**

There was strong support for footpath renewals to ensure even surfaces and to address tree root issues. Many submitters mentioned a correlation between encouraging active transport and reduction in congestion.

Submitters also mentioned the need for safety improvements for pedestrians, both to cross the roads and in locations where path separation is minimal such as in rural areas. Specific locations where safety improvements were suggested included along Beach Road in Akaroa to Takapūneke and Britomart Historic Reserves; between Duvauchelle School and Ngaio Point along SH75; Hoon Hay Road, Dunbars Road, and in the general Riccarton area. Staff are currently investigating options in Hoon Hay Road.

Pedestrian improvements to cross Ferry Road are proposed between Wilsons Road and Aldwins Road as part of the Active Transport Programme, and in Glandovey and Idris Roads.

### **Specific locations mentioned in support of works/Funding status in the LTP:**

New Footpath Requests:

- 411 Sawyers Arms Road to Waimakariri Road: Not specifically, will be considered within the (#75051) New Footpaths programme prioritisation.
- Alongside the roads in Birdlings Flat, and particularly Poranui Beach Road, and particularly Poranui Beach Road: Not specifically, will be considered within the (#75051) New Footpaths programme prioritisation.

Footpath Safety Improvements:

- Beach Road in Akaroa to Takapūneke and Britomart Historic Reserves: No
- BSH75 between Duvauchelle School and Ngaio Point: No
- Dunbars Road: No

- Hoon Hay Road: Staff are currently investigating options; this can be considered for implementation under the Minor Safety Interventions Programme
- General Riccarton area: Not specifically, will be prioritised for resurfacing based on asset condition city wide
- Wyon and Hulbert Streets: Yes

## Support

### 226 - Ana Connor

please spend more on cycle and pedestrian friendly transport options. Each person riding a bike is taking a car out of the traffic we see daily. The environmental and health benefits of active transport are well known and we need to have more support for these modes of transport.

### 265 - Bevan Phillipson

Long term, we will need to encourage more use of walkways, cycleways, skateways even.

### 410 - David Hercus

Also, in order to reduce congestion on the roads, it is vital to invest in improved cycle routes, better infrastructure to protect pedestrians as well as public transport.

### 662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board has previously advocated for funding to provide for missing stretches of footpath in the Board Area and appreciated funding for the new footpaths programme. The Board would oppose any proposal to reduce or delete funding for this project.

### 805 - Geoffrey Sugden

I strongly support increased spending on new footpaths. It is unacceptable that some communities in Christchurch remain inadequately served by basic pedestrian infrastructure.

### 811 - Niamh Fanning

I am in favour of investment in cycleways and pedestrian/cycle crossings.

>>>

Any spending to encourage safe cycling, active transport (walking and public transport) will continue to make Christchurch a great place for healthy and sustainable living.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

Affordable and accessible transport is essential for young people to access education, employment, and social opportunities. We support further investment in public and active transport options, including:

- Improved cycling and pedestrian infrastructure to ensure safe and accessible routes across the city. Many young people walk and cycle daily to access education, employment, and social activities. Investing in pedestrian and cycling infrastructure will enhance safety and accessibility, making active transport a more viable option for youth.

865 - Marie Gray

Transport is one of the biggest expenses as a city. I am in favour on investment in footpaths, cycleways, public transport and safety improvements. I am a driver too and want to see a city that is not congested and where the roads are in good condition, but ultimately this is best achieved by getting people out of cars and by reducing the number of freight vehicles on the road (rail etc). I bike regularly with my son and safety is a big concern for me, I would bike more if there were more connected cycleways.

868 - Andrea Kofoet

And finally, the city absolutely needs to invest more in footpaths. Some communities still lack proper pedestrian infrastructure, which is completely unacceptable.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

Pedestrian safety measures on Hoon Hay Road.

Oppose

#### 199 - Brigitt White

maintenance is drawn out, many projects like footpath rejuvenating are unnecessary considering unremediated, more necessary problems elsewhere

### General/Other Comments

#### 1006 - Eunice Booth

Things that I want Council to do:

Redo the footpaths in Wgon St & Hulbert  
" " "

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

We also believe Council should be increasing spending on new footpaths. Many new housing projects have inadequate pedestrian access. Communities that are accessible on foot are safer, more inclusive, and have a better impact on local economies. Communities that require residents to drive are less desirable for those with mobility issues and children. This presents an issue for those who want to stay in their community as they age. This is key for retaining people within our borders and helps keep rates lower. These issues are most prominent in new areas of growth on the periphery of the city, and have contributed to worse infrastructure outcomes for those areas. Council should assess and close any gaps in its footpath network to enable equitable community growth. We want to know how Council is prioritising this work. Is it being funded by Development Contributions? If it was, why was it not already done? If it was not, why not?

#### 1028 - Monique Van De Roll

[Things I want Council to do:]

Sidewalks, Pathways, that are unobstructed, even and level surfaces.

#### 356 - Annaliese Fisher

can you please allow for a foot path from 411 sawyers arms rd along to waimakiri rd (towards johns rd). Alot of people use this stretch of road for walking/running and it's not safe without a path with the amount of traffic.

#### 405 - Ben Lord

Pedestrian bridges >>> Also please please look into pedestrian bridges, because whoever's idea it was to put lights on brougham, the lights by the cranford/northern motorway, and the lights at the roundabout at QE2, its just madness

#### 599 - Joy Dixon

We wish to request funding be set aside for pedestrian paths alongside the roads in Birdlings Flat, as there are none at present. In particular Poranui Beach Road is well used by vehicles as well as pedestrians and cyclists. School children walk the length of the road to reach the bus stop for the school buses. Also adults, children and dogs often use this street for recreational walks. Currently people are forced to walk on the road or on uneven ground. We would like to see a gravel path at least on one side of Poranui Beach Road and elsewhere would be an added advantage. We are anxious to keep our community safe and hope you will consider our request favourably.

#### 636 - Brett Fellows

Improvement of the footpaths which may include widening for cyclists as well and mobility scooters and the planting of streetlined trees. Added chicanes on the road to stop motorist driving at speed but not speed humps, plastic or bitumen.

>>>

Wyon Street residence aren't new to this process and have been making many submissions over many years with the help of councillor Yani Johanson.

Please find attached leaflet for, Way safer streets for Linwood. Which supports that Wyon Street is definitely in need of renewal.

#### 743 - Flore Mas

yes, please consider my application for some renovation of a pathway between Duvauchelle school and Ngaio point along the SH75 (see attachment).

>>>

Therefore, we request that this well frequented pathway is secured by fences between the pathway and the road along this stretch mentioned above (see map), and that a proper pedestrian crossing be provided at the confluence of SH75 and Seafeld Road .

[Full attachment available]

744 - Marie Byrne

It would be fine if the budgeted spending was spent. For five years i have advocated for safe pedestrian crossing points on Ferry Road in Phillipstown. For the past two years budget has been allocated for this, but not used. Still no safe crossing point. An elderly pedestrian was killed here in 2018. Pedestrians, wheelchair users, mothers with prams & children in tow, mobility scooter users and cyclists take their lives in their hands (and feet) every time they cross this busy major arterial road in Phillipstown. Last November a cyclist was injured moving through the area. He was cycling on the footpath because he thought it was safer. Safety must be prioritised over nice to have street landscape improvements. We deserve better. Please get this project done asap.

788 - Marie Haley (Akaroa Civic Trust)

**7. Improve walking access Beach Road**

Akaroa Civic Trust asks CCC to prioritise safe walking access along Beach Road to Takapūneke and Britomart historic reserves. The speed limit is currently 30 kmph, but visitors wander all over the road, making it extremely dangerous. This road is also used extensively by the Akaroa Area School for educational and fitness activities. Beach Road from the Main Wharf has no natural or formed footpath, with the outer edge of the road dropping off in places and with holes that are dangerous, forcing users into the middle of the road, which is already narrow with many blind or low-visibility corners.

857 - Viane Makalio

I think we could probably look at prioritising areas with bad roads and upgrading general areas in the East example being our ongoing issues with roads footpaths and flooding/ drainage.

858 - Cody Cooper

Please build the missing footpaths and kerb cuts down Dunbars Road.

863 - Samuel Miller

Would support further cycle and pedestrian safety improvements in the Riccarton area, particularly around Matipo and Clarence streets.

891 - Mary O'Connor

You continue to waste money by providing outdated provision for pedestrians. Pedestrian activities are the most environmentally-friendly form of transport, especially for short distances. It is a healthy



transport option, available to nearly all the population, the cheapest form of travel. Yet your infrastructure is not pedestrian-friendly, as it is built for wheels, not feet.

There are modern materials, using recycled rubber from vehicles, that are better suited for pedestrians, particularly when it can also be porous and so does not require a camber. Using recycled rubber gives a softer surface, resulting in less forces back through the body from impact, particularly those who run or jog, as their movement has both feet off the ground, resulting in a greater force of impact than those walking. Often those who jog and run are not even mentioned – just walkers. Those that run and jog need to be included and considered – Please refer to those who travel on foot as pedestrians – not walkers.

>>>

Can you at least look into extracting rubber from old vehicle tyres that could be used to construct footpaths with reduced impact forces from feet while also being porous to reduce the need for sideways camber? Some trials of materials other than asphalt and concrete which are more pedestrian-friendly and porous are needed to demonstrate the benefits.

914 - [Lesley and Neil Willoughby](#)

- **Widen the footpaths especially for the safety of the elderly, children, parents with prams, people using mobility scooters and general walking safety for everyone.**

919 - [Andrew Charles McDougall](#)

Complete the work proposed under previous consultations for Wyon and Hulbert Street renewal projects.

I am almost 93 years old and have lived in Wyon St. for more than 50 years. During that time I have taken part in countless consultations about improvements to the street - but have watched in sadness as it has deteriorated so much over the years. The "consultation process" was as far as it has ever gone. I am almost reluctant to take part in this process as it seems a waste of time, paper and ink unless this time something is actually done about it.

The longer it takes, the more the street deteriorates, and the more it will cost to remedy it.

The work proposed over previous consultations is as follows;

Replace old kerb and channels with modern curbing.

Widen the footpaths so make it safe for the elderly with walking aids, parents with children in push chairs and prams, people using mobility scooters and pedestrian safety.

The current street "so called" lighting on one side of the street does not make a safe environment for walking on at night. How is it safe to use public transport when it entails walking in the dark on hazardous pavement surfaces to get home from the nearest bus stop?

Provide safe pedestrian crossing points. The illegal excessive speed of traffic means you are at serious risk of injury from crossing the road- especially those not so "fast on their feet".

Maintain and enforce the current 30kph Speed Limit, and use traffic calming measures such as chicanes (not speed bumps) to slow the traffic.

This street is meant to be residential - therefore the road width and layout should be modified to reflect that.

Consult with other agencies such as Orian and Enable to save duplication of work.

## Public Transport Infrastructure

### General Comments

31 submissions provided feedback on public transport infrastructure.

18 provided comments in support of public transport infrastructure and 1 provided comments in opposition.

10 provided alternative/additional proposals and priorities and 2 provided general comments.

## Officers Response

Submitters predominantly supported increased investment in public transport infrastructure and cycleways. Key points specific to public transport included:

- Strong support for public transport enhancements to reduce reliance on private cars.
- Specific concerns raised about balancing investment, acknowledging one submission advocating for a more balanced funding approach between freight, passenger vehicles, and public transport infrastructure.
- Christchurch International Airport Limited (CIAL) specifically seeks collaboration with the Council to enhance bus stop infrastructure on roads around the Airport, particularly Orchard Road, and to address the need for layover spaces and driver facilities due to the Airport's role as a critical timing point in bus schedules.
- Emphasis on sustainable public transport options, including dedicated bus lanes as critical infrastructure improvements.
- Support for alternative public transport solutions, including commuter rail services between Christchurch and surrounding towns, to alleviate congestion and emissions.
- Some concerns raised about balancing investment, acknowledging one submission advocating for a more balanced funding approach between freight, passenger vehicles, and public transport infrastructure.
- Specific requests for practical improvements, such as the provision of rubbish bins at bus stops and improved bus shelters to enhance usability and safety.

Staff acknowledge there is public support for enhancing public transport infrastructure to alleviate congestion, improve safety, and promote environmental sustainability.

- Requested bus infrastructure improvements around critical locations including practical concerns about bus stop locations, align with the desired outcomes of Councils' PT Futures programme.
- Council recognises the specific issues raised by Christchurch International Airport Limited (CIAL) regarding bus stop infrastructure and driver facilities near the Airport. These proposals align closely with the objectives of the PT Futures programme. Staff will engage directly with CIAL to discuss infrastructure improvements, including enhanced bus stop facilities and the feasibility of additional layover spaces and driver amenities to support operational efficiency and service reliability.
- Any changes to the infrastructure (including rail) and routes from the surrounding districts is included in the long-term Mass Rapid Transit (MRT) project that staff have recently taken over from NZTA. This work, particularly route protection, will continue in the next year.
- Council actively prioritises the accelerated completion of public transport infrastructure, subject to available funding and planning requirements. These plans align with the planned route upgrades that are being delivered by ECan.
- Practical improvements at bus stops, including reintroducing rubbish bins, will be considered as part of ongoing service and maintenance programs. This work will ensure that whole of life costs to the Council are considered.

Investment in improved public transport infrastructure directly supports Council's climate goals by reducing vehicle emissions through increased public transport use.

## Support

101 - Ben Hart

I support the cycle route investment and public transport investment

19 - Riley Hamlyn

[Transport>Cycleways]

I support greater use and implementation of public transportation and also cycling

233 - Matthew Tolan

You should continue to invest in public transport and cycleway infrastructure. These are worthwhile and prudent investments for the future, regardless of what a noisy minority might say on social media.

4 - Bradley Patton

[Transport>Public Transport Infrastructure]

I am all for advancing cycling routes and public transport routes so less reliance on cars

410 - David Hercus

Also, in order to reduce congestion on the roads, it is vital to invest in improved cycle routes, better infrastructure to protect pedestrians as well as public transport.

670 - Emma Hack

Put more bike lanes in and bus lanes in

671 - Ava Strieker

More spending on bus lanes and cycle lanes. MORE BUS FUNDING.

674 - Aurora-rayne Dyer

We need more funding for our buses and bus drivers. Such as new bus lanes.

>>>

I love biking everywhere! To bring more sustainable ways to Christchurch, you MUST bring more sustainable things like bike lanes, bus lanes or more walk tracks near roads. Buses, as a high schooler are very important. We need them to go to school, shops, family houses, EVERYWHERE! We want it NOW! this effects EVERY HIGH SCHOOLER!!

678 - Eva Wilson

Public transport is the most important thing to allocate rate payers money to!

679 - Olive Locke

I think there should be more funding towards the proposed transport network as cycle and bus lanes are better for the environment and safer for the community.

687 - Kayleigh Patterson

More bike and bus lanes please

a lot more, and it will help the enviroment as well because more people will be biking and bussing.

>>>

BUS AND BIKE LANES PLEASE :)

AND LET THEM BE FINISHED SOON

811 - Niamh Fanning

I am in favour of investment in cycleways and pedestrian/cycle crossings.

>>>

Any spending to encourage safe cycling, active transport (walking and public transport) will continue to make Christchurch a great place for healthy and sustainable living.

817 - Justin Fletcher (Predator Free Waimairi Beach)

Support spending on cycle ways and public transport

849 - John Forbes

I am strongly in favour of spending to improve cycleways and public transit.

852 - Fay Brorens

Good public transport is vital. I support improvements the council see as useful.

865 - Marie Gray

Transport is one of the biggest expenses as a city. I am in favour on investment in footpaths, cycleways, public transport and safety improvements. I am a driver too and want to see a city that is not congested and where the roads are in good condition, but ultimately this is best achieved by getting people out of cars and by reducing the number of freight vehicles on the road (rail etc). I bike regularly with my son and safety is a big concern for me, I would bike more if there were more connected cycleways.

880 - Sara Campbell

I support investing in our public transport network including MRT.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

The Cashmere Road public transport route.

Planned bus shelters and seats.

## Oppose

266 - Name Redacted

Bus lanes are a lot of rubbish. Definitely don't agree to them roads are not wide enough now and buses are dangerous.

## Other

1022 - Alexia Macovei

**Things that Council can improve:**

*More security in the bus exchange*

107 - David Moore

I think that there is too much emphasis on private cars. A larger proportion of the budget should be allocated to public transport and bike lanes. I think that bike lanes provide a far bigger benefit per dollar spent than roads.

>>>

Less emphasis on car infrastructure, more on public and active transport choices.

>>>

I would like to see a significant increase in bike lane budgets and public transport. There is too much emphasis on private cars.

209 - Michael Thorley

The transport funding is far too focused on public transport and cycleways. There should be a more balanced approach for passenger and freight vehicles and public transport. If the road network capacity was improved then we wouldn't need all these separate bus lanes etc.

232 - Georgina Barugh

alternative forms of transport should be promoted and expedited. Increasing people biking/walking/bussing to work will help reduce congestion on roads if there are less people driving cars

>>>

more alternate transport options. A commuter rail connection between Christchurch and towns such as Darfield, Ashburton, Amberley etc should be introduced to help reduce road congestion and help reduce emissions

280 - Julien Gutknecht

CCC should also continue to investigate low-cost interventions to create more bus lanes - an example being a signs and paint approach at peak hours on Ferry Rd between Woolston and Wilsons Rd in lieu of underutilised car parking.

739 - Jesse Aimer (Christchurch International Airport Ltd)

Through PT Futures, public transport infrastructure improvements across the city aim to enhance access to key destinations.

CIAL would welcome the opportunity to meet with CCC to discuss how public transport infrastructure serving the airport can be improved, particularly regarding:

- Bus Stop Infrastructure: Enhancing bus stop infrastructure on Airport campus roads outside CIAL ownership, such as on Orchard Road.
- Layover Spaces and Driver Facilities: Addressing the need for layover spaces and driver facilities, as the Airport is a timing point that can lead to increased bus stoppages on site.

778 - Lydia Heard

more needs to be spent on public transport, brougham road improvements and systems for commuters from suburbs like Rolleston.

796 - Michael Moynihan

Public transport needs heavy investment to make it a suitable replacement for cars.

924 - Maria Morait

**Things that Council can improve:**

*Public transport*

94 - Jane Rickerby

Bring back rubbish bin near bus stops



## General/Other Comments

171 - Melanie Kardt

as well as public transport as long as it's vital, viable and going to be used!

621 - Colin Ong

The bus stops being placed in the middle of Hills Road between Fitzgerald Ave and New Brighton Rd in the past is a recent example.

[Coder note: of being an impractical idea that waste money and cost many others time and angst.]

## Carparking

### General Comments

6 submissions provided feedback on carparking.

5 provided alternative proposals and 1 provided general comments.

### Officers Response

There were three main themes in the submissions:

1. Council should sell the Litchfield Street Carpark building.
2. Council should facilitate more parking areas in the CBD.
3. Council should provide more off street carparking to support the Roy Stokes Hall in New Brighton.

Council conducts periodic surveys of the on and off-street public car parks in the CBD in order to collate the number of spaces available to those travelling to the CBD to work, visit and shop. This includes privately owned publicly available car parks. This has previously been reported to Council and shows that there are substantial levels of parking available in the central city.

Lichfield Street: Several submitters have suggested that the Council does not need to own this facility. Officers are preparing separate advise on this matter, which will be separately reported to the Council.

The transport team do not have any capital budget for developing or providing off-street car parking for venues or facilities. The operational costs for maintaining any sites are also not allowed for in existing budgets.

There is un-restricted parking on the streets surrounding Roy Stokes Hall; while this is planned to change with the Pages Road Bridge Replacement project, side streets are still available for parking.

## Other

299 - David Palmer

[Revenue > Disposal of Council Owned Land]

### **Lichfield Street Carparking Building**

There is no serious benefit I can think of to the council owning an enormous carparking building in the city. This should be sold. The council is under no obligation to provide carparking facilities like this, and carparking in the central city represents appallingly poor use-of-space.

549 - Antony Gough

The council owns numerous assets that are not critical to running the city and its services. Its debt sits at around \$2 billion, leading to significant interest costs. Selling off non-essential assets could help reduce debt without impacting core operations.

Some potential assets for sale include:

**Lichfield Street Car Park** - Worth at least \$40 million, but not generating a return that justifies this level of investment. Car park charges are dictated by customer demand. Customers will not be price gouged as the customers will only pay what the market will stand.

843 - Harrison McEvoy

[Transport > Other]

CCC should sell the Lichfield Carpark Building. CCC is under no obligation to be a carpark building operator. If it does not make sufficient returns then all CCC is doing is subsidising car trips into the city. That is detrimental.

859 - Chris Carrow (Christchurch Circus Trust)

[Community Facilities > Community Facilities (Operational)]

The Christchurch Circus Trust is a tenant of the Roy Stokes Community Hall in New Brighton Christchurch,

The Community hall is a hub for activities in our area.

The Circus Trust is a provider of Social Circus for CHch east community

We teach circus skills and performance, provide training space for circus practitioners.

We work with young people and adults and nurture social skills, coordination, fitness, strength and flexibility.

We have 3 to 5 productions per year that are for the public , we have a high level community of involvement, and have been in the Roy Stokes Community hall for 11 years .

Our shows have audiences of between 100 to 300 people. This equates to 20 to 100 car parks, When we have a show the collective audience park around New Brighton, and walk to the hall. While this parking option has worked with few having to park 3 or 4 blocks away, we see the continuing development of our area as a future car parking problem for our events and other users.

The following is some reasons why.

Chch city council has a plan to renew the road entrance into Seaview Road from the ring road. Rebuilding the bridge over the river and creating a limited street frontage parking zone, this will effect all current patrons and future users for events and bookings.

The community hall is available for all community events. The Old central New Brighton School site, its former home, was sold to a developer and they have consent to complete a total of 74 houses with minimal parking, the site has 14 houses currently completed.

When all the subdivision is complete the available parking will be marginalised as any parking on the street will potentially be occupied by the new apartment owners. And there are other subdivisions built or being built in New Brighton most of these developments have no onsite parking, so as they are being completed competition for the available car parks on the street will increase exponentially.

The Roy Stokes Commuity Hall was historically funded and run by the community as a hub. FYI it was used as the Central New Brighton emergency hub during the earthquakes.

When Chch city council CNZ sold the old school site, our community petitioned to have the community hall subdivide off from the sale. This was successful, but no extra land was considered for parking around the hall. If there are any big audience events, patrons are forced to park blocks away, this will only get more intense with the continuing development of New Brighton.

At this time there is still an empty section of land behind the Roy Stokes Community hall, which would be ideal as a parking lot for all the currnet and future hall users. A potential space for 40 to 80 car parks.

In a conversation with the current developer , he is open to negotiate selling this land for a proposed

car park.

The Christchurch Circus Trust are trying to find a solution for a future car parking problem in New Brighton. Christchurch City council has the potential to help solve this problem

Please Christchurch city council, we need you to get behind this proposal, a future solution for a current and future problem.'Thank you for your time and consideration.

878 - Peter Galbraith

Sell the Lichfield Street Carpark.

## General/Other Comments

867 - Taina Scur (Sweet Soul Patisserie)

The majority of the customers and people spending money around CBD come by cars. We should facilitate more parking areas and not abusive prices on carparks.

## Wheels to Wings

### General Comments

369 submissions provided feedback on the staged Wheels to Wings proposal.

63 provided comments in support of the staged approach to the Wheels to Wings and 24 provided comments in opposition.

248 provided alternative proposals and suggestions for different stages and/or what should be included/excluded. 34 provided general comments.

### Officers Response

Some common themes were:

- Support for completing all of the Wheels to Wings MCR
- Support for only delivering the three sections of the MCR included in the Annual Plan consultation and not delivering the remainder of the cycleway
- Support for delivering the Harewood/Gardiners/Breens intersection upgrade only

- Support for delivering the Harewood School signalised crossing
- The Wheels to Wings cycleway is not a priority now

The Papanui ki Waiwhetū - Wheels to Wings Major Cycle Route continues to be divisive, and this has been seen in the range of opinions in the Draft Annual Plan 2025/26 consultation submissions.

There are a number of submissions supporting the Draft Annual Plan proposal to take a staged approach to the construction of the cycleway by proceeding with delivering:

- The connection between the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes, and installing a signalised pedestrian crossing on Harewood Road, between Matsons Avenue and Chapel Street
- Traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and
- A signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera.

The construction of the remainder of the route is yet to be finalised and will be confirmed through future Annual Plan or Long Term Plan processes.

There are also a number of submissions supporting delivering all of the cycleway now, and for not delivering the remainder of the cycleway at any time. There is strong support for installing the traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection.

As the New Zealand Transport Agency Waka Kotahi have confirmed it is likely there will not be a government funding contribution this year for Wheels to Wings, Council would need to fund all of the cycleway, which along with escalating construction costs has led to the proposal to take the staged approach to the construction.

## Support

### 1000 - Charles Reddish

I agree with the staged approach to w2w Cycleway. I would prefer the whole thing was cancelled after these works.

### 1008 - Kathleen Taylor

I would very much like the revised scope to go ahead. It covers everything that is needed for Harewood Rd. I use this road often & cannot believe cutting out to lands is going to improve anything. To spend \$32 on this cycleway is ludicrous, cyclist have so many cycleways to enjoy already.

### 1012 - Gwendoline Hutton

I agree with the staged approach to delivering Wheels to Wings Cycle route. I really would prefer that the rest of the project was cancelled, but after the shortened plan work was completed.

1013 - Dorothy Tyler

I agree with the staged approach to W2W Cycleway.

I would prefer the whole thing was cancelled after these works.

1014 - Alison Grubb

I agree with the staged approach to W2W cycleway. I would prefer the whole thing was cancelled after these works.

112 - Sophie Morton

I do not mind the deferral of Wheels to Wings

158 - Murray Dickinson

I agree with pushing back the spend on Wheels to Wings. It is sensible to wait and see if there is government funding, given the \$15m capital cost.

166 - Lewis Webster

Wheels to Wings portion - I agree with the installation of the signalised crossing outside Harewood School. With one (soon to be three) children at Harewood School, I see everyday, many motorists disregard for the school crossing lollipop signs.

207 - Jordan Taylor

it should all go ahead

224 - Kyle Sutherland

I strongly support the continued development of the **Wheels to Wings** cycleway, as increasing active transport options provides significant long-term health benefits and cost savings. Evidence consistently shows that communities with better cycling infrastructure see higher levels of physical activity, leading to reduced rates of cardiovascular disease, diabetes, and other preventable illnesses. This results in lower healthcare costs and a healthier population overall. Investing in cycling infrastructure is not just about transport—it is a proactive public health measure that will save money in the long run by reducing the burden on our healthcare system. The proposed staged approach is a sensible way to move forward despite funding challenges, and I urge the council to prioritise completing the full route to maximise these benefits for the community.

283 - Sarah Kate Millar

Yes support the cycle path work to Harewood road

297 - Charles Shaw

I am happy with the proposed staged approach to delivering the Wheels to Wings major cycle route

313 - Edmund Good

I support the reduced Wheels to Wings Harewood Road upgrade as these are safety issues rather than unnecessary, nice to have upgrades. I am not in favour of the full proposal as unnecessary as the benefits I do not believe will outweigh the costs. Nice to have but not necessary in this time of cost of living increases.

314 - Elizabeth Avery

I am happy with the revised works for the Wheels to Wings project. Its a much more sensible and pragmatic plan.

324 - Stephen Ashley

While this is a huge shame to delay, it does sound like NZTA withdrawing funding as per central govt policy is the main culprit. Please ensure that the public are aware of this, and look to implement them as soon as possible.

347 - Dennis Rea

The staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route is far more sensible and does not disrupt as many people as the original proposal. It will also save cost.

349 - Amanda Robertson

I'm in support of the proposed, revised scope Wheels to Wings Harewood Rd Update.

366 - Sue Marshall

I think traffic lights on the corner of Breens/Gardiners and Harewood Road should be a high priority - even if it means putting the cycle way on hold. With the increased scale of residential development down Gardiners and Sawyers Arms Road there are an increasing number of travellers passing through this intersection - especially during school commute hours. The traffic is often speeding and covers all four lanes which makes it very difficult for pedestrians, cyclists and motor vehicles to cross or turn into or out of this intersection. Because traffic through Belfast on SH1 has also increased more residents are using this thoroughfare for access into town.

368 - Tim Marshall

say **YES** to

Install traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and install a signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera.

I use this intersection multiple time a day and are very concerned about the traffic movements especially when school children are involved.

#### 402 - Tony Crowther

Wheels to Wings Harewood Rd Update:

I agree with the revised scope

#### 430 - Stephan Lloyd

I am sad about the delay of the wheels to wings route. Unfortunately I think it is necessary without central government funding. It is a shame it was delayed for so long in the first place. I support the cycling way linking on the east end of Harewood road as well as the pedestrian crossing outside of Harewood School.

#### 457 - Scott Campbell

Harewood Road is a shockingly bad route to cycle. The road surface is very poor, being rough and/or uneven. There are several choke points which feel very uncomfortable, since no useful allowance has been made to accommodate cycle traffic, thinking particularly of the Greers Road intersection, but the Breens/Gardiners Road intersection is not good either.

Currently, there is no cycle friendly route from Bishopdale/Harewood area going north or west or toward the City, except perhaps the token cycle lanes on Wairakei Road for the City.

I support the continued progress with the Wheels to Wings route on Harewood Road. This is an investment in a future that may come us very suddenly.

#### 460 - Mitchell Tobin

Support both

#### 476 - Rob Boyd



I agree with a radically cut back plan. I can't see a cycle way to the airport adds anything. If you are flying or picking up travellers with luggage, biking makes no sense. & why else would you go to the airport? We need to minimise the cost while still providing sensible benefit to residential cyclists.

489 - Mike Rose

I concur with the revised scope for this plan. The cycleway all the way down Harewood Road is a pointless waste of money. Anyone who has the airport as a destination while on their bike would go down Memorial Ave.

493 - Kirsten Ferguson

support delayed implementation of Wheels to Wings

495 - Mark Thygesen

I recognize the funding challenges to complete the Papanui ki Waiwhetu Wheels to Wings route, and believe the revised staged approach is the best current solution. Please consider prioritizing development of the remainder of the route as funds are available.

533 - Isabel Anne Mee

I wish to record my full support of the revised scope of works for the Wheels to Wings, Harewood Road.

Yes, to traffic lights Harewood/Gardiners/ Breens Road.

Yes to Signalised Crossing and widened footpath outside Harewood School.

Yes to Signalised Crossing on Harewood Road between Matsons Ave and Chapel Street.

Yes to cycleway at eastern end of Harewood Road between the railway line and Matsons Avenue, to connect the Northern Line with the Northwest Arc cycleway.

Emphatic that the remainder of the cycleway on Harewood Road be deferred, as such a major vehicle highway.

558 - Wendy Busby

As per our previous submission, we are delighted that the "Wings to Wheels" project appears to be on ice. While we support the safety work projects along Harewood Road, the proposed cycleway is

(1) **Unnecessary** (the number of cyclists on Harewood Road is low), (2) **Far too expensive** (to be paid

for by rate-payers who do not want, and will never use, it), (3) **Excessive** (simpler, cheaper and less invasive cycleway options appear to have been ignored, (4) **Problematic** [a] causing a loss of street parking - for businesses and used by visitors to rest homes and retirement units etc., [b] creating a congested road complicated by multi-use lanes, [c] causing issues for deliveries, removals vans and recycling and waste collection [d] causing issues for **emergency vehicles** - currently Harewood Road is open enough to allow easy passage of MANY police cars, ambulances and fire engines - travelling at very high speeds - as motorists have sufficient room to move out of their way. We are convinced that the bordered cycleway will prevent vehicles moving and will slow response vehicles dramatically.

As a tutor (teaching children with learning difficulties in our home), I am extremely concerned about their safety during drop-off and pick-up times. If the cycleway is implemented, and parking is removed from the northern side of the road, these children (many of whom have weak visual-spatial, auditory and comprehension capabilities - and some have physical limitations) will have to navigate two lanes of traffic, as well as cyclists travelling in two directions. In winter, students arrive at 7:15 am, when it is cold, dark and often raining - the combination of factors would make crossing the road potentially lethal for them.

#### 594 - Freda Walker

We would like the revised scope plan for the wheels to wings Harewood Rd update.

#### 596 - Graham Wagener

A staged approach to Papanui ki Waiwhetū hopefully will mean some Waka Kotahi funding will be available before it's delivered. I would hope the stages that are delivered sooner can be designed in a way to require as little rework as possible when future stages are added on. The important thing if it is staged is that it is not an opportunity for people like Cllr Henstock to continue to try to torpedo the project. The Harewood/Gardiners/Breens lights could definitely be delayed to save money in the short term or cancelled in favour of the original staff design of closing off the intersection. The money saved there could then be put towards other, lower cost but higher value parts of the project like a cycle connection between Nunweek Park and Harewood School.

#### 597 - Lynette Bay

Wheels to Wings: I support the revised scope proposal in the draft plan - staged approach . I am not in agreement of spending \$32 million on a project a. that only benefits a few people b. money that the council does not have. Our debt per household is way too high and needs to be stopped

>>>

Stick to the revised scope for Wheels to Wings Harewood Rd

#### 600 - Aaron Ghattas

Worth the wait to get NZ government funding and use the time for better planning and publicity for public transport usage.

617 - Pauline Lane

I agree with the proposal in the draft plan to do some of the works on Harewood Rd as stated and to defer the rest of the cycleway.

619 - Janis Rea

I agree with the revised scope plan for the Wheels to Wings Harewood Road.

620 - Ann Masters

I agree with the staged approach to Wheels to Wings cycleway. I would prefer the whole project was cancelled after these works.

622 - Margaret Johnson

I agree with the staged approach to W2W cycleway. I would prefer the whole project was cancelled after these works.

623 - Margaret Forbes

I agree with the staged approach to Wheels to Wings cycleway. I would prefer the whole project was cancelled after these works.

624 - Len Johnson

I agree with the staged approach to Wheels to Wings cycleway. I would prefer the whole project was cancelled after these works.

641 - Mike Rudman

I see the traffic lights at Harewood, Gardiners and Breens road is included. My view is that this is a must due to the high safety concern at this intersection. Drivers lose patients quite quickly here and just go and basically playing th eold arcade gaem frogger with cars getting across the intersection. Lights will vastly i,prove thsi area.

677 - Jenny Dempsey

I support the revised proposal in the draft plan for The Wheels to Wings Harewood Rd.

>>>

Yes, to the revised proposal for the Wheels to Wings Harewood Rd project

703 - Daniel Holland

I think the proposal is good. We need to continue to enable people to shift away from cars to more sustainable transport options. The continued development of cycleways and improved support of public transport options is critical.

I Would also like to note that some groups are spreading disinformation about the planned works. I received a notice that suggested the Wheels to Wings cycle path would cost \$32M, nearly 10x the actual cost. This appeared to be sent by my local councillor. Many respondents are unlikely to read the full plan. So when reviewing submissions with comments that indicate this cost please bear that disinformation in mind.

704 - Lynda Thomas

I understand that the Wheels to Wings Harewood Road project has been re-scoped and revised . I am in favour of the **Revised** plan, therefore deferring the remainder of the Cycleway on Harewood road to a much later date, when funds become available.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board supports the staged approach to delivering the Papanui ki Waiwhetū Wheels to Wings major cycle route. The connection between the Nor'West Arc and Northern Line routes is comparatively uncontroversial and makes sense. However, the ongoing controversy about the middle section along Harewood Road shows that the Council needs to do more work to get the Community on board.

The Board believes that a piecemeal approach to transport planning in the Harewood/Bishopdale area has contributed to concerns about the cycleway project. For example, the Board received advice that both the cycleway and Greers/Langdons intersection project outcomes were contingent on upgrades to Sawyers Arms Road (particularly the Sawyers Arms/Greers/Northcote intersection) which would ease demand on Harewood Road and Greers Road. The fact that the Council subsequently removed the Sawyers Arms Road project from the Long Term Plan without reviewing the implications on the other relevant projects is deeply concerning to the Board and has reinforced a perception that the Council does not have a strategic plan for the transport network in the area.

740 - Jacquelyn Cooper

re. Wheels to Wings - Reduce the \$32m cost of a cycleway to the airport by implementing only the revised scope which defers cycleway beyond Matson Ave

749 - Michael Jason Smith

A approve of the proposed spending on the transport network. While I am unhappy with the delays to Papanui ki Waiwhetū and deferring the Lincoln Road Public Transport Project I understand the need for the deferral.

754 - Sarah Laxton

I support the staged delivery of Wheels to Wings to get some of the route complete. The parts that are going to be constructed should be done properly to their fullest extent so that it does not have to be done twice.

755 - Tobias Meyer

Do not defer the cycle projects or public transport projects that will improve service.

>>>

I support implementing projects in stages if it means projects can be useful sooner.

761 - Molly Magid

I think both of these projects are very important and need investment. In particular, the Wheels to Wings cycle route would open up another option for transport to the airport and businesses nearby and would help with traffic in that area.

764 - Tim Frank

The staged approach to delivering Papanui ki Waiwhetu Wheels to Wings makes sense, as long as the overall aim to have one cycle-way going the length of Harewood Road is kept in mind. This allows the most urgent improvements to be made and hope that government policy might change some day to contribute to this project.

8 - Yadnyavalkya Patil

agree with them

823 - Catherine Swain

I support the revised scope of work for the Wheels to Wings cycleway.

i do NOT support the original plan.

832 - Ben Alder (Christchurch Envirohub)

Christchurch Envirohub is disappointed to learn about the delays to the Papanui ki Waiwhetū Wheels to Wings major cycle route due to funding cuts. CEH agrees with the focus of cycleway developments for 2025/26 being to link the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pū-harakeke-nui Northern Line major cycle routes.

863 - Samuel Miller

Fully support both these projects.

Support the staged approach to Wheels to Wings, and would support safety improvements being prioritized for Harewood Road where possible, such as the Breens to Gardeners intersection traffic lights. Also support joining the Northern Line and Nor West Arc cycleways.

865 - Marie Gray

I want to see the Wing to Wheels cycleway go ahead and think a staged approach is logical with priority given to the connections between the Nor West Arc and Northern Line and safety measures.

868 - Andrea Kofoet

I'm frustrated that the Wheels to Wings cycle route still isn't fully confirmed, as it's a crucial project for Christchurch. In saying that, I appreciate the focus on safety improvements and agree that a staged approach makes sense, but it's essential that future stages are planned and prioritised to ensure the full project is completed.

870 - Nyge Rimmer

Acceptable

878 - Peter Galbraith

The staged approach to W2W - fine, whatever, just hurry up and build it. The North-West needs cycling infrastructure. Listen to the biggest employer in the North-West, the Chch Airport, who supports more cycling infrastructure in the North-West.

902 - Yvonne Palmer I live on Harewood Road and have lived here for almost 40 years. And have opposed the Harewood Road Cycleway since the beginning.

I SUPPORT the proposal for the Harewood Road Cycleway

I believe that this is aligned with the Community Wishes

I also see that the lights at Breen's Road, Harewood Road, and Gardiners Road are most urgent.

943 - Peter Harlel

I AGREE WITH THE "REVISED SCOPE" FOR THE PAMARU  
WARRS TO WINGS PLAN.

993 - Noelene Niederer (Golden Age Village )

✓✓ Revised Annual Plan Please.  
Street Parking problems already exist.  
Cycleway totally overpriced + unnecessary.

985 - Kathleen Rowley

I agree with the staged approach to  
w2w cycleway.  
I prefer the whole thing was cancelled  
after these works.

998 - Lorraine Bunting

I agree with the staged approach to W2W cycleway.

I would prefer the whole thing was cancelled after these works

Oppose

1010 - Judith Deans

I am opposed to any further delay in the Wheels to Wings project. Any sighting of a cycle map in Christchurch highlights a distinct lack of cycleway in this area. Build it. They will come. It is too unsafe on Harewood Road for biking.

149 - Nat Clark

Very disappointed the Wheels to wings cycleway is being delayed again .

I biked to work along Harewood Rd from Bishopdale to the Airport and was involved in 4 accidents caused by poor car drivers . Luckily none were serious , 2 were car doors opened on me ( near Copenhagen Bakery ) and 2 with vehicles coming thru Give way controlled intersections . The excuse every time was sorry I didnt see you despite wearing hi vis clothing . If there is a another serious cycle accident or death I hope the councilors who have delayed this will regret their actions but knowing them I really doubt it .

232 - Georgina Barugh

The Wheels to Wings Cycleway need to be started ASAP as a fully separated bath from the road and the entire length of Harewood road. I have biked the length of Harewood road and have been subjected to several close passes - whether the driver intended to or not. I live in Burnside and none of the 3 mains roads in North west Christchurch have a cycleway for the entire length of them, Memorial



ave doesn't have one and is very busy - have experienced several close passes along there and neither does Wairakei Road after Aorangi. So the Harewood cycleway therefore should be the full length of the road from Papanui to the SH1 roundabout and should be a fully separated path, not just a painted line (which doesn't stop cars crossing over the line). I have been struck by a car crossing the painted line in the cycle lane. People in the Northwest deserve to be able to cycle safely.

#### 233 - Matthew Tolan

You are denying people who use bikes from safe cycling infrastructure in the Bishopdale/Harewood suburbs. Also delaying the bus lane project on Lincoln Road will simply mean more congestion from buses using the main traffic lane, and discourages people from using public transport. These are short-sighted decisions.

My main frustration is that the saving from the above reprioritisations are minuscule in the context of the capital spending programme. The council has over \$700m planned for spending in the next year, 12% of which is just for the new stadium. The cycle lane and public transport projects are a tiny fraction of this total budget, yet they are singled out even though they make no material difference to the rates increase (as much of it is funded by debt).

#### 247 - Derek Wallace

Given that costs are increasing, it would seem sensible to do more now where possible, rather than delay. This would apply more to the cycle way.

#### 249 - Peter Floris

I want to comment on the Wheels to Wings cycle route. The proposed work is necessary but not sufficient. There is a real danger to cyclists on Harewood Road and I would like to see the council commit fully to the work needed to complete the full cycle way. We have already been waiting some years for this and it is only a matter of time before a cyclist is killed or seriously hurt.

#### 259 - Paul Williams

I am opposed to the Harewood Road Cycleway being put on hold and only traffic lights at Harewood Breens Gardiners as well as Harewood Primary School, I want the whole complete project to go ahead ASAP. Harewood Road is an extremely dangerous road for cyclists and pedestrians. The cycleway is an absolute must and any way we can reduce traffic on Harewood Road would be a positive move for the whole community.

#### 260 - Jan Bierman

I do not support the proposed expenditure on Wheels to Wings cycle route. The current disruption on Wairakei Road (to road users and businesses) will be extended with the introduction of cycle lanes - Aorangi Road between Wairakei & Condell, & Matsons Ave are both wide enough to accommodate

cycles & cars (& traffic is minimal). It is time for council to get realistic about expenditure on cycleways. Our current economic circumstances as residents, a city and a nation should exclude nice to haves at this time. The proposed annual rates increase is not in line with inflation & is not sustainable for ratepayers. Think again!

#### 341 - Charlotte Vanhecke

I think more delays on building the cycle way the full length is so short sighted. I find it unbelievable that we still have these arguments.

I strongly oppose more delays on building the full length cycle way. I drive a car and a ride a bike, i know how unsafe it is to cycle on Harewood road, and i would certainly not allow my children to bike there. This makes a nice test: those whi have a vote should consider their, or someone else's, children biking on the road.

#### 362 - David Gardner

More funding should be supplied to build wheels to wings in one go, delaying it will only cost rate payers more money and Harewood road is a deathtrap for anyone not in a car.

#### 404 - Anthony Field

I think it's a shame that the Wheels to Wings cycle route is being built slowly, I want these major cycle ways to be prioritised as these are shown to reduce congestion by reducing car traffic.

#### 491 - Andrew Douglas-Clifford

I would like to see the Wheels to Wings project brought forward as much as possible, as this has been delayed for far too long. Safe cycling infrastructure is a key aspect of doing the basics right on transport. It is great to see that traffic lights will still be delivered on the Breens / Harewood intersection however.

#### 659 - Christopher Stewart Hay

I'm a Casebrook resident, a ratepayer, a driver and a cyclist. I have a school-aged teen who bikes to school, and I commute to town by e-bike two to four days per week. I support the ongoing development of an integrated network of dedicated cycleways. They keep us safe from large speeding vehicles when we're out on our bikes, and they pose minimal disruption to us when we drive our own vehicle. I would much prefer the Council did not delay the development of this network, particularly the Wheels to Wings major cycle route. It's essential infrastructure for our growing population.

#### 670 - Emma Hack

this is horrible i love biking its good for the environment i think these bike routes should be finished  
Norwest nothen line south exprees wings to wheel and southern lights avon otakor

#### 675 - Bluebell Barr

This is very disappointing because I know so many people including myself who absolutely love cycling and massively prefer it over using a car or a bus, it's also much better for the environment and to hear that the council is going to push this awesome project back is very upsetting. Increasing the rates and giving both of these projects sooner rather than later would be an incredible thing for this city and would overall benefit many individuals if not all of us.

#### 695 - Will Miler

The proposal to delay the Wheels to Wings cycleway is disappointing, this is a key part of the city currently underserved by protected cycle lanes.

#### 714 - Trudy Ouwerling

I would not like the Wheels to Wings Harewood Rd to be deferred, as safe cycle ways are essential for the city now, and not in some distant future.

The letterbox drop from Victoria Henstock implies that traffic lights at the Harewood/Gardiners/Breens Rd intersection were not part of the original scope. It should be as this is a dangerous intersection, especially with schools nearby. And of course it should include a (signalised) pedestrian crossing.

#### 753 - Margaret Lovell-Smith

I fully support the work planned for the Wings to Wheels and Nor West Arc cycleways, and can only express disappointment that the whole plan for these cycle ways has not been completed by now. There has been thorough consultation on this project in recent years and it's regrettable that it wasn't completed while government funding was available.

#### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

12. Anything that reduces the number of cars on Christchurch roads improves the quality of the stormwater entering the river. For that reason, we support active means of transport, cycleways and improved public transport.

>>>

12.3. For the reasons given above, although not directly affecting the river, we do not support the delay to the Wheels to Wings Cycleway: 26611 - Major Cycleway - Wheels To Wings Route

786 - Lynne O'Keefe

I would like to see the planned network of cycleways completed as soon as possible and support continued funding to support this. The Wheels to Wings should not be staged nor any other proposals deferred.

794 - Joy Burt

Please continue to keep funding connections, and doing what you can to advance the Wings to Wheels.

851 - Fiona Bennetts

It is disappointing that the Wheels to Wings Papanui ki Waiwhetū Major Cycle Route is being delayed again.

853 - Michael Davidson

I do not support deferring the delivery of the Papanui ki Waiwhetū MCR. The delivery of this project has already been pushed out, which has seen costs escalate. The continual deferral of this cycleway will not only see costs continue to increase, but also leave the road, that Council knows is unsafe to bike on, in its current form for a much longer than it could be. Parts of Harewood that are not included in the first part of the staged approach are not safe to bike on. Councillors voting to delay this cycleway should ensure they've had legal advice on the consequences to them, if someone on a bike is injured or worse because of a decision they have made.

890 - Kari Hunter

Safe cycling: I do not agree with deferring or slowing down safe cycling infrastructure. Some excellent cycle routes have been developed in recent years, and I use some of them regularly. We still need a great deal more safer cycling infrastructure quickly throughout the city, so that all who are able and willing to cycle can have safe options to all destinations. I recommend getting on quickly with all the cycle routes that have been planned, and continuing to plan for a fully connected network for the whole city. Proceed with Wheels to Wings route without delay. This is important for cyclists and everyone else in the north-west, and also for reducing GHG emissions for all of us.

## Other

1009 - Ruth Bird

I agree with the staged plan approach to cycleway. I would prefer it not to go ahead & was cancelled.

>>>

Instead of Wheels to Wings Cycleway I would like the money spent on roads.

#### 1011 - Valda Craig

##### HAREWOOD ROAD CYCLEWAY

I oppose a cycleway along Harewood Road.

I would like Traffic Lights to be installed at the dangerous Harewood-Breens-Gardiners Roads and also the Harewood Primary school.

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

We support Council keeping funding in the 2025/26 Annual Plan to deliver the Papanui ki Waiwhetū Wheels to Wings Major Cycle Route in a staged delivery programme. The current programme has a short piece of Section 1 being delivered to link the Puari ki Pū-Harakeke-nui Northern Line and Te Ara O-Rakipaoa Nor'West Arc Major Cycle Routes on Harewood Road. We support this section being built as the first step of an incremental programme over the coming years. Capital is currently available in later years of the CCC 2024/34 Long Term Plan, and we are pleased to see some of this being moved forward to facilitate this construction. In our view, the North-West of Christchurch is being left behind due to repeated and unnecessary political delays on this project. We think these delays are letting the community down, and preventing them from making their own transport choices. Delays in this project have caused the deterioration of the road surface on Harewood Road, and seen safety improvements put off. The delays in this project have seen Council move ahead with lighting the Breens/Gardiners Road intersection without co-funding from NZTA. This is an unnecessary additional cost to the ratepayer. It is more crucial now than ever that this project goes ahead. Schools and businesses that will see improved connectivity due to this project have expressed a desire to see infrastructure built. Our biggest concern is around the political viability of this project, and we are worried that a change in the make-up of the Council will see it cancelled altogether. This is not an acceptable result, and would represent a failure of this city to properly cater for and enable transport choices for its residents. To avoid this, we think Council should adopt a slower construction timeline, and build the sections separately. This will split the upfront cost over more years, but also enable it to be built. Council should provide assurances that this will not be defunded or delayed further.

#### 1027 - Elizabeth Ferkatovich

I have lived on Harewood road for many years & brought my family up. I realise the traffic has got very busy. We don't need a cycleway. What we need is, most of all are traffic lights at Harewood-Breens- & Gardiners roads. They are very necessary also at Harewood school. The cycleway is an unnecessary expense.

1029 - Gregory Andrews

I do not agree with the Harewood Road/Breens/Gardiners Road cycleway. My view is that the proposed traffic lights will be sufficient.

1030 - Barbara Pett

Definitely need the traffic lights at Harewood-Breens-Gardiners and outside Harewood Primary School rather than the cycleway.

1031 - Dennis Pett

1. Put traffic lights at Harewood-Breens-Gardiners Road as well as putting the same at Harewood School.
2. Pedestrian crossing at Farrington Ave & Harewood Rd for people to cross Bishopdale shopping centre.
3. Don't bother with cycleway.

1032 - Gary Schwass

I totally agree to put traffic lights, at Harewood, Breens, Gardiners, Rds, plus outside Harewood School, but I am totally opposed to carrying on with the cycleway. It would bring Bishopdale to its knees full stop, madness.

1033 - Lauraine Boyd

I think the cycle lane is a huge waste of money. I have lived in this area for nearly forty years in various houses and would have been lucky to see 20 cyclist in that time of Harewood Rd. So NO. Traffic lights are a good idea.

1036 - Drummond Thompson

I think the Plan should be cancelled, the whole length of Harewood Road should become a single laned road.

The proposal would allow room for a cycle lane on both sides of the road to be established.

I cycle Harewood Rd to and from work 5x per week (since 2006) and have found with the increasing traffic and more on street parking it has become increasingly dangerous to cycle in the two lanes sections of the road. This is because the double laned sections are not wide enough for two lanes of cars, a parked car and a cyclist at the same time. Something must give and to date, thank God, the inner lane cars have stopped behind me and waited for a gap in the outer lane to move out and pass.

Please note this is not the case with the single lane sections of Harewood road as cars can move our into a marked central zone to pass a cyclist; a manoeuvre I see every day.

My proposal is that making Harewood Road a single lane both ways would be safer for cyclists, be cheaper to build, cut speeding, plus retain on street parking places and allow the retention of existing trees.

**1037 - Rosemary Martini**

We want lights at Gardiners & Breens Rd. We DO NOT want a cycle lane on Harewood Rd. So much of the rate payers money has been wates on engineer plans etc already

**1038 - Paul Cross**

Hi there I am against the Harewood Road cycle way ie cost disruption to traffic put lights in at Harewood Rd /Bremen's/ Gardiner's

**1041 - Michael Henstock**

Harewood Road is complete chaos at the best of times let along now with Aorangi/Wairakei disruption. Councillors obviously aren't out and about trying out the systems they are coming up with. We desperately need traffic lights at the junction of Breens/Harewood/Gardiners Roads. The previous principal at Breens Int had tried so hard to get something done back in the late 1990's to no avail. Road lane narrowing to allow for bike lines is utter stupidity. Same as 30kph in central ChCh. If noone is on the road ahead of you why crawl at 30 when you could do 50? Common sense needs to be something taught at school evidently, certainly dam-all of it in day to day life. (Sorry I couldn't navigate the CCC website to find where to offer my opinion)

**108 - Kevin Large**

Put Harewood Rd cycle way on hold and only install traffic lights at Harewood-Breens-Gardiners intersection.

**114 - Paul O'Connor**

This should be scrapped, Who rides a bike to the airport.

**123 - Barbara Large**

Put a hold on Harewood Rd cycle way and only put traffic lights at Harewood-Breens-Gardiners intersection.

**126 - Stephanie Innes**

Please don't go ahead of the papanui cycle route. Its an awful lot of money when we don't have a lot of money.

#### 140 - Jordan McCormick

The proposed cycle route is a no, every person i've spoken to is extrememly against this idea, even avid cyclists. Funds could be redirected onto other items or used as cost savings, carrying this out is a negative to the city even if it had zero cost.

#### 148 - Belinda Lansley

I think the spending is exorbitant and glad it is deferred however: Can you please just put in lights at Breens/Gardeners/Harewood intersection and scrap the cycleway all together. The lights are sorely needed right now. That intersection is extremely dangerous.

Can you look at putting cycle lanes through some of the other less busy streets such as Condell Ave, Isleworth Road, Hockey Street, Nunweek park, then up that path/cycle lane up to Johns Road? Do what you have done from the University to Hagley park and wind through less busy streets. Leave the main arterial streets alone? Extend the existing painted line cycle lane on Wairakei right up to the business park in Sheffield Crescent. I've heard many cyclists won't bike the small stretch up north on Wairakei as they consider it dangerous. Extending this will increase the amount of people on bikes marginally.

#### 150 - Stuart Fuller

I oppose spending any money on the wheels to wings cycleway. It will merely create more congestion for motorists who use harewood road in order to provide a facility for a very small number of ratepayers, plus who will pay for the ongoing upkeep of the cycleway? Probably 99% of the rate payers in christchurch who will never cycle on it.

#### 151 - Gerard Coulson

I believe the Wheels to Wings project is too expensive for the benefits it may bring and in this current economic climate I believe the funds targeted for W2W would be better spent on more pressing projects. Accordingly I do not support spending any further rate payer money on the W2W project

#### 152 - Pat Davison

I strongly oppose this totally unnecessary butchery of Harewood Road that is this 'wings to wheels' nonsense. Please put a stop to 'wings to wheels' before any more of my hard earned rates money is wasted on this totally unnecessary waste of money and resources

#### 153 - Chris Gilbert



At a time when the Rates Systems model is noted as probably unsustainable and Council has few revenue streams, how about saving some money by ditching the 'controversial' Wheels to Wings cycle route. Maybe the city can find the money afford it one day, but today isn't that day. Surely rail is a better system for a growing city?

166 - Lewis Webster

I would like to encourage you to include the 4m & 3m wide footpath between Harewood School & Stanleys Road, as well as parking improvements along the south side of Harewood Road, in these works.(this is basically all of page 2 of the "approved plans"). This small portion of works will result in a significant improvement for children's safety on this busy road, for a relatively small investment.

200 children are dropped off and picked up from this short section of Harewood Road every week day, so this will be very well utilised, and is a well overdue safety improvement in my view.

190 - Allan Brown

We should be pressing on with a fully connected cycle way system, including the **Papanui ki Waiwhetū Wheels to Wings major cycle route**

214 - Jan Edwards

No more Wings to Wheels.

>>>

All of these should be put on hold or canned. They are nice to haves that serve a very small number of Cantabrians. Reduce our rates! Stop Wings to Wheels completely. Put all these projects to the vote

230 - Jean Smith

Papanui wheels to wings should be shelved.

What a total waste of money in this time of recession. Not to mention the businesses that will be impacted!

There is a cycle way in Epsom road and one of the residents who has compromised parking because of it has sat outside his house for 3 days and only counted 4 cyclists in the entire 3 days!!

235 - Ursula Gooby

We DO NOT want the wings to wheel cycle way to go ahead.

237 - Christine Nicoll

I want the traffic lights Breens and gardeners and harewood school crossing .

but no other changes needed.

Cycleway idea is not thought out well.

Do not want a cycleway.

239 - Nick Carvel

I would like to see traffic lights at the intersection of Breens and Gardiners Road with Harewood Road and nothing else in the proposed "cycleway".

242 - Graeme Wood

NO! Please put Harewood cycleway on hold and put traffic lights at Harewood-Breens-Gardeners as well as outside Harewood Primary School.

I believe this was the first proposal when the estimate costs were affordable than today's costs. The speed reduction from Wooldridge to Russley has made it safer for cyclists although 90% don't wear helmets.

243 - Robert Upton

It is my view that the Harewood Road (Wheels to Wings) project should be put on hold or even better cancelled completely. I do support the immediate installation of traffic lights at the Harewood/Breen/Gardiners road junction

244 - Michael Gooby

Harewood cycle way is not needed nor wanted. Will ruin a well functioning road. Do not go ahead!

25 - Jimirah Baliza

The Papanui ki Waiwhetū Wheels to Wings major cycle route is particularly significant, as it directly passes Harewood School and impacts five additional schools on adjacent streets: Cotswold School, Bishopdale School, Breens Intermediate, and Papanui High School. Ensuring good connections for students and active transport users should remain a priority.

Perhaps there needs to be more funding allocated to Wheels to Wings from central government before construction begins, to ensure the project is delivered effectively without placing excessive financial pressure on ratepayers.

#### 252 - Robyn Campbell

I want to put the Harewood Road cycle way on the back-burner, only proceeding with traffic lights at Harewood-Breens-Gardiners Roads and at Harewood Primary School.

#### 253 - Gavin Blackwell

Have the traffic lights at Breens Harewood intersection. But defer any other spending on cycle way

#### 261 - Ross Watson

I wish to put the Harewood Road cycle way on hold and only put Traffic lights at the Harewood - Breens -Gardiners intersection

#### 262 - Da Steel

Please don't go ahead with this ridiculous spend. I live Becmead Dr and come out of Nunweek Boulevard to get onto Harewood Road. At time there is a serious delay. If lights were put at Breens Road intersection that would enable people in this area to move around much easier. And what a terrible corner that is. Lights there please. Harewood school on such a busy main road needs a pedestrian light there too. To make it easier for cyclists few as they are, could the footpath not be made dual pedestrian and cyclists as it is around Nunweek Park. And if the cycle way was to go ahead how does Copenhagen and the Charity Hospital manage for parking etc. Please rethink this.

#### 263 - John Cumberpatch

The Wheels to Wings is an over engineered program that could be achieved by painted lines on the road. No need for the type of nonsense seen in Ilam Rd. The unnecessary of parking will have negative impact on residents, particularly the Charity Hospital.

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Lights at Harwood Gardiners rd is sensible improvement.

#### 266 - Name Redacted

I have lots of doubts about the crossing on harewood rd can see that causing major issues (idiots pressing it for fun and running away) ESPECIALLY when there is a new one at the railway crossing.

Patience and common sense is a virtue and definitely things that are severely lacking now. I have crossed this road numerous times on foot and had no issues at all. I did have to use my brain and wait until it was clear but I did cross with NO problems at all. There are pedestrian islands there now (and HOW much did they cost?) and they work so why the need for a signalised crossing? HOW MUCH TO REMOVE SAID ISLANDS??

The question has to be asked, are you babying people? Is CCC being complicit in dumbing them down? Yes, on many many occasions council is. Traffic lights at breens and gardiners and harewood rd's ok with that and is should have happened years ago if council had actually LISTENED to the people of the area!

>>>

NO TO REMOVING LANES, CAR PARKS, TREES, ETC AND PUTTING IN CYCLE LANES ON HAREWOOD ROAD. A VERY FIRM NO TO CYCLE LANES ON HAREWOOD RD. NO. NO. NO. NOT EVER. CCC has blatantly and purposely wasted money on this stupid idea and did NOT listen to the people (only the cycle groups who are rude, just plain nasty, disrespectful, racist, and arrogant, and believe they're right and every one else is wrong) that, CCC WAS WRONG. You MUST listen to the people NOT groups with an agenda! Shame on you for wasting MILLIONS AND MILLIONS of dollars. I want the plans for the cycle lane to be scrapped and to NEVER EVER be implemented.

Not entirely happy about Harewood School either seems to me that it's not really needed and again can see major issues with it especially with traffic coming off the motorway. With all the parents that park down there surely that is a huge learning opportunity for them to teach their kids on how to cross the road safely? WHY is it needed? Traffic has to slow down anyway when school is in/out so EXACTLY WHY is a signalised crossing needed? There is a pedestrian island there already surely that works? (EXACTLY HOW MUCH DID IT COST TO INSTALL AND EXACTLY HOW MUCH TO REMOVE???) Every single time I've been there there were NO issues so why change it? If something works, then LEAVE IT ALONE! WHY spend thousands when there are already things in place? I do NOT believe it's necessary and should never have been suggested.

In conclusion, NO to any cycle lanes going down Harewood road ever, yes to lights at breens, harewood, gardiners rds, signalise crossing near mitre 10 don't agree, same with Harewood school - parents and caregivers pick these kids up they should be teaching them. Is there a road patrol out at all? I think there is. Why not just have that and save money? The teachers could do it along with teaching the students. I loved doing that when I was at school and learnt a lot too. That would make more sense. You can't always press a button to get what you want and should always be using your brain not being a sheep.

#### 268 - John Mackey

Harewood Road cycleway - I am keen commuter cyclist travelling 5000km on my bike annually for the last 4 years. My assessment is that the proposed cycleway is not justified on a cost versus benefit basis. I have lived in Skyedale Drive for over 19 years and have commuted to work and other activities,

safely during that time. I have not had any near misses in Harewood Road in that time. Therefore, I oppose continuation of the \$32 million cycleway.

I support traffic lights at the Harewood-Gardiners-Breens intersection as I have seen many near misses at it.

I question the merit of traffic lights at Harewood School as the pedestrian crossing combined with the school patrols seems to work effectively. Drivers who ignore pedestrian crossings and patrols are likely to run red lights.

#### 272 - David Robb

Put the Wheels to Wings project on hold and only proceed with traffic lights at Harewood-Breens-Gardiners Rd as well as outside Harewood Primary School.

#### 282 - Donald Morgan

I got a note in the mail regarding the Harewood Rd cycleway.

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Anyway I do not want the council to proceed with the \$32m cycleway on Harewood Rd. The proposed traffic lights are a better idea.

#### 288 - Bronwen Howes

I want the Harewood Rd cycle way on hold and only put in traffic lights at the Harewood-Breens-Gardiners Roads as well as outside Harewood Primary School.

#### 289 - Mark Williams

I would like the Harewood Road cycle way put on hold and only put traffic lights at Harewood-Breens - Gardiners as well as outside Harewood Primary School

#### 290 - Sandra Franks

This is far too much money to be spent, there are greater things that Christchurch need first. I would like this to be put on hold. But think it is a good idea to put traffic lights at Harewood-Breens-Gadiners Roads. Very dangerous. Also with the amount of traffic on Harewood Road each morning, merging from two lanes into one at Crofton Road this is just a waiting game for more accidents. The amount of near misses I have seen early morning is mind blowing. Lights would break and slow down traffic. ditch the cycle way moving forward

291 - Julian Allom

Cancel the Harewood Road cycleway and install lights at the Harewood/Breens intersection!

292 - Julie Carter

I would like the Harewood Road cycleway/Wheels to Wings to be put on hold, or cancelled permanently.

This is a major expense (that will likely only blow out to cost more) and it is opposed by a significant percentage of those who live in the area and will be most affected by it.

I would like the traffic lights proposed for the Harewood-Breens-Gardiners roads intersection to proceed. This intersection creates a large amount of risk for users.

293 - Julie Jones

no to the cycle way on Harewood Rd.

Do the lights only at Breens rd.

295 - Erin Andrew

i say no to the Harewood Road cycleway as its a total waste of money . I live on Harewood Road and i see the cyclist that use this toad and it's precious little . Primary School children do not have to use it to go to school as the school zones dont cross over the road except for Harewood school and you are already putting traffic lights at that point . People working at the airport - the majority dont bike and while never bike . The very few adults that bike down here dont follow the road rules that i was taught , they dont look behind them when passing parked cars . So once again a big NO NO NO to Harewood cycleway

296 - Kerry Loper

stop unnecessary spending on papanui cycleway it is unaffordable and the price keeps going up stick too the basics,

298 - Winsome Bryce

The planned Harewood Road cycleway is a cost that needs to be trimmed back. Lights at the Breens Road intersection are definitely required but nothing else.

299 - David Palmer

I fully support completing Wheels to Wings cycleway. The northwest of Christchurch is poorly served by cycling infrastructure, and the cycleway is desperately needed along Harewood Road. Constant delays to the programme by elected members have resulted in central government funding being pulled, leaving ratepayers to bear the cost of this upgrade. The decision to upgrade the intersection at Breens/Harewood to lights will now cost ratepayers more than if we had just got on and done the work back when central government funding was available. Councillors that claim to be concerned about rates increases should be more aware of how blocking works in their area will cost ratepayers more in the longrun, as has happened here.

I would like to see budget brought forward to commence the larger parts of Wheels to Wings, particularly around the Bishopdale roundabout west to Nunweek Park. Tens of thousands of people work out at the airport and they need a safer way to access that area. Harewood Road also urgently needs a redesign to make it safer and more efficient for car drivers, by removing the unnecessary second lane and adding a cyclelane. The road itself is falling apart as it is long overdue for renewal, due to the pointless delays to W2W by elected members.

#### 301 - Rahera Carter

I have viewed the revised plan and am pleased to see that the cycway has been deferred, tho in my opinion it should be scrapped. There is nowhere near enough cyclists to arrange the expense that this would be.

#### 303 - Name Redacted

I strongly appose the wings to wheels cycleway along Matsons Ave and Harewood Rd. No one bikes to tge airport as they have luggage! Businesses along Harewood Rd will suffer and going down to one lane of traffic on a main arterial route to the airport is ludicrous.

#### 305 - John Veitch

i think the pedestrian crossing between Matsons Ave and Church Street should be at the Matsons Ave interscction. There's a problem coming out of Matsons Ave one way to get through the corner to get to Mitre 10 is to turn left into the center of the road and to access Mitre 10 from Church Street. Putting a pedestrian crossing in that short space will create problems. The most dangerous part of Harewood Road for cyclists is the section from the railroad past the roundabout at Bishopdale. I do cycle a lot despite my age. (83 yrs, Over 100 km a week) I think the proposed cycleway to the Airport is a necessary project. Slow down the project if necessary, but don't stop it.

#### 306 - Lorraine Rayner

i wis to show disapproval of the proposed cycleway proposal for Harewood Rd. Changing from 2 lanes to one would be diabolical as its hard enough to enter Harewood rd as it is in peak traffic. Lights in

Breens Rd would help but certainly hardly any cyclists use this route now so pointless to spend millions of dollars unnecessarily. Please listen to your local constituents.

nes

### 308 - Hong Xiao

As a resident in the Harewood area, I see installing traffic lights at Harewood Road / Gardiners Road intersection as a priority for road safety. I have seen several car accidents in this intersection in the past. A signalised crossing outside Harewood Primary School on Harewood Road is also a good idea. Cycle way is secondary if money is limited.

### 309 - Mark Rayner

we are asked to support projects such as the stadium and the Harewood Road cycleway. Neither of which we will ever use.

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definite no to the Harewood Road Cycle way. The disruption to The current road would not be worth any gain in use by people on bikes. This main road to the Christmas Airport would see a major four lane road reduced to 2 lanes for no purpose.

How many people travel to the airport on their bike. Very few. The road has an excellent bus service to get them and their luggage to the airport.

Loss of the 2nd lane on each side of the road would make feeding in of the traffic from Cotswold Ave and Gardiners road almost impossible. Road users now come around the Bishopdale Roundabout and are able to travel unrestricted whilst traffic feeds into the road from the 5 roads left and right. A single lane could restrict airport traffic and busses to unwanted delays. The road is also used by the NZ Postal Delivery vehicles these can safely travel on the inside lane as they are electric and have a restricted speed. Without the 2 lanes these vehicles would be forced to restrict airport traffic due to an unused cycle lane taking away their choice. Please do not make a decision on recreational use of any cycle way. Decisions must be made on Monday to Friday road use. We live in the area. We see no bike traffic on this road during the week. Once the road passes Nuneek Park there is a sealed path to the end of Harewood road that serves anybody wanting to cycle out to the airport. The motorist who gets out a bike for recreation use at the weekend should not impose unreasonable restrictions on the current Harewood Road and resident users.

Please send your councillors out to see for themselves how wrong this cycle way will be.

Don't be swayed by a bike riding member who goes nowhere near the road and its unique set of circumstances.



### 310 - Alicia Pilkington

I would like the cycleway on Harewood road as when I leave the house on my bike I get knocked of it due to bad drivers then have to pay for medical bills that you charge me my whole pay check for

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I personally would love the cycle way down Harewood road so I can bike safely and my pets will be safer as there will be less traffic down Hoani Street and side streets

### 311 - Tom King

I am a cyclist and am NOT in favour of the Wheels to Wings cycleway, \$32m is ridiculous. I am in favour of traffic lights at Harewood Breens Gardiners junction.

### 315 - Jude Groves

I realise my submission is a complete waste of time as locals don't appear to be listened to and although there are so many streets that need to be repaired a cycle lane for a few cyclists seems to be the focus of the council. Apparently according to the council about 1000 cyclists use harewood road daily whereas in reality the number is closer to 100 and that would be generous and include the same riders going both ways. The over engineering of the cycle way is absolutely ridiculous and why the council doesn't look at Germany or the Netherlands where they actually have a lot of cyclists is mind boggling. They have the sense to actually use one side of the footpath for cyclists and one for walking which makes so much more sense than spending an exorbitant amount of money to disrupt so many citizens. Traffic lights at Harewood-Breens-Gardiners Roads would make the intersection alot safer.

### 316 - Ian Stevens

i am in favor of installing lights at the harewood, breebscroad intersection as a safety measure and to take oressure of the harewood crofton rd corner. I am 100% against spending any money on the proposed cycle way

### 317 - Mary Gavin

The Wheels to Wings Cycle Route is an unnecessary expense. It is not a critical project. The \$32m could be better spent on essential services, such as the water network.

Improvements to Harewood Road, such as traffic lights at the Gardiners Road intersection, would greatly improve safety and traffic flow onto and along the road. The narrowing of the road by the addition of a cycle lane would not help vehicle flow.

No - Wheels to Wings Cycle Route.

Yes - Gardiners Road traffic lights.

#### 319 - Sandra Langton

The Harewood Road cycleway should be put on hold and only put traffic lights at Harewood-Breens—Gardiners Road as well as outside Harewood Primary School. I do not want to carry on with the \$32m cycle way. The cycle way is used by only a few and it is time the school children took priority to safely cross the road

#### 320 - David Martin

I do not think we need the major cycle route in Harewood Road when there is a almost complete cycleway on Sawyers Arms Road.

The traffic lights at Harewood-Gardiners-Breens are needed before there is a fatal accident. There is more traffic using this intersection and drivers are either taking risks to cross it or doing uturns in unsuitable places which can create another potential risk.

Harewood School needs lights because of the traffic that is also using this part of Harewood Road and the speeds they are coming off Russley and Johns Road despite traffic signs warning to the contrary. This is consistently putting the students manning the crossing at risk as well as parents and children needing to cross the road to vehicles that have to park opposite the school.

#### 321 - Roshini Clarke

please dont put a cycleway in on harewood rd, traffic lights only would be perfect ! We dont live in the netherlsnds and cycle everywhere , putting in more cycleways will not make more people cycle , and only makes a mess and inconvenience for the majority , dont break what isnt broken . Waste if money and time . Everyone i speak too has the same opinion.

#### 326 - Peter Strong

Re Wheels to Wings or Harewood Road Cycle Way:

I have lived in Kamahi Place for over 37 years and I ride my bike daily both to travel to work at the Airport, as well as for recreational purposes. The proposed cycle way on Harewood Road is over engineered and in my opinion is not necessary, certainly in these times of what should be fiscal restraint.

I would favour putting the project on hold indefinitely, however, the intersection of Harewood, Breens, Gardiners Roads, is dangerous and is well over due to have traffic lights to control traffic flow.

If the lights had a pedestrian sequence, it would partly solve the perceived issue of students from the school on Breens Road being able to cross the intersection safely.

It frustrates me what I see the Police targeting speeding on Harewood Road at the Airport end, when if they watched at this intersection now, I would suggest that at peak times, more than 50% of the drivers fail to stop at the stop signs.

Stop the consultation, just get on and get the traffic lights installed.

#### 327 - Brendan Hampton

priority should be traffic lights at harewood and gardeners road. It is So dangerous I have seen so many accidents there

Thonk its crazy lights at sawyers arms and gardiners were a higher priority than this intersection 4 lanes vs 2 it is a no brainer but apparently not

#### 328 - Corin Anderson

The wheels to wings cycle route is a terrible idea from a fundamental level, who is cycling to the airport with their luggage? Do you just lock them up and hope they dont get stolen while youre away for days or weeks? Its hugely impractical and is a solution in search of a problem which doesnt exist. Why dont you just fund the airport bus route, let people go to the airport for free and that way they dont have to worry about their bike and then you can save yourself millions of dollars on some terrible idea.

#### 332 - Steve Willman

Stop the Cycle way on Harewood rd what a waste of money as a cyclist it is already one of the safest roads in Christchurch to ride a bike, put the traffic lights in at Harewood - Breen's intersection the one Aaron Keown promises every time there is a reelection.

#### 333 - Katrina Galbraith

i want the full cycle way to go ahead, as originally planned. Harrwood rd is so dangerous to ride on - do we hsvc to wait for a death

#### 334 - Richard Claydon

There is absolutely no need to spend any money on the Wheels to Wings Cycle Route. Spending on cycle routes needs to stop now. Listen to the people. It is NOT wanted.

The Traffic Lights must be installed on the Breens Road, Gardiners Road, Harewood Road intersection immediately with out any delay.

335 - Michael Byrne

I am very keen for the traffic lights at Breen,Gardeners,Harewood Rd to proceed as soon as practicable.

I am keen for the proposed Wheels to Wings cycleway to be abandoned

I support the idea of traffic lights outside the Harewood primary school

336 - Rick Loughnan

I want to put the Harewood Road cycleway on hold and only put traffic lights at Harewood Breens Gardiners Road and lights outside Harewood Primary school

337 - Sandra Olliver

I would like to see the Harewood road cycleway put on hold.

The Lights on Breens /Gardiners and Harewood roads are a MUST DO

338 - Vic Daniel

Please put traffic lights on Harewood/Breens /Gardeners roads

Ignore waste off money on cycle lane

After several years and meeting it is past time for action

339 - Lawrence & Velona Morriss and Christensen

**Please permanently cancel the \$32m cycle way planned for Harewood Road because of the ever increasing volume of traffic which requires the present four lanes to be retained. ONLY continue with the plan to put traffic lights at Harewood-Breens-Gardiners Roads as well as outside Harewood Primary School.**

#### 340 - Daniel Sekulla

I received your W2W Update leaflet and two things come to mind:

Why another signalised pedestrian crossing, when NZ Rail just did that at the railway crossing in Harewood Ave?

Although it's not yet operational, it seems to me yet another overexpenditure!

I can see the argument for a crossing, because of the two retirement homes on either side of Harewood Ave, in-between Matson's Ave and Chapel St, but some exercise is good for the elderly, as I may know as well!

So, I would save that money, unless your aim is to frustrate the driving population even more, like what the CCC has done to Manchester Street!

Absolutely mind-boggling.

Deferring the remainder of the cycle way on Harewood Rd, will most probably result in more costs, years down the line?

But I am not expert.

All the remainder of the scope I would agree upon.

But please, sometimes it doesn't need all the bells and whistles, safety- yes, but mollycoddling -no! In other words not too many traffic lights!

A simple zebra crossing would be sufficient for a pedestrian crossing further down from the Harewood Rd railway crossing!

#### 342 - Michael Heenn

Wheels to Wings Harewood Road. Strongly against spending \$32m on this when the local community has been clear they do not want it. The alternative revised works programme is our preferred option.

As someone who has walked all these streets & parks for over 20 years I think the revised option could be adjusted to save more money. I wonder why cyclists coming along Matson Ave simple don't turn into St James park (at the Harewood Road end) and link up to the existing railway line cycleway to the lights on the Railway Crossing. NZ Rail has already spent heaps putting many lights on this crossing. The short cycle through St James is plenty wide enough and passes the Rose Gardens, Toilet Block and new housing units. Cyclists already do this. Cyclists also come down the existing railway cycleway on the other side of St James park. This change would do away with the proposed set of lights on Harewood Road between Matson's Ave & Chapel St.

Have the NZ Rail changes to the Harewood Road crossing with the gates and all the new sets of lights been taken into account as another set 50metres down Harewood Road is going to cause a huge traffic bottleneck. With the NZ Rail lights on the crossing for cyclists/pedestrians using the existing cycleway wanting to cross Harewood Road there is no need for a second set. Maybe the NZ Rail changes have happened after the plan was completed?

#### 343 - Michael Aitken

I support the full delivery of the Papanui ki Waiwhetū Wheels to Wings major cycle route and not the proposed deferral of the full Harewood road section. As someone who uses this route regularly, it is dangerous for cyclists in its current state, and I am struggling to understand how the proposed staged lights and pedestrian crossings will improve safety for cyclists.

#### 346 - Stewart Pittaway

Install traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and install a signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera.

I support the Gardners and Breens road intersection lights - they have been long needed. I travel down Harewood road daily and regularly see close calls or accidents at the corner. Must be a priority investment.

#### 348 - Hilary Rose

My opinion is that the Wheels to Wings Harewood Road Cycle way should be scrapped. This would save a lot of money for other, more necessary, projects around Christchurch. Also, as I recall, the majority of residents did not want to proceed with this for a multitude of significant reasons. At the very least, I would like this part of the plan to be put on hold. I believe the traffic lights at Harewood-Breens-Gardiners Rd (and Harewood Primary School) are a very good safety measure and should go ahead. Thank you.

#### 350 - Tony Smith

The Harewood Rd cycleway needs to go ahead but at a much reduced cost.

We don't need a Rolls Royce we just need a designated cycle lanes using painted lines.

#### 351 - Molyka Nop

no more cycle way. Who's gonna bike to the airport?!?!

#### 352 - Ross Aikman

I vote no to the cycleway down Harewood road, in Christchurch everybody loves to drive their cars around our city, and to shorten the width of Harewood road for a cycle is ridiculous.

#### 353 - Simon Murphy

re Harewood Road Cycleway

I approve of the addition of traffic lights at Harewood-Breens-Gardiners Road intersection.

I suggest the cycleway is put on hold.

I live in the area and have seen multiple near-miss incidents with drivers either behaving badly, or impatient to cross the intersection. I believe that traffic lights would reduce risk and improve safety.

#### 354 - Philippa Chilvers

In regards to the Harewood Rd cycle way - it must go on hold and it is imperative that traffic lights go in at Harewood-Breens-Gardners and as well outside Harewood Primary School.

I am not in favour of the cycle way carrying on at a cost of \$32m when we need lights so desperately at the intersection on Breens-Harewood and Gardiners. Also down at Harewood Primary School.

I have lived in this area for all my life and it has become impossible to cross Harewood Road safely. It gives me a heart palpitation every time I try to cross and I thank my lucky stars every time I safely get across.

But the best action to take at this intersection is to go another way or turn left and do a U turn further up the road.

We need lights there URGENTLY please.

#### 358 - Steve Hanson

I don't know what any of that means, but if it includes the cycleway on Harewood Rd, save our money. The lights at Breens/Gardiners should be a priority. Also, at Harewood School I believe traffic lights are unnecessary, instead increase the operation time of the reduced speed zone from 2pm-4pm and 8am-9.30am

### 360 - Nina Mogridge

I am strongly opposed to the changes for a cycle way on Harewood Rd. But I think traffic lights are essential for Harewood-Breens-Gardiners intersection. AS for lights outside Harewood Primary School, perhaps these could be timed to be active at start and finish of school days.

### 361 - Desmond Fox

Put Harewood Rd Cycle Way on hold, install traffic lights at Harewood-Breens-Gardiners Roads, do not install traffic lights outside Harewood Primary School, do not carry on with \$32 million cycle way.

### 364 - Bryan Gerrad

We do NOT need any more cycle lanes on Harewood Rd, when we DESPERATELY NEED a set of traffic lights at the Breens - Harewood - Gardiners Rd intersection. As far as the extra set of traffic lights outside Harewood Primary School is concerned, I think the School Patrol is satisfactory, as there are only 2 times per school day lasting 15 minutes each that this crossing NEEDS to be manned. I am a cyclist too and have lived in Lochmore Street for 25 years and am very aware of the number of accidents, near misses, and unnecessary risks taken at the Breens / Harewood intersection. Drivers are turning left off Breens and Gardiners and proceeding to the U-Turn opportunities such as outside Copenhagen Bakery thereby causing holdups in the outside lanes. Remember that vehicles need to cross 4 lanes of traffic plus a centre plot at this intersection, yet the Gardiners / Sawyers Arms intersection that HAS traffic lights only needs to cross 2 lanes of traffic. There also needs to be a turning arrow available in ALL directions.

### 367 - Nikki Clarke (Breens Intermediate School)

In the interests of student safety our community is in favour of the lights at Gardiners/Breens Road being a higher priority over the Cycleway project.

### 369 - Chris Sloss

I write this comment as a resident living on Harewood Road, but more importantly as a daily cyclist on Harewood Road, since the year 2000. In all those years, I have NEVER had a safety issue so spending \$30+ million on the Wheels to Wings cycleway makes no sense to this cyclist. Perhaps if the agenda driven cycle advocates spent more time on addressing the habits of city cyclist ie. road rules apply to cyclists, helmets are a legal requirement, stopping at red lights is compulsory etc. We would not need to spend huge amounts of rate payer funds on marginal projects. I find it concerning that this project is still being considered by our 'city leaders' particularly as there is no longer any funding from Central Government. My final point - this project was not wanted by the community! A 2 term sitting councilor was voted out of office at the last elections because of his support for this project. Mike Davidson went against the majority wishes of his constituency and lost his seat because of it - perhaps Council needs to relook at the whole sorry mess and review it's decision.

### 370 - Authur Meikle

no topsp



anui wheels to wings.many streets/footpath in need b4 that.

>>>

install traffic lites at harewood/greens and hardwood school before costs rise even further

### 373 - Helen Hessey

I strongly object to more money being wasted on this cycleway. It is totally unnecessary and will create many more problems for those of us who live comfortably on Harewood Road. Harewood Road is a busy road, on which the traffic currently flows smoothly. This would not be the case if this millions of ratepayer dollars were used digging up the roads and causing a lot of stress for the residents. However I fully support lights at Breens/Gardiners Road and also lights at the Harewood Primary School.

### 375 - Paul O'Brien

The Harewood rd cycleway is a bad idea and a waste of \$32m. My wife and I are both cyclists and we live within 800m of the proposed cycleway. we can see no value in it. My understanding is that many mature trees would need to be removed to create the cycleway and that would be a travesty. The cycleway would inhibit parking for the very popular Copenhagen Bakery, which could threaten the viability of this wonderful business. Further, the reduction in road width (and potentially a lane reduction?) would inhibit the flow of traffic on an important arterial route. Instead we should install traffic lights at the Harewood/Breens/Gardeners Rd intersection as this is a dangerous intersection. Many of us local avoid the intersection by taking alternative backroads.

### 377 - Andrew Owen

Me and many other residents in bishopdale absolutely support the harewood/breens/gardiners intersection having lights. It is necessary with so many children and elderly around here too for safety. This needs to be done for safety reasons for everyone ASAP and absolutely supercedes the importance and any discussion of a cycle way, in fact they shouldnt even be related.

### 378 - Tracy Watson

I am in favour of the Traffic lights at Harewood Road and Breens Road, as this intersection is very difficult to navigate as both a driver and a cyclist. I am in favour of the cycle lane in Harewood Road as this road i awful to bike down especially with parked cars and having to go round them which is forcing you to bike with cars,busses and trucks very close to you and there are yhe parked cars and doors opening as a lot of motorists don't look before opening doors. I'm not in favour of lights at

Harewood School. They already have the slow speed, flashing light, pedestrian crossing and before school and after it is a manned crossing.

#### 380 - John MacDonald

Harewood Road Cycle plan.

There should only be a set of lights installed at Harewood - Breens - Gardiners corner to allow for entry off side roads and turning traffic. Cycles already travel up and down Harewood Road with out any problems. Traffic congestion is already a prplem at peak times why make it worse.

#### 381 - Stuart Wallace

I'm in favour of continuing with the full Harewood Rd cycleway, although if the cost of \$32 million could be trimmed with some reduction in design, that would be good. I'm a regular cyclist in this area and it's currently dangerous to cycle on Harewood Road.

#### 382 - Anthony Worters

I would like the Harewood Road cycle way put on hold and only the traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary School installed for now. The city can't afford \$32,000,000 for the cycle way for now. The money would be better saved to stop rates increases.

#### 383 - Dave Crake

The Papanui / Harewood Rd cycleway should be scrapped, as there's already a dedicated cycleway in place and underpass at SH 1.

There definitely needs to be traffic lights put in at Gardiners/Breens and Harewood Rd.

The remaining savings should be used to reduce the rates increase to a more reasonable level.

#### 384 - Chris Coey

Installing traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and install a signalised pedestrian crossing on Harewood Road at Harewood School as proposed is all that is needed and wanted by the community for this project.

#### 385 - Ian Wood

i say no to a full harewood rd cycleway

388 - Dennis Wilkes

Put Harewood Rd Cycle way on hold. It is not a viable plan especially thru the Bishopdale Roundabout plus all the other strongly negative implications. Consider a "back streets" solution the same as many other sections of the cycling network.

YES - urgently install lights Breens/Gardiners/ Harewood/.

YES - crossing lights at Harewood Primary School.

389 - Ian Luxton

Wheels to Wings cycle route. Based on the overwhelming difference in volumes of traffic from motor and electric vehicles compared the the almost zero number of cyclists, I am in favor of the current proposal to only complete the basic \$9.7 million to complete the overdue light controls and crossings. The remainder of the expenditure can be fully cancelled to save millions to Christchurch rate payers.

390 - Stuart Batty

Scrap all ref. to Harewood Road Cycle Way or levy cyclists to pay for it. In any event as a daily user of Harewood Road traffic flows are increasing and any lane reduction would cause chaos. The only sensible suggestion is either lights or a roundabout at Harewood/Breens Intersection

391 - Regina Martin

Totally oppose spending on \$32m cycle way!

Do want and need traffic lights at Harewood-Breens-Gardiners Road intersection - it's a total nightmare endeavouring to cross so many lanes of traffic on such a busy road - that is a priority!

392 - Sandy Stewart

I would vote NO to spending funds on Harewood Road Cycle Way.

I would vote YES to putting traffic lights at Harewood/Breens/Gardiners Rd. Reason being that there have been several substantial sub divisions opened up along Gardiners Rd, Claridges Rd and further across to Regents Park. Access to these are along Gardiners Road across Sawyers Arms Road. People travelling from Memorial Ave, Wairaki cut across through Breens Rd to Gardiners Rd making the traffic here very heavy. People tend to drive to the centre lane and wait for traffic causing issues for cars travelling up Harewood Rd.

It is now high time lights were put in this junction to avoid any further accidents. If you put lights here you wont need to put lights at the Harewood School area as traffic will be better controlled.

394 - Darryl Frampton

NO To Harewood Road Cycle Way !!

395 - Susan Eleanor Peake

WHEELS TO WINGS I disagree with the changes going ahead and support the proposal for a smaller project understanding that this would cost about 10m instead of 32m. There is enough cost to ratepayers with new large facilities being built ie the Stadium, Health Centre Give us a rest!!

>>>

Wheels to Wings should be shelved for the time being & the lower priced proposal proceed - \$10m vs \$32m?  
Too much major disruption around the area currently/recently.

396 - Roger Dunn

I am a NO to the Wheel to Wings Cycle . I totally agree that the traffic lights at Harewood Breens Gardiners intersection is well over due and should be a priority. Also lights at Harewood Primary School would also be a good idea. I have live on Harewood road for more than 20 years and from Nunweek BLVD to Wooldridge rd. The footpath is the cycleway for the less than a dozen people that ride on it a day. Actually the signs painted on the footpath are worn out. This particular part and side of the road needs all the parking it can get for sport nights and weekend sport. Cars also have to park on the other side of the road at these times which is a death trap for young children crossing. This is the better side of the road cycleways and leave the south side for parking and foot traffic. This could be worked into the subdivision plan when the property is developed. At the end of the day it is money that could be spent somewhere better than an cycleway for a few people. And Im a cyclist.

Thanks Roger Dunn

397 - Anne Donovan

No. I do NOT want a cycleway the full length of Harewood Road.

It would be a crime to bring down those established trees.

In all the years I have been driving on Harewood Road I do not remember seeing a cyclist on either the road or the footpath. There is obviously no great need for a cycleway.

All the businesses on that part of the road will be destroyed.

At present the road is a very pleasant 2 lane highway. To destroy it at the cost \$32m is utter madness.

#### 400 - Bernadette Cassidy

I prefer Option 1 which involves closing off traffic access across Harewood Rd (i.e. left-in, left-out only, other than a bus route turn) and installing a signalised pedestrian/cycle crossing. From the perspective of walking and cycling, Option 1 solves most problems by providing safer crossing options for these modes (*motor vehicles can U-turn from <200m away, by the way*). It also creates a little bit of separated cycleway along Harewood Rd, in advance of a Major Cycle Route going through there.

#### 401 - Leanne Marechal

I support traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary School. I do not support the cycleway at all \$32m spending which will cause congestion on Harewood road which is already an extremely busy route to the airport. the number of cyclist does not support at all the cost to ratepayer... this is why there is such increases in our rates.

#### 403 - Bernadette Bowe

Please put the Wheels to Wings cycleway on hold (I would prefer not to have it at all) and make the installing of traffic lights at Harewood-Breens-Gardiners road a top priority

#### 406 - Keren Pickering

I support the proposal for traffic lights at Harewood Rd/Breens Rd/Gardiners Rd.

I support acrossing f ootpath widening & crossing at Harewood School, also the Matson's Ave. / Chapel St. crossing, the cycleway at eastern end of Harewood Rd.I also support deferring the rest of cycleway on Harewood Rd.

I also support deferring the remainder of cycleway on Harewood Rd.

409 - Deb Daines

Wheels to wings cycleway should NOT come at the cost to the 4 laned Harewood road.

NO trees should be removed because of Wheels to Wings either.

YES put only traffic lights at Harewood Breens intersection.

Traffic Lights are not needed at the Harewood School rather look at the parking area across from the school at the St James church -there is parking available and the school could rent it, or use it as a drop off and pick up area.

Yellow lines should be put down Harewood Road from Stanelys Road the Harewood school boundary, to stop the dangerous parking, then parents encouraged to use Whitchurch Place and Waimakariri Road, making full use of the schools pedestrian crossing

410 - David Hercus

Whilst I would prefer the Wheels to Wings cycle route to be completed in one go, I would be content accept a staged approach as a temporary fix & only under the proviso that the full Wheels to Wings project is completed when funds become available. Build it and they will use it.

417 - Julian Apse

Yea to the cycle way uo Harewood road,

great asset for the community and more cylcle ways please

427 - Christine Whiteman

please put on hold the Harewood Cycle way and install lights at Harewood/Breens/Gardiners Road ASAP, and outside Harewood Primary school. It is a nightmare, especially at peak times, to either cross or turn right especially at this interesection and has been for years. The number of cyclists using this road does not validate losing lanes and carparking. Something needs to be done -- sooner than later.

428 - Chris O'Brien

Yes. Axe thie Wheels to Wings White Elephant. Not needed and a total waste of ratepayers money. Ballooned out to over 30,000,000 dollars and over 5 M wasted in useless planning.

How on earth do you think Harewood Road is going to cope with being one way between Crofton and Greers Rd?????

We live on Harewood and it is difficult enough getting out into the traffic when there are currently two lanes in each direction.

Your planners are fully aware of the opposition and indeed anger towards the Council for this waste of money. Get rid of the cycleway and build the lights and Gardeners>Harewood which you have done your best to postpone for years!

429 - Gordon Nairn

cancel cycle way indefinitely.

431 - Nigel Powell

I believe you are looking to invest far more money in the cycleway than is justified and should scale the plan right back to a bare bones approach

432 - John Jenkins

Please do Install lights at the Breens Road, Harewood Road Intersection and the two proposed Signaled Pedestrian Crossings on Harewood Road as I do believe this would be a major safety Upgrade.

I do not however, agree with the Installation of Cycle ways on Harewood road as this would not only increase traffic congestion but money would certainly be better spent elsewhere.

433 - John and Nan Simpson

My wife and I want the cycle way on hold, and only put traffic lights at Harewood -Breens-Gardiners as well as outside Harewood Primary School.

434 - Brent Ruru

I'm not in favour of constructing a cycleway the full length of Harewood Road at a cost to the ratepayer of approx. \$32m.

There is a part cycle way along Sawyers Arms Road from Main North Road to the railway line; this links the south cycleway from the city (Riccarton) and to the north (Belfast) on existing cycleways.

Would it not be better to continue the Sawyers Arms cycleway on the south side of the road, all the way to the airport, co-sharing with existing traffic volumes?

And thus, leave Harewood Road as is?

I cycle Sawyers Arms Road in both directions and find there is sufficient safety distance between vehicles and myself.

This surely would be a more cost effective option.

#### 438 - Alexina Poole

I DO NOT WISH TO SUPPORT THE CYCLEWAY ALONG HAREWOOD ROAD FROM THE RAILWAY LINE TO THE AIRPORT. IT WOULD BE VERY DETRIMENTAL TO NOT HAVE DOUBLE LANES ALONG THE ROAD.

I SUPPORT LIGHTS AT HAREWOOD/GARDINERS/BREENS ROAD INTERSECTION THOUGH.

#### 439 - Amanda Ward

STOP the Wheels to Wings cycleway. It is poorly designed and cost too much already to design twice and do consultations with localst living in the area which were basically ignored. No more money is coming from Central government now so cut your losses. Instead put the traffic lights in on Harewood-Breens-Gardiners as this was approved years BEFORE the cycleway as it is DANGEROUS and very close to many schools and ECE. It was only put on hold when they decided to put the silly cycleway in which could have just gone on the berm on one side of Harewood Road. Put the traffic lights in with no dangerous speed humps. Stop delaying this essential project.

>>>

stop the wheels to wing cycleway

#### 459 - Fiona Johns

I think that the proposed Harewood Rd cycle way should be put on hold but traffic lights should be put in at Harewood-Breens-Gardiners Roads intersection even if the cycle way does not proceed.

#### 463 - Vincent Pageot

happy to increase cycle way in Chch but to a certain limit



I am not in favor of spending 32m in tax payer to devevelop this project. Enough unnecessary spending please

#### 474 - Terry Hampton

I do not support A cycleway on Harewood Road despite living a block away and being a biker, as its cost is prohibitive. I favor lights at the intersections on Harewood Road as being a more constructive spend and better aiding timely traffic movement.

#### 478 - Dean Fergusson

Re.Wheels to Wings Harewood Road Upgrade

In general the proposed roading changes will ruin what's left of unimpeded traffic movement on the road.

1. Traffic lights at Harewood/Gardiners/Breens Road proposal - don't support; a round about would be better for traffic flow
2. Signalised pedestrian crossing at Harewood school - support but restrict to school arrival/departure times
3. Signalised pedestrian crossing at Harewood/Matson's Ave/Chapel Street; - don't support - this is overkill. Support just having a pedestrian crossing. More lights so close to the lights on the rail line <200m away, would make the Papanui Road end of Harewood Road (where I live) far too congested.
4. Cycle way at eastern end of Harewood Rd - the road is too narrow, best get rid of the parking on road sides for this part of the road to accommodate.
5. Deferral of remainder of cycle way on Harewood Road - support deferral the concept is a dumb idea. Further road congestion.

#### 480 - Winifred Boyd

NO cycleway on Harewood Road

YES to lights at Breens Gardiners Rd

#### 481 - John Kilkelly

Install traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and install a signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera.

This is absolutely as the extra traffic we are now encountering on Gardiners road at peak hours is making the Harewood/Gardeners road intersection is an absolute nightmare. It is unsafe, as the drivers wishing to turn left onto Harewood road cannot see cars on their right coming down Harewood road, the number of near misses and increased accidents is only going to get worse. How on earth the council can even consider putting a cycle lane in is beyond me. With the continued development of more subdivisions on Gardiners road the increase in vehicles using the above intersection can only increase over the years to come. Please do something about this intersection before someone loses their life.

#### 483 - Graeme Jack

I think the Harewood Rd cycle way should be put on hold and only do the traffic lights on the Harewood-Breens-Gardiners Rd intersection as well as outside the Harewood Primary School.

#### 484 - Ron McTaggart

The Wheels to wings project should be cancelled in its entirety. There is no cost/benefit . The cost of the city to surf cycle way is significant but at least it will be used.

Just because an expensive underpass was built under Johns Rd shouldn't commit the council to more wasteful spending, desecrating Harewood Rd , in order to enable a few more cyclists to enjoy the palatial splendour of the underpass.

#### 485 - Peter John Cameron

I don,t see what the installation of three sets of traffic lights along Harewood Rd has to do with the proposed Wings To wheels cycleway. These to me are normal road safety measures which I endorse.

The proposed cycleway should be abandoned , there are much cheaper ways of achieving the same objective without affecting local businesses, removing valued well established trees and incurring an increasingly rampant and huge budget which is best spend on increasing the resilience of our three waters network

Consideration should be made to connect the top end of Memorial ave ( which is used extensively by cyclists going to and from the airport with a less structured cycleway down Wairakei Rd joining both the North West cycleway and the Northern Line cycleway

486 - Lara McMurray

Traffic lights at Harewood-Breens-Gardiners needed. Rather than spending on Wheels to Wings. Dangerous intersection, priority road for residents and emergency vehicles. No spending on cycleway.

488 - Fiona Judson

Quash the Harewood Rd cycleway altogether. Its not good for the local community with less parking and more add-ons to side roads causing concern for affected residents. I think you will find those keen do not live on or close to roads affected. Better to have lights at Harewood/Gardiners/Breens as has been needed for many years. Lights are not needed at Harewood school. Government is not about look what projects we delivered, but how you listen to the community young and old.

490 - Noelene Hodder

I am totally opposed to any additional spending on the wheels to wings Harewood Road cycleway.

494 - Mindy Marshall

Pause the cycle way for now and just put lights in on Harewood Road at Gardiners Road intersection that would make a huge difference. Thanks!

499 - Robin Lloyd

traffic lights Gardiners Rd and Harewood Rd school great. Agree to cycleway going to railway line ONLY. I really think that traffic lights at Matsons/Harewood Rds, incorporating pedestrians, is essential. It is so busy there that just a pedestrian crossing will add to the confusion. Too much for motorists to take in. There are too many near misses now and I've personally attended an accident there.

538 - Christopher Alexander Stokes

CYCLE WAY: NO  
WHEELS TO WINGS UPDATE  
I WANT THE REVERSED SCOPE PLAN AS SET OUT BY VICTORIA HENSTOCK.

539 - Janet Wilma Stokes

CYCLEWAY : NO  
WHEELS TO WINGS UPDATE  
I WANT THE REVISED SCOPE PLAN AS SET OUT BY  
VICTORIA HENSTOCK

547 - Judith Baker

Yes I do. The proposed cycle way down Harewood Road which has been opposed by most people in our area has been totally ignored by the council which we the rate payers, have been ignored. There has to be and there are other ways.

>>>

On Harewood Road, leave what's not broken, so leave the cycle way out, put in traffic lights at Gardners Road, do not put lights at Harewood School, they already have a very efficiently run school traffic patrol which works for children arriving at school and when leaving school. So once again, if it's not broken then don't fix it.

548 - Jeremy Richards

I support the revised works for the Wheels to Wings route & think we should defer the remainder of the cycleway on Harewood Rd. In these stretched times we simply cannot afford \$32m

551 - Alan MacDonald

Money Spent would be better on lights Harewood  
Brrens gardiners for safety of public  
Can't see any Reason for a Cycle Way

552 - Mark Fortune

Regarding the Harewood Rd cycle way, as far as my wife and I are concerned it is an absolute NO even though I am an avid cyclist. You can't be seriously considering slowing Harewood Rd to a 2 lane road (1 lane each way) down from 4 lane rd for a considerable length of the road.

A much more important focus for Harewood Rd / Brrens Rd / Gardiners Rd

intersection is the establishment of traffic lights.

This intersection is extremely dangerous and needs controlled traffic lighting.

The amount of insanity occurring at these stop signs feeding onto Harewood Rd is hard to watch during our daily walks.

we have witnessed so many near misses ( my wife nearly being collected once by a car jumping the intersection in haste to avoid traffic on Harewood Rd.

A neighbour of ours was nearly killed after being collected and knocked off his motorbike by a car jumping this intersection onto Harewood Rd.

The mess at this busy intersection should be your focus.

#### 561 - Verity Busby

I think the Papanui ki Waiwhetū Wheels to Wings major cycle route is not critically important at the moment, especially as there is a low number of cyclists using the route at present. NEEDS must always supercede WANTS and this very expensive, over-engineered cycle way is a WANT, not a NEED for the city.

Apart from the many inconveniences this cycle way would cause homeowners and businesses along the route, I still have concerns about how it would impact the many emergency vehicles which use Harewood Road at very high speeds. This cycle way would make it very difficult for motorists to move out of the path of emergency vehicles.

The footpath is quite wide and could be resurfaced to provide a single-direction cycle way and an adjacent pedestrian walkway. This would surely cost less than the current estimate for the cycleway.

Although I am not keen on the cycle way being built, I do believe that other roading changes (e.g. Breens Road intersection lights, etc.) linked to the route are excellent and should go ahead.

#### 563 - Maurice Gaskell

I would like to see the Harewood Road cycle way put on hold and only put traffic lights at Harewood-Breens-Gardiners with Right turn signals (the same set up that's at Greers-Harewood road) as well as outside the Harewood Primary School .

#### 57 - Euan Gutteridge

Yet another vanity project. We can't afford it so it must be deferred or cancelled.

#### 570 - Marie Gaskell

Harewood road cycleway.

I want to put the Harewood Road cycleway on hold and only put traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Oratory School.

577 - George Cockburn

We reject the proposed Harewood Road Cycleway

We reject the proposed signaled pedestrian crossing on Harewood Road between Matsons Ave and Chapel Street.

Our preference is for traffic lights with pedestrian crossing to be installed at the Harewood Road/Matsons Ave corner for ease of access in and out of Matsons Ave.

592 - Douglas Johns

I submit that the proposed Harewood Road cycleway should be put on hold. I also submit that the installation of traffic lights at the intersection of Breens, Harewood and Gardiners Road should be undertaken as a matter of urgency, regardless of the fate of the proposed Harewood Road cycleway.

Please refer to my original detailed submission to the hearings Committee for further details, and my objections to the proposed Harewood Road cycleway.

595 - Kevin Bradshaw

I want to put the Harewood Road cycle way on hold and only put traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary School.

597 - Lynette Bay

Cancel Wheels on Wings - No more wasteful spending on cycle ways which benefit a very small percentage of the total population

598 - Margarita Deyell

Harewood Road Wheels to Wings Cycle Way

NO to cycle way. This will significantly reduce car parking for Nunweek Park, which is a popular sports and recreation facility. Also, for the same reason, the very popular and busy Copenhagen Bakery Cafe will struggle for parking and possibly have to close down. Harewood Rd leads to the airport, so how many people will be heading to the Airport on a bike? There is plenty of room for bikes and cars, as it is.

YES to lights at Harewood Rd-Breens Rd-Gardiners Rd and Harewood Primary School.

#### 600 - Aaron Ghattas

Priority should be for areas closer to the city centre than the less trafficked parts of suburbia.

#### 601 - Catherine Coghill

I wish to comment on the Harewood Road cycle way. We wish for traffic lights to be put in as soon as possible please as it is so unsafe for our kids crossing. No i do not want to carry on with the cycle way

>>>

pls see comments above re Harewood road lights

#### 602 - Glenn Coghill

i wish to put a stop to the Harewood Road cycleway and put in a set of traffic lights. It is so unsafe at that intersection.

#### 603 - Margaret Dwan

traffic lights at the corner of Harewood:breens:Gardiners road please

no need for a cycleway

#### 604 - Kathryn Taylor

I wish to register my vote of **NO** on the proposed Harewood Road cycle way.

My reasons for a NO vote: Since the upgrade of Johns Road and the corresponding closure at the end of Wairakei Road, the volume of heavy truck and vehicle traffic on Harewood Road and Sawyers Arms Road has increased noticeably. However, the corresponding number of cyclists using these roads has not increased to the extent that it necessitates a designated cycle way on either busy thoroughfare. I also believe that narrowing Harewood Road to accommodate a cycle way will cause bottlenecks at peak times and endanger cyclists.

If anything, I think the council should widen Harewood Road to make it a four-lane roadway all the way from the Farrington/Harewood roundabout and install pedestrian lights at strategic points along the route.

I also propose that if the council goes ahead with the cycle way, they reroute it along Wairakei Road. This route doesn't carry such a high volume of traffic, runs through shopping centres, and crisscrosses road that have bus routes that travel in an east/west direction.

I agree with the proposed installation of traffic lights at the Harewood-Breens-Gardiners Roads intersection as well as outside Harewood School. Both are high traffic areas. It is difficult to cross Harewood Road during busy traffic times, and since the upgrade of Jons Road, traffic entering Harewood Road from the busy intersection is high volume.

#### 605 - Warren Kelly

I think it is a total waste of money to destroy a perfectly good section of Harewood Road to achieve nothing but a bad result.

I am in favour of the proposal to put traffic lights at the Breens / Gardeners Road intersection.

I do not see the need for crossing lights at Harewood School

#### 606 - Marion Coburn

I agree with traffic lights at intersection of Harewood/Breens/Gardiners road - however I do not agree with the \$32m cycle way on harewood Road. Thie is an absurd amount of money and totally unnecessary to remove two lanes of traffic for cycle ways. I am a cyclist and have never felt unsafe biking down Harewood Road as it is.

I have no opinion on traffic lights at Harewood Road school]

I dont think pedestrican traffic lights are necessary on Harewood road between Matsons and Chapel street.

With the new cycle way crossing it will create traffic jams - there are already two traffic refuges to cross the road.

#### 608 - Ondine Kiesanowski

Wate of time, who bikes to the airport. Roads are getting too small for the cars on the road, and cars pay for roads in fuel taxes



#### 609 - Patricia Mitchell

I say NO to the Harewood Road Cycleway Wheels to Wings. There are not many cyclists from Bishopdale shops to Johns Road - save \$32 million dollars & put it towards Traffic Lights at Breens | Harewood Road.

>>>

TRAFFIC LIGHTS at Breens | Harewood | Gardiners Roads is a MUST Do Project. I see so many near misses of cars trying to cross 4 lanes of traffic.

#### 610 - Jay Plank

How many people have been documented cycling up Harewood Rd with a suitcase strapped to their bike? Just put the traffic lights in at Breens/Gardiners/Harewood Rds! Lights at that intersection have been needed for years and argued about forever. Just put the lights in and don't wreck the road with a cycle mess. Otherwise we'll end up with another catastrophe-type road like Ilam Rd where you can't even get 2 busses to pass. (How do emergency service vehicles access the properties there safely?)

Put the traffic lights in at Breens/Gardiners/Harewood and leave the cycle-lane-rubbish out of the plan completely. If there were a constant stream of bikes along Harewood Rd, it would be understandable, but there is such a small number of active cyclists on it.

Put the lights in for the safety of Breens Intermediate students, Isleworth Rd Primary students, other pedestrians and the infinitely-more-numerous-than-bikes number of drivers who would actually like to use that intersection safely each day.

#### 611 - Claudio Veronese

We don't want a cycle so way on Harewood Rd but we need traffic lights at Breens and Gardiner Rd. for safety for school children.

#### 612 - Dulcie McDonald

Do not wish to have the cycle route prefer the proposed traffic light system @ Breens, Gardiners, Harewood Road

#### 615 - William Blair

Regarding Wheels to Whings I think you only need one – cycle way and make it two-way

#### 621 - Colin Ong

Wheels to Wings: Yes to: Lights for Harewood/Gardiner/Breens; Harewood School signalised crossing (but not footpath widening); deferring remainder of Harewood Rd Cycleways.

No to: Signalised crossing on Harewood between Matson Ave/Chael St; Cycleway at eastern end of Harewood

625 - Marlene Willems

Wheels to wings cycle way is an unnecessary waste of money. It is dangerous for the Charity Hospital, and the people using Copenhagen Bakery. Mostly aged residents, travellers and many others, so no the cycleway.

626 - Shirley Hussey

Against Harewood Rd Cycle way.

633 - Deb Clarke

Has consideration been given to rolling this project over to the 27/28 Annual Plan and play a wait and see approach to who ends up in Government, without Government Funding why is the CCC still looking at progressing with this apart from the necessary safety upgrades that may be required like installing the lights at Harewood, Gardiners and Breens Roads? A major intersection I believe that has had a high crash rate over the years.

635 - Margaret Wilson

i think the Harewood Road cycle way should be put on hold, but the lights at Harewood-Breens-Gardiners Road should proceed. The intersection is dangerous and should have lights intalled as soon as possible.

637 - Delwyn Harris

I am against this proposed redevelopment of Harewood Road as proposed by Council. The cycle way should be put on hold. I am not convinced of the benefits reducing the vehicle lanes. I support the money being spent on traffic lights at the intersection of Harewood, Breens, and Gardiners Roads. I would also support investigation into the benefits of a set of traffic lights in front Harewood primary school, compared with widening the road on the South side of the side, removing the grass and earth area and providing more parking so parents can mainly park on the same side as the school when collecting and dropping off children.

650 - Dale Read

I am writing to support putting traffic lights at Harewood-Breens-Gardiners Roads, as opposed to carrying on with the cycle way.

We have lived in the area for over 40 years. In that time, the traffic flow down Gardiners Road has massively escalated. This is due to the huge number of new subdivisions, which still continue to open up. It is now very difficult to safely enter onto Harewood Road. It is also difficult to turn right onto Gardiners Road off Harewood Road during peak traffic times. The waiting time to cross or turn onto

Harewood Road leads to anxiety in drivers as well as risk taking.

Finally having lights at the intersection will give everyone safe and timely movement. School children going to and from Breens Intermediate will also have a safer passage along a crossing or cycle way over the intersection.

These traffic lights will be money very well spent. It is only a shame the neighbourhood has had to wait SO long for them!

I am completely opposed to having a Harewood Road cycle way. This would be a shameful use of taxpayers' money. It would impose problems for businesses, not having parking available for customers, for the elderly who would need to walk further to and from bus stops, for drivers having to take more time to travel in only one lane along Harewood Road, each side, with countless traffic lights to have stop at, for Service trucks needing to drive into the mall, as well as losing the Pin Oak trees on the island outside the mall.

#### 651 - David Read

I have been a cyclist all my working life but I am not in favour of the Wheels to Wings proposal for Harewood Road. It is too expensive, too disruptive and unnecessary.

I am strongly in favour of traffic lights at the intersection of Harewood, Gardiners and Breens roads. I live in close proximity to this intersection and it is impossible to turn right from Gardiner's into Harewood Road unless you are prepared to wait a long time (5 minutes) at peak times. Faced with this problem, I do what most other drivers do, turn left onto Harewood, then turn right at the first available opportunity, the end of the island. This in turn creates further safety issues for me and for those following as it interferes with the flow of the fast moving traffic. Added to this, there is insufficient room for a medium-to-large vehicle to wait while negotiating a safe entry point to join the airport bound traffic. Turning left from Gardiners into Harewood has its own challenges too, due to the lack of visibility. Vehicles waiting to cross Harewood often obscure what traffic is coming from right. I have witnessed a number of minor collisions as a result of this.

#### 653 - Treena Swift

Wheels to wings need not go ahead at all, and in the least an (extremely) long delay of any delivery of this project is needed. Proposed changes to this plan in the short term are acceptable to increase safety at the intersections suggested for traffic light upgrades. Our local voices were not heard when this was originally proposed, outweighed by the extreme views of those that do not live in the area. It's a waste of money, delivering only to negatively impact on residents and businesses along and around this proposed cycleway.

#### 656 - Pip Scotter

I agree to NOT spending \$32m on the harewood rd cycleway. When people go to the airport the majority have bags to carry. They need buses or trains to the airport.

Linking the cycleway from matsons ave with the one that its already along the railway is sceptable.

664 - Gloria Gibb

Completely against Harewood Rd Cycleway.  
Lights required at Harewood/Breens intersection

Stall the Harewood Rd cycleway  
as it would be so unsafe ~~so~~ for so  
many people.

666 - Janet E Orchard

I do not want the Papanui Ki Waiwhetū  
Wheels to Wings (Harewood Road) cycle  
way at all.

I do want traffic lights at the Harewood -  
Gardiners and Breens Roads intersection.

I do want traffic lights outside of  
Harewood Primary School.

671 - Ava Strieker

I have many friends that enjoy biking and I am outraged and believe that increasing rates would lead to an increase in funding for the Wheels to Wings cycle route, which induces demand for biking routes.

673 - Rosie Paul

Biking is something the every day person can do to help the environment and lower emissions. I think increasing rates would be beneficial and allow us to not push back the major cycle route and public transport projects. These projects should absolutely not be pushed back, as they are important for our city and people. These cycle routes should be finished: Norwest Arc, The Northern Line, The South Express, Wheels to Wings, Southern Lights, Avon Otakoro and Ōpāwaho. These should be finished as soon as possible.

#### 676 - Elsie Caygill

I think if you could find the money to fund the bike route you should, because there are lots of good things about it. I think it will encourage more biking and less driving. Biking is - as you probably know - so much better for the environment. The bike path might not seem super important but when you build the path and get good feedback you could get even more bike paths by the time you were planning on building this one.

#### 678 - Eva Wilson

I strongly recommend that these projects are not pushed back. The bike lanes, the Nor West, the northern line and the south express, wheels to wings and southern lights, Avon Ōtākaro, Ōpāwaho should be finished much sooner than the proposed dates.

#### 691 - Barry Nelson

yes i against spending \$32 million on the cycleway put this on a big hold .essential to be done traffic lights outside Harewood School plus traffic lights at the Breens /Gardiners road intersection .please treat the traffic lights as essential instalation to be done now .

#### 694 - Vidya Maisuriya

I agree with the cycleway between the railway line and Matsons Ave.

Also it would make it safe for motorists and pedestrians if a right turn arrow can be placed at the Harewood Rd/Greers Rd intersection.

#### 696 - Anne Barron

- Agree to traffic lights at harewood/ Gardiners/ Breens intersection
- Defer remainder of cycleceway on Harewood Rd - too expensive
- Disagree with signalised pedestrian crossing and widening road at Harewood School
- No need for signalised pedestrian crossing between Matsons Ave and Chapel St - use island

#### 698 - Dominic McKeown

scrap wheels to wings the public have clearly spoken and not been listened to. Harewood road is a main road and shouldnt be carved up, its like slowing down sh1. The budget doesnt account for remediation of any existing cycleways which clearly shows council is actively ignoring active faults and problems.

699 - Elizabeth Fraher

Keep the wheels to wings cycleway, it would be well utilised and benefit the community. Also lights at the harewood/breens Rd intersection please.

709 - Geoff McCambridge

Cut the spending on cycleways specifically that proposed for Harewood road.

711 - Grant Withers

I am a regular cyclist along Harewood Road.

There is NO need for a stand-alone cycle way. How many people are going to bike along Harewood Road to the airport??? I do not see very many cyclist doing that now and who would ever be biking to the airport with luggage?

There should NEVER be any discussion about removing the two lanes of traffic each way along Harewood Road.

Public submissions several years ago were overwhelmingly in favour of installing traffic lights at the Breens Road/Harewood Road intersection. WHY HAS THIS NOT ALREADY OCCURRED? The whims of a few should not override democracy.

I support the proposal on page 14.

GET ON WITH IT.

716 - Malcolm Hoare

Wheels to Wings not required except for some of the traffic lights, and some of these may cause unintended problems.

730 - Merav Benaia

Wheels to Wings Papanui ki Waiwhetū Major Cycle Route

I support council allocating a budget in the capital programme to deliver the Wheels to Wings cycleway.

This project have already suffered several delays that only make it more and more expensive.

We need to prioritise the safety of children cycling to school and that of vulnerable members of the public using a wheelchair who will benefit from a safe cycle route they can use and we need to reduce traffic on our roads. We are not all confident enough to cycle on the road and we should not put member of the public at the mercy of drivers!

#### 733 - Anita Hubac

Harewood-Breens-Gardiners Traffic lights are needed more than the proposed cycle way down harewood road.

#### 734 - David Lawry

Certainly some REAL attention to stopping nice to have projects such as bike lanes from Papanui to the Christchurch International Airport. I am yet to see a person intending to use the airport for its core business riding to that facility with their suitcases on a bike. Significant adverse business impacts will result to business on the route

There is little doubt that the costs will blow out. This project does not provide new jobs is excessive in cost does not have a majority rate payer backing and indeed is strongly opposed by many yet due to poor priority settings and financial management continues to be pushed.

#### 735 - Glenda Bills

I strongly support a cycleway along the full length of Harewood Road because cycling there is currently too dangerous. Parked cars and drivers unfamiliar with safely navigating around cyclists create significant risks. Pedestrian crossings are less critical than the cycleway because the existing islands already provide safe crossing points for pedestrians.

#### 739 - Jesse Aimer (Christchurch International Airport Ltd)

CIAL notes the delay of the Wheels to Wings Major Cycle Route.

There are currently no committed improvements for cycling access to the airport campus.

The Christchurch Airport campus is the largest single centre of employment in the South Island, sustaining around 8,500 employees. As at the 2018 Census, 3% of employees on the Christchurch Airport campus travelled to work by bicycle.

The safety of cyclists accessing the Christchurch Airport campus is important. CIAL would welcome the opportunity to participate with CCC in planning cycling infrastructure to the airport to ensure safe access for cyclists.

741 - Alister Bruce Thomas

please, install traffic lights at Breens/ Harewood ASAP.

750 - John Hastie

Thank you for the opportunity to put my view point forward with regards to the Harewood Road Cycleway.

I believe it is in the best interest of the cities' ratepayers, that the Harewood Rd cycle way is put on hold, and that the \$32 million be saved. At the moment it is tough financial times for many people, and I believe it is the time to only do the necessary and it is not the time to do 'nice or good to have' projects. Plus it is time for the CCC to be prudent with Ratepayers money, and not spend it on frivolous projects.

I also think that it is a good idea to put traffic lights at the Harewood-Breens-Gardiners intersection, plus outside Harewood Primary School.

751 - Tracey Glass

we received a flyer in our letter box with the question "Do you want to put the Harewood Rd cycle way on hold and only put traffic lights at Harewood-Breens-Gardiners as well as outside Harewood Primary, or so you want to carry in with the \$42m cycle way?"

In response, I would submit that the traffic lights at the intersection as outlined above (Harewood-Breens-Gardiners) are a must have given the number of near misses every day as cars try to negotiate crossing 4 lanes of traffic on Harewood Rd. At some stage there is a very high likelihood of a serious accident and potential loss of life. The cycleway at a cost of \$32m is not feasible sadly.

758 - Kathryn Bowler

would like to see Papanui ki Waiwhetū Wheels to Wings major cycle route be progressed

759 - Jeff Scandrett

Harewood cycle way to be put on hold indefinitely until the over engineering is controlled.

Put in the harewood rd breens, gardiner rd traffic lights only which is a safety issue.



#### 760 - Fiona Green

I live in Harewood and have biked, driven, walked and run around this area for 30 years. The urgent need in our neighbourhood is for traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection. I plan my route so I rarely need to turn right from Gardiners Road into Harewood Road due to a long string of traffic coming from the airport end towards the city. Turning left from Gardiners Road into Harewood Road is also a hazard because some people look like they are turning from Harewood Road into Gardiners Road, but do a u turn on Harewood Road at that intersection. I do not support the Papanui to Airport cycle route being built. If or when the Papanui to Airport cycle route is built, I believe it could be on the Underpass side of Harewood Road only, and be adequate for cycles going in both directions. Harewood Road has never been flooded with cyclists. The occasional time, I feel unsafe on my bike with traffic is when I choose to push my bike across the road, or I cycle on the footpath because there are few pedestrians. I'm happy to bike on the grass berm to pass any pedestrians. It is safer for motorists and cyclists and pedestrians to avoid the Harewood, Gardiners, Breens Road intersection for turning and crossing at present.

It is really good there is a safe crossing area across Gardiners Road near Cardome Street and traffic lights on the Sawyers Arms Road intersection. I remember how dangerous it was without these.

#### 763 - Pamela Margaret Stewart

I am very much opposed to the "Wheels to Wings " Major Cycle Route being done at a Huge Cost to a Major busy Feeder Road - Harewood Road - to and from the Christchurch International Airport and also from the North/South Motorway. The reduction of two Lanes either side to one Lane is sheer madness as Harewood Road is a hugely busy Road at all times, I know as I work at the Airport and also use the Motorway frequently going North to Rangiora, Amberley and Blenheim plus I am on Harewood Road at all times of the Day.

The revised Scope put forward by Victoria Henstock is using this amount of money very wisely and sensibly with 5 Community-aligned solutions, considering all safety and very balanced solutions. THIS is certainly a very well thought and reviewed Solution covering our whole Community and certainly as a CCC Ratepayer for well over Fifty Five years has my STRONG Approval.

#### 767 - John Steere

The council should scrap the wheels to wings cycle route. It is a complete waste of money. How many people are going to cycle to the airport to catch an aircraft?

I use Harewood road regularly and have noticed the few cyclists there are. I did a count a few months ago and they would be lucky to be 1% of the traffic. I recall a local resident living on Harewood road did a count and there were only about 75 cyclists all day. To spend 32 million dollars on 75 cyclists is

an absolute waste of taxpayers money, this is about \$420,000 per cyclist. It would be cheaper to provide them with a free taxi

i do support a set of traffic lights at the Harewood / Breens road intersection and a set outside Harewood school.

#### 770 - Evelyn Slape

i do not support the wings to wheels cycle way

#### 774 - Clive Busby

We were not happy about the Wheels to Wings project as the initial proposal was not discussed with the residents. During a meeting, I raised the issue of quake damaged infrastructure, as our sewers and storm water were damaged and was repaired at EQC cost. I believe that theses repairs were not accounted for in the cycleway infrastructure costing.

I still feel that it would be better having cyclists travelling to the left of the vehicular traffic and not having a separate 2 way cycle lane. I also feel that there needs to be some form of publicity regarding correct road use by all road users (vehicles, cycles, scooters, etc) sent out with our rates to outline correct behaviour on the roads covering all modes of transport. This cost could be added to the draft annual plan. These document could be available elsewhere as not all residents are rate payers.

The proposed revised scope looks good and I support it.

#### 775 - Fiona Penney

I am opposed to the wheels to wings cycle lane. It will be detrimental to local businesses.

#### 780 - Heather Venis

100% against wheels to wings. Directly effects where we live and is total waste of rate payers money.

Priority to traffic lights harewood/breens/gardiners rd !& light crossing at harewood school

#### 782 - Morgan Price

**Re: Papanui ki Waiwhetū Wheels to Wings major cycle route**

Dear Mayor Mauger and Councillors,

**Does the need for car parks outweigh the safety of citizens?**

The Draft Plan's proposal for "making road safety improvements to three parts of Harewood Road" is missing an essential, forth safety improvement that would be ticked off by implementing the original, full plan for this road. And that is the lack of cycling access/cycleway on the westbound section between Breens Road and Trafford Street.

If there was another way of cycling west from the Bishopdale roundabout to the corner of Harewood Road and Russley Road without a major (for a cyclist) diversion, I would be taking it, as I genuinely fear for my life every time I cycle past the parked cars along that section during daylight hours on any day of the week. I have never experienced the relief of no parked cars on the above section of road.

I regularly have parked car driver's doors open in front of me, causing narrow misses at approximately 30kph. It's common practice for Christchurch drivers to fail to look before they open their driver's side door, as the statistics for the high number of bicycle dooring injuries in Christchurch also shows. That forces cyclists to take up more space in the westbound, left-hand lane, and into the path of following vehicles with their drivers often thinking there's room for two cars side-by-side AND a cyclist. The other issue to factor in here is that statistically, the size of 'cars' (SUVs and utes) is getting bigger in New Zealand - giving cyclists even less room to travel safely in such a narrow-laned section.

I also have had regular and numerous close calls with cars passing at speed within 0.5 metres of my handlebars, even on the rare occasions when I can see parked cars are empty and am travelling closer in to them.

Note that the option of cycling past Copenhagen Bakery on the footpath is also not only dangerous, (most drivers stop at the road edge, not where they are legally required to give way: BEFORE the footpath\*) it is "illegal to ride a bicycle on a footpath unless you are delivering mail, or your bicycle has wheels with a diameter less than 355 millimetres."

**So, that section of road is literally an accident waiting to happen, with a high risk of death or serious injury.**

Of your 10-year transport budget of \$1.4 billion, \$32 million becomes relatively insignificant - a good quarter of which can be factored out with the watered-down plan being pushed by certain councillors and one particular business on Harewood Road, and in the DRAFT ANNUAL PLAN 2025/26.

I would also question the figure stated in flyers and online posts pushing for no cycleway, asking "or do you want to carry on with the \$32m cycle way?" The original figure was "\$19 million", so why is it now quoted at nearly 170% more?

I propose a (cheaper) option of retaining from the original plan a westbound cycle lane, after passing the suggested traffic lights at Harewood-Breens-Gardiners. That point is only 350 metres before westbound vehicles are down to one lane anyway. Retaining that section of cycleway will significantly increase safety. In addition, a pedestrian crossing directly in front of the Copenhagen Bakery, across Harewood Road, as there is plenty of parking on that north side.

**Thank you for your consideration.**

Yours faithfully,  
XXXXX

Supplemental: Please also consider (the irony) that in the past 10 years, the city of Copenhagen has invested over \$200 million in cycling infrastructure. Locals there, who like me, also drive a car and don't need a vehicle for work/trade or a disability, have learned to MUCH prefer to cycle. There are less cars on the road, less pollution, they all report feeling much healthier and happier, AND they get to work/school QUICKER! Note that their weather is statistically worse than ours, so that is no excuse for us here. Christchurch people welded to their SUVs/utes/'gas guzzlers' need to 'take the blinkers off', think objectively, and look at all the facts and benefits of more cycling, not less.

#### 783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

We approve of the staged wheels to wings cycle route plan **except** the pedestrian crossing on Harewood road between Matson and Chapel street. There is a new pedestrian crossing not far away at the railway tracks that is well used and respected by drivers even though it is not fully operational yet. There are pedestrian islands just to the east of Matson St and just to the west of Chapel St. so a pedestrian crossing is not needed here. PLUS, there is a lot of traffic turning left onto Harewood road from Chapel street then turning right onto Matson Ave often with several cars waiting to make the turn onto Matson. If a pedestrian crossing was here between Chapel and Matson there would be no room for cars to wait causing a back up of traffic on Harewood Road.

Seeing as there are the two pedestrian islands to aid in crossing this street, plus a pedestrian crossing soon to be activated not far away, a pedestrian crossing is surplus to need at this part of Harewood Road.

If there are some that still need a signalled pedestrian crossing, it needs to be placed WEST of Chapel street where it will not cause traffic build up.

#### 789 - Joeline Storer

Cycleway - NO. Lights at Harewood School - NO, there's already a school crossing. Lights at Harewood / Breens - YES.

#### 795 - Dianne Downward

I approve of the staged wheels to wings cycle route plan **except** the pedestrian crossing on Harewood road between Matson and Chapel street. Traffic will build up with many cars wanting to turn right onto Matson Ave from Harewood Road using the flush median. A pedestrian crossing here would block those cars' ability to use the flush median and create a build up of traffic on both Harewood and Chapel street. There are pedestrian islands just to the east of Matson St and just to the west of Chapel St. so a pedestrian crossing is not needed here and would be a surplus to need.

If there are some that still need a signalled pedestrian crossing in order to cross Harewood Road, it needs to be placed WEST of Chapel street where the pedestrian island is so it will not cause unnecessary congestion

#### 797 - Trevor Wilson

We must STOP not defer cycleway on Harewood Road

#### 799 - Phil & Mary Brady

We are of the opinion that this cycleway is of less importance than the core council operations. We are opposed to spending \$M32 of ratepayers money on this project. If we remember correctly, the Central Govt were to contribute \$M19 and the balance by CCC. We don't feel spending this amount of money on a "Nice to have" project is a good investment.

#### 80 - Kaylene Wakefield

I disagree with the need for the wings to wheels cycleway

#### 802 - Mark Craddock

Wheels to Wings - Harewood Rd. Proposal to extend the cycle way to the full length of Harewood Rd. Not needed - Harewood Rd (East) to Matsons Ave Condell Ave / Aorangi Rd / Ilam Rd (For students) Recreational cyclists travelling West have Wairakei Rd / Sawyers Arms Rd for access to West. If improvements for cyclists are envisaged on Harewood Rd - then yellow broken lines to encourage homeowners to park their cars in their driveways and Bupa visitors to park their cars in the Bishopdale car park. Some allowances could be made for Charity Hospital visitors / patients & Copenhagen shoppers. A clearly marked white line for cyclists is already in place and adequate safe passageways.

The Harewood Rd is one of the main arterial routes used by Northerners coming off their highway.

The Harewood Rd is also the principal route chosen by essential services - eg ambulances, medical personnel, firebrigades, police taxis (Airport dropoffs from the East) hearing from the reduction of lanes imposed upon the Ilam Rd residents and students and service providers (Refuse Trucks) the citizens of Christchurch don't want a repeat of the ill conceived imposition of traffic flow of what was previously a major route.

Why respond to a very small minority of bike users at the expense of a majority of vehicle users (cars)

Regrettably there are few and fewer student cyclists - A lot of students use their student loan to purchase an imported Japanese car.

Accommodation is not always available close to university / teacher's college Ara etc.

If an improvement is considered for Harewood Rd - lights on the Greers Rd / Harewood corner turning right motorists are taking risks.

#### 805 - Geoffrey Sugden

I am disappointed that the Wheels to Wings cycle route has not been confirmed in its entirety, as this project would have delivered significant benefits to Christchurch. Given the current situation, I welcome the proposed safety improvements, and I support a staged approach as the most sensible way to complete this crucial project. However, further stages should be scoped and prioritized asap to ensure Christchurch realizes the full benefits of this transport investment.

#### 820 - Helen Pickering

The Harewood Road cycleway should be put on hold, if not scrapped all together. Cyclists are few and far between on the road. I believe the traffic lights at Harewood-breens-Gardeners road and outside Harewood school should continue.

#### 821 - Edward Wegner

Please implement the Wheels to Wings major cycle route as soon as possible - do not defer the Harewood Road extension. I will stop driving as much as I do and cycle instead if Harewood Road has a safe cycleway. I cannot cycle to the city from where I live in Bishopdale unless there is a safer route.

And of course the Harewood/Gardeners Road intersection needs a stop light.

#### 822 - Simon Collin

The proposed spending on the Wheels to Wings cycle route is mis-named. The three sets of lights, which will soak up the majority of the \$9.7M have minimal or no benefit to cyclists using Harewood Road. They are traffic improvements, which I do not necessarily disagree with, but they will not in anyway improve the safety of cyclists. The planned actual cycleway work at the eastern end of Harewood road might be nice to tick the box in terms of connecting the Norwest Arc to the Northern cycleways, but that stretch of Harewood Road is pretty much the safest section of the road already. As someone that regularly uses Harewood Rd to cycle down, plus to various destinations around the city, I am confident in saying that the two lane sections of Harewood Rd, cause me more concern for my safety than any other road that I cycle on. I am strongly in support of continuing work on the cycleway in some form or another. I am of the view that many of the cycleways are over-engineered, and would be more than happy for the work to take a much more minimalist approach, but reducing the two lanes to one one lane is an essential part of what is necessary to make it safe to cycle down the road. There is simply not enough room for the current configuration. My fear is that because the cost is so high, the project will keep getting pushed out and pushed out in the LTP. Looking at the map of the cycleway networks in ChCh the lack of cycleways in the northwest sector of the city is striking. It would be such a shame for the city to have been progressive in this area of transport options, but then fail in the completion of the work.

#### 826 - Alastair Watson

I am resident in the Bryndwr / Bishopdale area and have comments about the proposed Wheels to Wings Harewood Rd -

1. Too focused on cars - be future-focused and ensure cycleway.
2. We live in Garden City - must protect ALL trees along Harewood Rd - ALL TREES should stay in place. No need to cut any down to make way for a desk-bound road designer's straight lines on the plan - - leave the trees alone, plan road, cycleway, footpaths around the trees. The mature trees (Bishopdale for example) provide enormous benefits - aid in cooling surrounding temperature, provide home for wildlife, are a thing of beauty - leave them alone!!!
3. Traffic lights at Harewood Rd / Breens & Gardiners Rd - NOT NEEDED - - only interrupts traffic flow, drivers need to follow rules. Suggest make this intersection Left Turn only, on both sides - will maintain flow and avoid crossing this major road. Let's be creative, consider a different traffic flow that will work !!! OR why not a round-about for continued flowing traffic ...

I am strongly advocating being Person-centric - we persons pay the rates, we are affected by increasing pollution and danger of speeding vehicles, let us persons feel safe and enjoy our surroundings with plentiful trees, let the cyclists peddle without danger of cars.

#### 834 - Kate Christie (Harewood School)

Harewood School fully supports the Council's plan to install a signalised pedestrian crossing on Harewood Road, recognizing it as a critical step toward ensuring student safety. However, the school and its community strongly advocate for the reinstatement of the originally proposed raised safety platform, which was intended to reduce vehicle speeds. Given the high traffic volumes and the tendency of vehicles to speed past the school—sometimes dangerously maneuvering around road patrol barriers—relying solely on traffic signals may not sufficiently deter unsafe driving behaviors.

The school community urges Councillors to reconsider the removal of the raised platform, emphasizing that it provides an essential physical measure to enforce lower speeds and protect students, parents, and staff. First-hand accounts from children on road patrol highlight the ongoing dangers of fast-moving vehicles, reinforcing the need for this added safety feature. Harewood School requests that the Council include the raised platform in the final Annual Plan and welcomes the opportunity to speak at the public hearings to further discuss this critical issue.

#### 835 - Robert Fleming

I believe that both projects need to be returned to their original spending priority and delivery schedule as per the approved long term plan. Both projects will have significant benefits to the city, particularly in the medium to long term. After all, we're already behind in delivering the promised major cycleway network; further delay only will add further to the costs.

#### 836 - Gerrit Venema

I'm a cyclist & have been all my working career. The fullness of this Wheels to Wings is ridiculous...in particular the Bishopdale roundabout proposal...absolute lunacy. Currently takes me 24 seconds to get thru this roundabout. Can one ever imagine all those traffic lights/signaled crossings creating anything in the name of progress??? Total lunacy and I dare say NONE of the planners will ever use it. At the presentation sessions some years back one of them had no other argument to the lunacy then to say to me "oh well you don't have to use it, you can still join the traffic if you like". As for the excesses of the actually cycle way up the length of Harewood Rd, totally not in the interest of ANY of the residents. Taking away on street parking for multitudes, endangering cyclists all day & especially at night on these ridiculous separated lanes they go past everyone's driveway. Do the CCC planners not realise that regular cyclists are not out for a Sunday golly...they can be traveling at around 30km/hr most of the time. Compared to just a simple/cheap 1m green strip beside the vehicle lanes, these excessively built up cycle ways are a total hazard to all...including the cyclist. Take for example the upper Colombo st cycle way...a disaster for all. Have you seen the rubber marks and damage to cars from all those curbs!!! And then they even change sides with a set of randomly placed signal lights just near the end??? What???

Harewood/Gardiners/Breens traffic lights are the only thing I support so far...and even that's because I feel sorry for the timid car drivers who "freeze" at the prospect of traversing 4 lanes at once.

#### 839 - Jan Harrison

As a resident of Bishopdale, who is also a cyclist, I want the Council to install traffic lights at the Harewood Road, Gardiners Road and Breens Road intersection, and install a signalised pedestrian crossing on Harewood Road at Harewood School Te Kura o Tāwera, so long as the pedestrian crossing does not contribute to the congestion currently experienced every weekday morning at the Harewood Road roundabout. **The proposed cycleway should be put on hold.**

#### 843 - Harrison McEvoy

Wheels to Wings needs to be kept on budget. It has been made into a political football to serve the needs of elected members, while the community is left out. CCC should look to build key safety improvements first, such as Bishopdale and Gardiners/Breens, then connect them when funds are available.

#### 846 - Mark Fursdon



I find it extremely difficult to understand why there is any need for a cycleway on Harewood Road to the airport and I am 100% opposed to this proposal proceeding as this is an absolute waste of our hard earned money paid in rates. The \$32m cost associated with this proposal cannot be justified for infrastructure that benefits minorities and disadvantages the majority and compromise traffic flows as well as on street parking for residents and businesses alike.

I would be happy for the Council to cancel the proposal in its entirety.

#### 847 - Alan Collins

##### Harewood Road Cycle Way

I wish to propose the CCC puts the Harewood Rd cycle way on hold but installs traffic lights at Harewood- Breens -Gardeners as well as outside Harewood Primary school.

#### 851 - Fiona Bennetts

I'm please to see some crossing improvements along Harewood Road. Please also do the crossing near Nunweek Boulevard and the Bishopdale Roundabout. This would allow temporary materials to be used to create a cycleway along Harewood Road.

#### 856 - Brian Enright

Installation of traffic lights at Harewood -Breens-Gardeners is essential. I have witnessed a number of near misses especially for traffic turning right out of Gardiners Road into Harewood Road.

While I can appreciate the concept of the cycleway I have noticed very little cycle traffic on this route. At this stage with the rates pressure it would rate it at low priority and should be put on hold.

#### 869 - Anne Scott

I would like to see Wheels to Wings build as it is currently unsafe to cycle down Harwood Road. I agree with the prioritization of the link between the Nor'West Arc and the Northern Line and the safety changes outside Harwood School. The lights at Breens Road has less justification without the cycleway.

#### 873 - Jane George

I wholeheartedly support the cycle ways and it's interface with the Harewood/Breens/Gardeners intersection. I grew up being able to cycle to school safely, and this has contributed to a range of skills and health benefits that have lasted me well into adulthood. By prioritising motorists over the safety of our young cyclists the city is contributing to growing health and socioeconomic inequities.

#### 874 - Grant Slade

On hold? How about scrapping it like many of the Harewood Bishopdale Papanui resident's have proposed repeatedly.

Stop the elaborate cycle way on Harewood Rd completely and go back and plan something simple like a one bike marked lane that doesn't need any barriers or nasty curbs, making it much easier to merge with vehicle traffic when needed.

Totally opposed to the time wasting Bishopdale round-about plan, so that can definitely be scrapped...save us heaps of money that one. Not going to work for anyone so a big waste of money. However, the traffic lights Breens/Gardiners rd crossing of Harewood rd would be good to keep on the budget and at least everyone is agreed on this

#### 875 - George Laxton

I support the Papanui ki Waiwhetū Wheels to Wings cycleway, I think it disappointing that it was delayed so much that we now have lost govt funding. I would have preferred if the cycleway had been fully funded and built, but I think that now a better approach (and the best option left) is to partially fund what we can and get it built. I would add that sections that are built should be built to the plan fully so we don't have to come back later and redo work that wasn't done, to save money in the short term. For example the Harewood Road, Gardiners Road and Breens Road intersection should have all the relevant cycling infrastructure built so we don't have to come back and retrofit later.

#### 877 - Sarah O'Keefe

i think the wheels to wings should go ahead as originally planned. Currently there is no safe route for my daughter to bike to school, Condel Ave is way too narrow and getting down Harewood to the cycle way is too dangerous, as it is for any cyclist down Harewood Rd.

No to the pedestrian crossing between Matsons and Chapel, there will be a set of light at the rail crossing. That would foul up traffic even more if there is 3 sets of lights in short succession!

#### 879 - Anne Scott (Spokes Canterbury)

*Carrying forward 9.7 million from 2024/25 to stage the delivery of the Papanui ki Waiwhetū Wheels to Wings major cycle route, focusing initially on linking the Te Ara O-Rakipaoa Nor'West Arc and Puari ki Pūharakeke-nui Northern Line major cycle routes and making road safety improvements to three parts of Harewood Road (see page 14 for more information).*

- Spokes would like to see the Wheels to Wings MCR fully built in the next three years.
- Spokes support the 2025/26 connection between the Nor'West Arc and the Northern Line as it is currently very difficult to get safely across Harwood Road due to the number of vehicles.
- Spokes supports the safety changes at Harwood School for cyclists and pedestrians. There are issues with cars dropping off and picking up children obscuring the view of fast moving traffic.

- Spokes supports the traffic lights at Breens Road as long as it fully includes the cycle infrastructure required for Wheels to Wings.

#### 889 - Allan Taunt

I agree with a staged delivery of Papanui ki Waiwhetū Wheels to Wings MCR, although each delay runs the risk that someone will be killed or seriously injured on Harewood Road. We know from the community Facebook page there have been multiple incidents over the last two years of people being hit while cycling on Harewood Road. Sadly, many of those instances have been young people – the very people the cycleway is designed to protect. It is well known Bishopdale Roundabout is dangerous, as soon as possible can we get the improvements for this completed. Maybe there is also an opportunity to take a temporary approach to reduce the door zone risk until the cycleway is delivered.

With the delay to Papanui ki Waiwhetū Wheels to Wings MCR, I would like to see the direct cycleway link between the city centre and New Brighton advanced in its place. The same applies to the northern cycleway link to Prestons.

#### 892 - Mei-Ling Chiu

I would like to give you my personal feedback on the draft annual plan 2025/26. For Harewood Rd Cycleway, I recommend to build up traffic lights on the intersection of Harewood Rd and Gardiners Rd first regardless budgeting.

#### 904 - Susan Wai

We don't support a bicycle path on Harewood Rd, No needs

#### 935 - Kerry Neville

Wings to Wings / Public Transport Project from 2020/20 to 2023/2024

leave Harewood road alone, its just fine the way it is; no more lights either. Is anyone listening to the people, for once and for all please Harewood Rd off the books. nothing wrong with it as it is. I know lets have another meeting. Can't

>>>

leave Harewood Rd alone, its a waste of our !!  
money, no more cycle lanes, or traffic lights.  
Its A No Brainer:

Don't Touch Harewood Rd  
Thats what The People Want ?  
or you get voted out.

Thank you for your submission.

(go join the green party)  
Its our \$ remember

Please put this submission form in an envelope and send it to:

Formset 178 (no stamp required)

>>>

Drove down Manchester St last we and what  
a bloody mess its not good for anything  
how long is it going to be for the idiot in  
this council stops wasting my and everybody  
else's \$ on these hair brain projects that  
clearly do not work: its just dumb  
thanks Keny Hail

949 - Ron Richards

Papamui Wheelstowings Cycle Route along Harewood Road  
Totally opposed will further intensify Transport Congestion  
and disrupt existing businesses apart from creating problems  
for Pedestrians.

96 - Justin Yudistira

Please also finish the cycle route.

995 - Rose Riley

There are some wonderful areas for cycling in Ch.Ch. but not in Harewood Rd or Matsons Ave or any of the surrounding streets. Please do not go ahead in this area or anywhere else in Ch.Ch.

>>>

Please put this submission form in an envelope and send it to: all hour relying on buses or longer.

Freepost 178 (no stamp required)  
Draft Annual Plan submissions  
Christchurch City Council  
PO Box 73016  
Christchurch 8154

No to a Cycleway in Matsons  
or Harewood Rd.

Consultation on the Draft Annual Plan closes at 11.59pm on Friday 28 March 2025.

Main carriageways are not suitable places for cycleways.  
\* I am not against cycling, we were taught not to ride double, and to keep as far to the left as possible  
— we did not need curbs & coloured or dotted lines painted on the road

Christchurch  
City Council

## General/Other Comments

1034 - Shirley Fussell

I do not want the cycleway to proceed. I have seen too many “near misses” of folks in their cars creeping across the road – impatient to be moving and “stuck” in the centre of the road, causing accidents. Please please proceed with the lights at Breens/Gardiners Rds A.S.A.P so no lives are lost. Also protect the Harewood School children.

129 - Ross Boswell

The airport is well served by public transport and the demand for a cycleway to it is not appssrent. It seems inappropriate to spend on providing an airport cycleway, but provision of safe cycling lanes on Harewood Road is worthwhile.

147 - Michael King

Yes I have thoughts, the community board don't want it, the residents don't want it, the elected councilor doesn't want it, central government don't want to fund it, it will cost an astronomical

amount of money, there is no congestion advantage to doing this, there no evidence that cutting down one hundred trees and concreting the area that they once stood, will do anything to help with climate change. This is all ideological tyranny, it's easy to spend other people's money while having zero accountability. Anti democratic , egotistical and greedy. No.

#### 161 - Alexander Bailey

Continue with the Wings to Wheels and Lincoln road improvements. As our road network cannot grow we must instead concentrate on allowing other forms of transport or Christchurch will be completely gridlocked in years to come.

[Coder note: submitter supports wheels to wings, but it is unclear whether they the staged approach]

#### 165 - Paul Amtman

About this wheels to wings cycleway, what a great waste of money as all it is ,is a nice to have feeling ,but will not serve all peoples, only cyclists who are few and far between. As a rate payer who lives in this area all it will do is cause more congestion on our roads, which are now more congested than before. Maybe if our esteemed councilors would have another meeting with the people of the northwest, maybe just maybe sense would prevail.

#### 212 - Laura Goodman

I think it is important to continue progress on these projects but agree it needs to be done in a fiscally responsible way.

#### 213 - Tim Watts

the projects should have a fixed cost and completed within budget and on time. No cost blowouts

#### 231 - Simon Cutler

Its a nice to have. Asking this question just after saying rates are going up shows how out of touch you are.

#### 251 - Kiri Armstrong (Meadow Mushrooms)

These projects are not a priority for our business.

#### 267 - Peter Fletcher

I realise the council are ideologically in favour of cycle lanes, and are egged on by the cycle lobby (many of whom do not even live in ChCh).

However, in the case of Wheels to Wings: this will make Harewood Rd unwieldy and congested as a driving route, (for me personally reversing a trailer into a driveway will become distinctly dangerous when 2 lanes are unnecessarily reduced to one), be massively disruptive and of course add to the endless rates increases higher than inflation.

And the result will be a highly engineered 'lane' that will BARELY BE USED. And yes, people should be able to cycle from Papanui to the Airport, but they already can: there is plenty of room to the left of Harewood Road's lanes for cycles.

#### 29 - Greg Adams

i support the wheels to wings major cycle route.

#### 312 - Dave Foster

Traffic Lights urgency required Hardwood - Breens - Gardiners Road. These were Council approved over four years ago but nothing has happened. Personally I have witnessed several close call at the intersection, especially vehicles turning right from either Gardners road or Breens Road.

#### 32 - Stacey Shadbolt

I think the wheels to wings could be great

#### 322 - Viv Stevens

I request the Harewood Rd cycle way be put on hold as I deem it to not be a priority. However the proposal for lights at Harewood / Gardiners / Breens Rds should be installed asap. This needs to be made a top priority before there is real carnage at the intersection. I walk along Harewood Rd on a number of occasions and each time while I'm waiting to cross there I see 'near misses'. As well as that safety aspect, lights would also take pressure off Culahill St and Crofton Rds, as drivers use that route to avoid the Gardiners/Harewood intersection.

#### 359 - Morag Matthews

I personally think that it's a waste of money. People lose there parking spots. It's hard to go and visit someone when there is a cycle lane right outside there place. It can become a hazard when crossing the road you could trip up. Thank you

#### 36 - John Miller

A cycle to the airport is pointless and yet another example of mismanagement. Who in their right mind is going bike to the airport to go away on holiday. Get real and fix what is broken not what is nice to have. A cycle lane on Harewood Road will compromise traffic flow on the only other good road to the airport. If you proceed with it use where the grass berm is currently that way flow would kept. I go down Harewood Road frequently and the number og cyclists I see is negligible at best.



You have already messed up so finish the ruination you started.

**387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)** While this question is not directly related to Life in Vacant Spaces (LiVS), I would encourage the council to prioritise projects that foster a vibrant and accessible city, including transportation infrastructure that supports sustainable mobility options. The proposed Papanui ki Waiwhetū Wheels to Wings major cycle route aligns with creating a more connected and eco-friendly Christchurch, which complements the community-focused work we do at LiVS.

**398 - Myles Guest**

I just wanted to vote for traffic lights on Harewood road because 80% of all vehicles exceed the speed limit and make it very dangerous coming out of the drive way. The earlier the hour, the faster the vehicles drive. Especially when cars are lined up down the street from customers at the bakery, parking on yellow line making the road and corners even less visible. Cars are constantly come ripping around the corners and are very difficult to see.

I just want everyone to be safe and responsible! Thank you.

**441 - Gary Robinson**

The Papanui Wheels to Wings major cycle route is an absolute joke. I live in St James Avenue and travel down Harewood Road as far as Nunweek Park every day and encounter on average 3 or 4 cyclists enroute. The disruption it would cause to the community would be horrendous.

**461 - Marie-Therese McRae**

I am a resident who will be impacted by the Papanui wings to wheels cycle route. I cannot see the necessity for this project nor that people will be cycling to the airport. Though I understand that this part of the project has been cancelled. On a daily basis I see some cyclists preferring to ride on the road rather than use the designated cycle lanes. This happens also at the new safety barriers at the nearby Harewood Road level crossing. Cyclists ignore these and go around the ends. Having a pedestrian crossing on Harewood Road so close to Matsons Avenue will slow the traffic flow in and out of Matsons Ave.

Having a pedestrian traffic signal on Harewood Road so close to Matsons Ave is not going to help with traffic flow. It can be difficult at times even now to access Harewood Road from Matsons Ave. An increase in traffic from Mitre 10 has made this worse in recent years.

**475 - Tracy Hatton**



please build the Harewood Road cycleway. I bike to work in the CBD. Harewood Road is really challenging and i often have no choice but to use a traffic lane when there are parked cars.

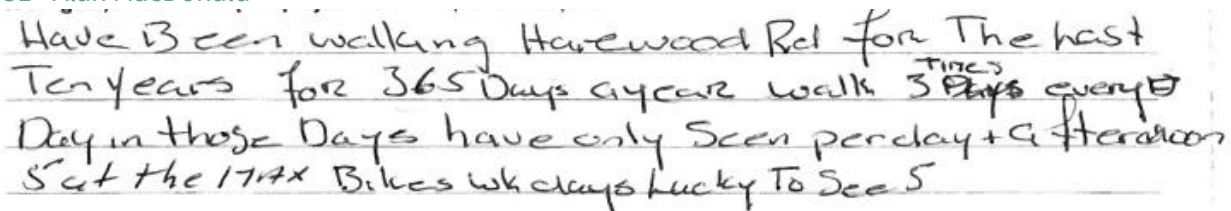
#### 492 - John Noble

A Wings to Wheels Cycleway is an essential requirement. Currently there is no clear safe access for cyclists in this area. When viewed as a whole city, it is also clear this area has been forgotten. Unsupportive councilors for this area have had a hugely:egative effect. Certainly there seemed to be some facets of the design that showed disregard for major businesses, however with a bit of thought and alterations I believe it is possible to reduce the many of the negative effects on these businesses.

#### 498 - Chris Snowden

please continue with the cycleway extension. I use the cycleways daily.

#### 551 - Alan MacDonald



Have Been walking Harewood Rd for The last  
Ten years for 365 Days a year walk 3 <sup>times</sup> every  
Day in those Days have only seen per day + a Heron  
Set the 174x Bikes who days lucky To See 5

#### 607 - Rebecca Bge

[Transport > Cycleways (Capital)]

I'd like to see this go ahead. With living costs now through the roof, as well as petrol, I need to look for ways to reduce my costs. This includes cycling to work, however some roads are dangerous and people's attitudes towards cyclists is even more dangerous. More cycle lanes is a must.

#### 614 - Keith Mitchell

The Harewood Road cycle way should not go ahead. The volume of traffic has increased over the last 2 years. Reducing the road to single lane will create congestion with the traffic.

>>>

1. Introducing traffic lights at Harewood – Breens – Gardiners Rd I feel is top priority. I have seen many accidents and near misses. Too many risks are taken by motorist to cross a four lane rd.
2. Don't put lights outside Harewood Primary School. This will cause traffic congestion

#### 667 - Deidre Manning

1. love all the cycle tracks, use them every week.
2. Keep up the good work.
3. Hope to have one down Harewood road as very dangerous on a bike using the road.

#### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

The Board notes its support for:

- Local cycleways and the timely completion of MCR projects, along with their subsequent connectors. It reaffirms its previous support for the Wheels to Wings cycleway. We are disappointed that central Government funding has been withdrawn leading to the proposal for a staged approach to delivering this project. This reflects the financial constraints the council is facing.

#### 726 - William Warren

Given the distance from the citycentre and the population density of harewood, I presume the main motivation for the cycle lane would be for kids to get to school? Otherwise, I don't see how it would ever have enough cyclist traffic to justify it. (Obviously, I'm not operating with the information that you have)

I've cycled up hereward road several times, mainly to get to the bishopdale Mall area. The roading is quite poor for cyclists, but the proposed cycle lane plan seems too extensive. I would prefer a smaller scale plan with fewer signalised crossings and maybe just a dedicated painted strip

#### 765 - Basil Taylor

the hardwood road cycle way is not needed. It is widely acknowledged that our city planners showed amazing foresight by establishing wide roads on our major arteries like hardwood rd. It would be sacrilege to now reduce it to one lane. What little cycle traffic there is can be well catered for with a single painted cycle lane

#### 79 - Alex Dieudonne

Is this an essential need or a nice to have ? if the later then dispense with it. What is the current use of the cycle network are they fully utilised or sit empty.

#### 798 - Gordon Tulloch

Strongly support building the Wheels to Wings cycle route, as a regular cyclist on this route and with respect for the need over coming years for safer travel for those in this area.

816 - Annabel Turley (CCBA)

Spending on this is not necessary at the present while debt levels are so high

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

From what I understand, the majority of people in Christchurch feel the money could be better spent better elsewhere.

Going forward, again I refer to the people of Christchurch deserving extra consultation with this.

## Lincoln Road Public Transport Project

### General Comments

76 submissions provided feedback on the Lincoln Road Public Transport Project.

28 provided comments in support of the proposal to defer the Lincoln Road Public Transport project.  
33 provided comments in opposition.

7 provided alternative proposals and 8 provided general comments.

### Officers Response

The main concerns for the deferral include the waste of time and money spent on the project to date and that the costs for completing the project will increase over time. Other concerns include the delay to making this route more efficient and the impact on the efficiency of the network without which will lead to increased congestion and will undermine confidence in public transport. Delay of the project is contrary to the recently adopted Greater Christchurch Transport Plan. Efficient public transport is essential especially in areas of high growth such as Halswell and that this project should support the approved Route 7 Turn Up and Go bus frequency trial. There is concern that even after deferring this project there is no guarantee of funding from NZTA.

Support for the deferral of this project includes the need to seek NZTA funding to help deliver this project so Council does not bear all the costs, with concerns expressed over this being a costly or lengthy process. Whilst others consider the current budget should be spent on other transport

priorities others do not support this type of project at all and wish to see it cancelled in order to reduce rates and reduce Council debt.

The Lincoln Road Public Transport Bus Priority Project remains a priority for Council in improving the public transport network. Council remains committed to improving the efficiency of the Public Transport Bus network throughout the city.

The deferral will enable the Council to complete a business case to seek funding from NZTA and reduce the cost to Council and ratepayers. This will ensure certainty of the funding profile for Council.

Design, investigations, property purchase and decisions undertaken to date will not be wasted as the details of the project are planned to remain as approved.

## Support

### 129 - Ross Boswell

Good idea to defer the Curletts Road project until national funding can be obtained.

### 140 - Jordan McCormick

agree that the lincoln road should be pushed to 2029.

### 212 - Laura Goodman

I think it is important to continue progress on these projects but agree it needs to be done in a fiscally responsible way. I support completing a business case for the Lincoln Road PT project to enable consideration for NZTA co-funding, however I would be disappointed if the business case was a lengthy and expensive process when the case for change is very clear.

### 247 - Derek Wallace

I can see the point about waiting to see if Waka Kotahi will provide funding on the Lincoln Road project.

See comments I made in a separate email as Chair of ICON-Inner City West Neighbourhood Association.

>>>

ICON - The Inner City West Neighbourhood Association has a special interest in supporting the proposal in the draft annual plan to fund a scoping study on reinstating the Council-

subsidized central city shuttle.

Members have consistently raised this matter, and it is therefore one that, as the current Chair, I feel confident about formally supporting on behalf of the association as a whole, not just as an individual (which I will also do as part of a full response to the online survey).

Many of our members can recall when the shuttle was previously operating, and the benefits it provided. In particular, residents in our neighbourhood are often older, with limited capacity to walk, or in some cases to drive, to necessary amenities such as supermarkets, or to Turanga, etc. The shuttle service would improve their lives considerably.

I strongly encourage Council to investigate further the current feasibility of restoring the shuttle service.

**251 - Kiri Armstrong (Meadow Mushrooms)**

These projects are not a priority for our business.

**297 - Charles Shaw**

I am happy with the >>> proposal to defer the Lincoln Road Public Transport project to 2029/30

**324 - Stephen Ashley**

While this is a huge shame to delay, it does sound like NZTA withdrawing funding as per central govt policy is the main culprit. Please ensure that the public are aware of this, and look to implement them as soon as possible.

**345 - Marjorie Manthei**

am happy to delay the Lincoln Road project

**430 - Stephan Lloyd**

I am disappointed at the idea of delaying the Lincoln Road transport project especially with the huge influx of new people living in the Halswell area. It is much easier to get people to use public transport if reliable and fast methods are already in place when they move into the area compared to if it was introduced later on. If it is put on hold I agree with the idea of reallocating the funding towards other public transport related projects.

**440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)**

This brings us to our first point around the disappointment we share with Council about the Government's de-prioritisation of investment in public transport as part of their current Government Policy Statement on land transport. As a result, we support Council's proposal that the Lincoln Road (Curletts to Wrights roads) transport project is not proceeded with until the New Zealand Transport Agency Waka Kotahi decides whether to fund the project or not.

460 - Mitchell Tobin

Support both

493 - Kirsten Ferguson

support Lincoln Rd changes

649 - Vic Allen

I support deferral of the Lincoln Rd PT project.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30 to allow time for development of a business case for NZTA Waka Kotahi funding. The Board notes that the funding for this project will be able to be redirected to other Public Transport projects.

690 - Kevin McSweeney

Yes to stopping work on Lincoln rd. The existing work between Halswell and Curletts is a nightmare and appears to have been planned to maximise disruption

749 - Michael Jason Smith

A approve of the proposed spending on the transport network. While I am unhappy with the delays to Papanui ki Waiwhetū and deferring the Lincoln Road Public Transport Project I understand the need for the deferral.

760 - Fiona Green

The Curletts to Wrights Public Transport project sounds important for commuters. I'm pleased I work locally now, so can avoid traffic jams and can bike to work when I choose.

761 - Molly Magid

I think both of these projects are very important and need investment. In particular, the Wheels to Wings cycle route would open up another option for transport to the airport and businesses nearby and would help with traffic in that area.

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Re Lincoln Road works - we would prefer these be deferred as we have already been massively impacted by the cycle lane works and we are dumbfounded that part of these works include blocking our main entrance (patients will no longer be able to turn right into our drive when heading from Halswell to the city as the centre island does not have a break in it to allow cars through. This also means ambulances can not get through, the ability to provide routine and emergency healthcare will be delayed and people will die.

We think it's incredulous that one is being installed outside McDonalds.

People who want to make themselves sick by eating crappy fast food won't be put out but people trying to stay well will.

777 - Craig Pauling (Environment Canterbury)

In addition to topics for feedback, we note the reprioritised capital programme budget for 2025/26 for transport. We acknowledge the Lincoln Road (Curletts to Wrights) Public Transport Project has been deferred from 2025-28 to 2028-30 to enable sufficient time to complete the detailed business case required to secure funding through the National Land Transport Programme 2027-30 period.

In the short-term, Canterbury Regional Council supports the reallocation of the existing local funding to support delivery of other key PT improvement projects over this funding cycle, including improving the operation of the existing bus lanes on Colombo Street and Riccarton Road.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

We approve the proposal to defer the Lincoln Rd public transport project but would like to see the funds be then used to go towards our debt. or to be saved and used if/when this project goes ahead. Money can be SAVED it doesn't have to be used.

794 - Joy Burt

I agree with deferring the Curletts to Wrights Roads bus lane until there is a change of government and more favourable subsidy options available to the Council.

795 - Dianne Downward

I approve the proposal to defer the Lincoln Rd public transport project but would like to see the funds be then used to go towards our debt. or to be saved and used if/when this project goes ahead. Money can be SAVED it doesn't have to be used.

8 - Yadnyavalkya Patil

agree with them

80 - Kaylene Wakefield

I agree with deferring the lincoln road project.

816 - Annabel Turley (CCBA)

Spending on this is not necessary at the present while debt levels are so high

864 - Graham Robinson (Addington Neighbourhood Association)

It makes sense to get money from Whaka Kotahi towards the Lincoln Road upgrade, rather than the council pay for all of it.

870 - Nyge Rimmer

Acceptable

## Oppose

1026 - Harrison McEvoy (Greater Ōtautahi)

We do not support deferring the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30. We see the completion of the bus lanes on Lincoln Road as a transport priority for the South-West of Christchurch. Lincoln Road is the primary public transport corridor for these communities, and while it is seeing some of the highest growth within Council's borders, public transport investment has not kept pace with growth in this area. We do recognise there could be value in deferring if the Council chooses to apply for NZTA funding; however, this is a large risk as there are no guarantees that Council will receive this funding. If Council is to take this route, it must prepare its business cases appropriately to give them the best chance to succeed. . This section represents a choke point for public transport in the South-West. ECan is indicating a desire to improve performance and capacity on routes in this area with the implementation of turn-up-and-go timetabling on the Route 7 Halswell - Queenspark service. In order to ensure that this is both possible and used to its fullest extent, we believe it is better to begin this project now. ECan and Council should be working together to ensure that where one party makes an investment, the other matches. If ECan puts on a bus every 5 minutes, but delays are causing bunching on Lincoln Road, that investment was all for nothing.



#### 112 - Sophie Morton

I would prefer the Lincoln Road upgrade to not be delayed

#### 161 - Alexander Bailey

Continue with the Wings to Wheels and Lincoln road improvements. As our road network cannot grow we must instead concentrate on allowing other forms of transport or Christchurch will be completely gridlocked in years to come.

#### 224 - Kyle Sutherland

I strongly oppose the proposed deferral of the **Lincoln Road (Curletts to Wrights) Public Transport project**, as delaying this crucial work will only lead to increased costs in the future while failing to address the urgent demand for reliable public transport along this corridor. Lincoln Road is already one of the most heavily used routes into the city, and without completing the bus lanes as planned, it will create major bottlenecks that undermine the effectiveness of the entire network.

Significant work has already been undertaken in Halswell and Aidanfield to improve public transport access, but without this section being completed, those investments will be wasted as congestion will continue to slow buses down. Instead of deferring, the council should prioritise this project to ensure a continuous, efficient bus route that encourages public transport use and reduces traffic congestion. Waiting for additional government funding should not come at the cost of worsening transport issues for the thousands of residents who rely on this route every day.

#### 233 - Matthew Tolan

You are denying people who use bikes from safe cycling infrastructure in the Bishopdale/Harewood suburbs. Also delaying the bus lane project on Lincoln Road will simply mean more congestion from buses using the main traffic lane, and discourages people from using public transport. These are short-sighted decisions.

My main frustration is that the saving from the above reprioritisations are minuscule in the context of the capital spending programme. The council has over \$700m planned for spending in the next year, 12% of which is just for the new stadium. The cycle lane and public transport projects are a tiny fraction of this total budget, yet they are singled out even though they make no material difference to the rates increase (as much of it is funded by debt).

#### 29 - Greg Adams

I do not support the proposal to defer the lincoln road public transport project

404 - Anthony Field

I am sad that the Lincoln Road (Curletts to Wrights) Public Transport project is being delayed too.

Please prioritise improving and increasing the public Transport Network.

54 - James Oliver

Go ahead and do Lincoln Road

66 - Sara Currey

Lincoln road needs to happen sooner rather than later so the whole road from Halswell to the city is actually fit for purpose otherwise traffic will just bottle neck. Find other projects to delay.

672 - Natasha Hagan

In regards to the deference of the Lincoln Road Public Transport project, I believe this is a terrible idea and we should complete this project ASAP.

675 - Bluebell Barr

This is very disapointing because I know so many people including myself who absolutely love cycling and massively prefer it over using a car or a bus, it's also much better for the environment and to hear that the council is going to push this awesome project back is very upsetting. Increasing the rates and giving both of these projects sooner rather than later would be an incredible thing for this city and would overall benefit many individuals if not all of us.

678 - Eva Wilson

This also goes for the Lincoln road public transport which must not be pushed back. Good public transport is essential for our community and environment and I strongly believe that it is not set as enough of a priority in this proposed plan.

706 - Simone Gordon

I do not agree with deferring the Lincoln Rd public transport project. The population is fast growing out that way and it's only going to become more expensive deferring it.

736 - Adele Geradts (Halswell Residents Association)

We are disappointed to see Project 917—Lincoln Road Passenger Transport Improvements (Curletts to Wrights) being delayed again. In the long-term plan, this project was supposed to happen between 2018 and 2022/2023. This missing link will impact the road improvements from Dunbars to Curletts, which will be completed in late 2026, and create a bottleneck (Curletts to Wrights). We would like to see this project left as is and not delayed.

The delay, as proposed, also runs against the Ōtautahi Christchurch Future Transport Strategy, which the City Council has only just approved. In particular:

- Goal 3: A safer transport network (because project 917 will separate buses and bikes from cars);
- Goal 4: An efficient transport network (because project 917 will significantly reduce the time Halswell buses get snarled up in traffic and will ease the flow of private vehicles through changes to intersections);
- Goal 5: Genuine transport choices for everyone (because project 917 will give people a reliable alternative to running a car);
- Goal 6: A vibrant, healthy and liveable city (because project 917 will contribute to the wellbeing of people living along Halswell Road).

#### 737 - Caleb Buchanan

I am deeply concerned about the council's proposal to defer the Lincoln Road roadworks any longer. I invite any councilor to drive up Lincoln Road at 5pm on a weekday and see for themselves the frustration that residents of Halswell and the surrounding areas have put up with since the rapid and poorly planned growth of our suburb. It is about time that Halswell residents can enjoy reasonable and acceptable infrastructure that accommodates the immense growth we are seeing. Any decision to defer these works would be ludicrous and a true underscore of the incompetence of the council that the residents of Christchurch have had to endure this term.

#### 748 - Amalie Stokvis

didn't see if anywhere, but the proposal to wait to do the road works on Lincoln Road - I say not to wait and do it when it is planned

#### 752 - Rodney Boon

I do not support deferring Lincoln Road - Curletts to Wrights, works. With the massive population growth in the Halswell area this work needs to be completed as soon as possible and preferably widened through to Moorhouse Ave.

#### 755 - Tobias Meyer

Do not defer the cycle projects or public transport projects that will improve service.

#### 764 - Tim Frank

I think that the Lincoln Road Public Transport project needs to go ahead now. In future there will be more people in Halswell and it is best to build good public infrastructure now, rather than wait when more people rely on it.

792 - Robyn Lilley

Dp not defer the spending on upgrading Lincoln Roa, do it once do it well

805 - Geoffrey Sugden

The Lincoln Road public transport project should not be deferred. This project has the potential to be a key part of our public transport network. The success of any public transport system depends on efficiency, timeliness, and reliability. Delaying this project risks severely undermining these attributes and will negatively impact public confidence in the network.

832 - Ben Alder (Christchurch Envirohub)

CEH opposes the deferral of the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30. Public transport users in this area already experience significant delays during peak travel times and this is likely to worsen as more and more people move into the area. Improvements to Lincoln Road's public transport will improve safety for cyclists, pedestrians and other road users, so this should be prioritised.

849 - John Forbes

I don't think it makes sense to delay the Lincoln Road project. Busways and higher-frequency service are crucial to making the service usable.

851 - Fiona Bennetts

I am disappointed that the bus lanes along the middle section of Lincoln Road are proposed to be delayed. I hope that the other PT improvements offer vast improvements on bus reliability and frequency.

853 - Michael Davidson

I do not support deferring the Lincoln Road PT project.

863 - Samuel Miller

Fully support both these projects.

Don't support deferring the Lincoln road proposal, as public transport should be one of our city's priorities.

865 - Marie Gray

I want to see the Lincoln Road public transport corridor go ahead asap with no delays. I use Lincoln Road to travel most days and currently the buses are caught in the same traffic as everyone else. We want public transport to be convenient choice, not the inconvenient choice.

868 - Andrea Kofoet

I also think deferring the Lincoln Road public transport project is the wrong call. Public transport thrives on efficiency and reliability—delays like this could reduce confidence in the network and make it harder to encourage public transport use in the long run.

875 - George Laxton

The Lincoln road bus lane should go ahead, even though we won't get co funding, it is unlikely that the govt will co-fund next year, so in all likely hood we will wait two years for anything to event happen. With the recent service uplift of the number 7 and the fact that apparently this is the "most well-used and fastest growing routes in the city" it should be prioritised for better public transport

878 - Peter Galbraith

Do not defer the Lincoln Road project. It will only get more expensive. This is vital infrastructure to stop roads becoming choked with traffic.

889 - Allan Taunt

For the Lincoln Road (Curletts to Wrights) Public Transport project, I don't agree with kicking the can down the road for public transport projects. A project like this should not be delayed. More cars on the roads, means more damage to the roads and increased costs to ratepayers.

890 - Kari Hunter

Bus lanes: I do not agree with delaying the Lincoln Road bus lanes – go ahead with them as a priority, so that commuters can benefit from them soon, and to encourage more bus travel and fewer car trips.

(see full attachment)

96 - Justin Yudistira

Please do not defer, Lincoln Road bus route will host the more frequent number 7 routes, best to do the project now or as soon as the Lincoln road project (in front of Nga Puna Wai) is finished.

## Other

### 214 - Jan Edwards

All of these should be put on hold or canned. They are nice to haves that serve a very small number of Cantabrians. Reduce our rates!

>>> Put all these projects to the vote

### 320 - David Martin

I do not know enough about the Lincoln Road project but given the lack of money that the council professes to not have something has to wait and would consider this of less importance than the lights for the above.

### 387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

While this question is not directly related to Life in Vacant Spaces (LiVS), I would encourage the council to prioritise projects that foster a vibrant and accessible city, including transportation infrastructure that supports sustainable mobility options.

>>>

Delaying the Lincoln Road Public Transport project might have implications for improving accessibility in the city, so I would suggest considering how this decision could affect underserved areas and the growth of creative, entrepreneurial initiatives in those locations. Enhanced transport options support the kind of urban revitalisation and community-building we aim to encourage at LiVS.

While the direct impact on LiVS might be limited, ensuring that Christchurch remains well-connected and easy to navigate is crucial for fostering a thriving, creative, and sustainable urban environment.

### 722 - Elizabeth Ireland

Would be great if there were more frequent bus services in the mean time around the city and on the Halswell route if the project to make it more straightforward will be deferred. I use the bus 44 route frequently as well, and it only comes every 30 minutes, it gets so busy at times that there is barely standing room on the bus so it would be great if that one (and probably other ones - i just haven't experienced it) were more frequent.

>>>

for rainy days / winter time or when injured it would be great for the bus routes to be more frequent as well

745 - James Tarrant

Lincoln Rd i rather get it finished now than have it delayed.  
can the bus lane also be a T2 lane. It seems a waste just to use it only for buses.

835 - Robert Fleming

I believe that both projects need to be returned to their original spending priority and delivery schedule as per the approved long term plan. Both projects will have significant benefits to the city, particularly in the medium to long term. After all, we're already behind in delivering the promised major cycleway network; further delay only will add further to the costs. Bus priority is essential if we are to have any chance of preventing Auckland like congestion in the near future.

843 - Harrison McEvoy

Bus lanes on Lincoln Road should be a priority. With PT Futures moving buses to turnup and go frequency, they need more priority. To this end, CCC should also investigate accelerating bus priority measures so these investments can be best utilised.

## General/Other Comments

207 - Jordan Taylor

it should all go ahead

213 - Tim Watts

the projects should have a fixed cost and completed within budget and on time. No cost blowouts

231 - Simon Cutler

Its a nice to have. Asking this question just after saying rates are going up shows how out of touch you are.

232 - Georgina Barugh

alternative forms of transport should be promoted and expedited. Increasing people biking/walking/bussing to work will help reduce congestion on roads if there are less people driving cars.

#### 266 - Name Redacted

So, you plan on deferring Lincoln rd bus mess hmm, but are gong to spend "some" of the money on other illogical ideas? WHY NOT JUST HOLD ONTO THE MONEY PUT ASIDE ALREADY? You're charging rate payers at least twice for the same thing. WHY not just hold onto the money and NOT spend it. WHY? That's illogical. IF (and it's a big IF) you are looking at "reducing wait times" (ha ha) and "improving" (aka making it worse for everyone else) the operation of existing bus lanes (really?) then that is a separate issue altogether and you should NOT be taking money set aside for a project (even if it is delayed) and using that for these so called "improvements". NO to using that money for your idealogical things that probably work perfectly well now. NO CCC STOP TAKING MONEY FROM ONE PROJECT TO GO TO YOUR SILLY IDEAS. SAVE IT AND IT'LL EARN INTEREST. SIMPLE

#### 28 - Stacey Kennedy

lincoln is a growing arterial route

#### 75 - Sam Spekreijse

Defering the Lincoln road project should mean \*all\* of the freed funds should go towards public transport improvements.

#### 879 - Anne Scott (Spokes Canterbury)

*Moving the Lincoln Road (Curletts to Wrights roads) Public Transport project from 2025–2028 to 2028–2030 while we work on a business case for New Zealand Transport Agency Waka Kotahi funding (see page 14 for more information).*

Spokes supports building bus lanes on Lincoln Road from Curletts to Wrights Road given the rapid growth in housing in the area and the increase in buses from April. Bus lanes also support the needs of confident cyclists. There is also a need for cycle park and ride facilities on this route to complement the bus services, which would reduce congestion.

## Central City Shuttle Service

### General Comments

223 submissions provided feedback on the Central City shuttle service scoping proposal.

101 provided comments in support of a study and/or shuttle and 55 provided comments in opposition of the study and/or shuttle.



51 provided alternative suggestions or proposals to the study or the cost of the study, or alternatives or conditions to a shuttle. 16 provided general comments.

## Officers Response

### Support

Many submissions highlighted that the shuttle service is a low-emissions way to travel, which would help reduce car dependency around the central city. Supporters felt that it would enable better accessibility to key destinations such as the Town Hall, South City Mall, the hospital, the One New Zealand Stadium at Te Kaha, Ara Institute, Tūranga Central City Library and supermarkets. Some respondents acknowledged that while not everyone can easily walk around the city or use the new e-scooters, a shuttle service would provide an inclusive transportation option. Although some were hesitant about the cost of the study, they recognised the necessity of conducting it if it leads to the implementation of the shuttle service.

### Against

Those against the proposal were of the view that \$200k is too much for a scoping study and considered it a waste of ratepayer money. They pointed out that the post-quake central city is more compact and e-scooters have since arrived in the city and fill the transportation gap. Additionally, there were concerns that the shuttle would compete with the tram and that there are already plenty of buses available.

### Other

A number of submissions (in support and against) suggested exploring ways to reduce the cost of the study. Other ideas included integrating the shuttle service with micromobility options and expressing willingness to pay a small fee for the service.

### Response

In preparing this response, staff have undertaken a preliminary analysis of scoping study considerations, including indicative costs and substantive recent changes to the wider operating environment which have implications for how this proposal can be implemented.

Notably, in the period since staff formally briefed the Council on the Central City Shuttle reintroduction (in September 2022) there has been a substantive legislative amendment through the Land Transport Management (Regulation of Public Transport) Amendment Act 2023 (2023 LTMA amendment).

### Legal implications

Staff have undertaken an analysis the late 2023 public transport regulation amendments to the Land Transport Management Act in the context of the shuttle proposal. The amendment included changes to the legislation as the definition of subsidies, limitations on the operation of public transport services and provision of subsidies; and an updated definition of public transport services that are able to operate on an exemptions basis.

Key points of note include:

- There are now two types of pathways for operating public transport services within the LTMA: integral or exempt.
- Public transport services identified in a regional public transport plan (RPTP) as integral services to the network, include any scheduled public transport service lines. These may only be operated by the regional council or by a territorial authority under contract with the regional council.
- The RPTP requirements and guidance issued to regional councils further notes that if a subsidy is required, it must be provided through the integral service pathway. The LTMA defines a subsidy as any funding from the national land transport fund or a local authority.
- Services can also operate under exemption. Exempt services must operate without a subsidy for their provision and be registered through ECan. Grounds for declining registration of exempt services under the LTMA include include having an adverse financial impact on an integral service.
- In the event that the central city shuttle were to proceed with an un-subsidised operating model (eg. through a fully private share revenue gathering arrangement, such as, commercial or sponsorship arrangements) it would need to be registered with the regional council.

### **ECan submission**

ECan's Annual Plan written submission on the Central City Shuttle noted that the central city is well serviced by bus services, with 1,800 scheduled services every weekday. Further, given funding constraints, their view on public transport priorities is to 'stick to what we've already committed through PT Futures'.

ECan note that a network review is planned for the next phase of PT Futures which could consider issues that CCC is seeking to address through a reintroduced Central City Shuttle service. The ECan submission also recommends working with the New Zealand Transport Agency to understand how any proposed shuttle service would fit within current government policy and funding opportunities.

### **Regional Public Transport Plan (RPTP)**

An updated version of the RPTP has recently been through a public hearings process and is about to be considered for adoption by ECan in July 2025. The updated RPTP does not specifically name the reintroduction of the Central City Shuttle as a priority project. Staff note however, there is provision within Policy 1.8 Trials and Innovation of the RPTP that enables ECan to trial new technology, services and service delivery.

A related proposed amendment to the RPTP following submissions is an additional action to 'consider leveraging the capabilities of the National Ticketing Solution to review fare policies and zone options, for example, the investigation of a Christchurch Central City Zone'.

### **Scoping study**

Staff are preparing a preliminary assessment of the work required to deliver a scoping study, including costing. It is anticipated that elements of the work will be able to be completed in-house, but some specialist capability will need to be procured (such as, supporting economic and cost-benefit assessment). Further information and indicative costings will be available at the Annual Plan workshops scheduled with Councillors in early May.

## Conclusions

Based on the above analysis, for this proposal to proceed to implementation (under any pathway) it would require the endorsement of the regional council either as the service operator or contractor of the public transport service (if subsidised) or as registrar of exempt services (if unsubsidised). Staff recommend seeking endorsement from ECan on a path forward before funding is allocated to a scoping study.

## Support

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We strongly support allocating capital for a scoping study. We have concerns that the \$200k cost of the scoping - which is purely an analysis exercise - seems quite high. The Central City suffers from poorly interconnected public transport. Improving these facilities would provide a more efficient and effective transport network in the Central City. The hop-on/hop-off orbital 16 shuttle proposal would improve mobility and accessibility within the urban core. It would be a massive amenity improvement for both residents and visitors. The new bus network implemented by ECan in 2014 has left areas of the Central City without service. While this wasn't such a pressing issue while the Central City contracted and rebuilt after the Earthquakes, growth in population and new developments mean this should be revisited. Alongside this there is the added complexities of servicing One New Zealand Stadium at Te Kaha, a venue that will require a wide range of transport connections. This service could be used to assist mobility needs visitors between the venue and car parking buildings as part of its route. This service also has the potential to enable service improvements in the South-East, Central, and Sydenham neighbourhoods. Provision of public transport in Christchurch is the responsibility of ECan, and not the City Council. We think it wise therefore for Council to engage closely with ECan in this work. Shared workload offers both authorities an opportunity to reduce costs. While the appetite to introduce this service is being driven by the City Council, the service itself should be provided by ECan. The Council is unlikely to be able to complete this task without their support. Any local Central City shuttle service should be integrated with Motu Move, to make it more accessible to tourists and residents alike. Similarly, we would like to see such a service integrated well with the proposal to create demarcated micro-mobility hubs, where it is acceptable to park for-hire e-scooters. We think the concept of a "Central City Zone", within which applies a single low transferable fare for all modes (bus, shuttle, hire bike or scooter) is highly desirable, and can be enabled through proper integration with Motu Move. This proposal presents a fantastic opportunity to completely overhaul transport within the Central City, and move Ōtautahi further toward being a dense, inter-connected urban centre.

### 1039 - Simone Pearson

As a frequent user of the central city shuttle pre-earthquake it was a fantastic and convenient way to get around the central city for residents and tourist alike. Given the significantly increased number of apartments being built without onsite cap parking I would urge the Council to bring back the shuttle to help increase the central city residential population and make it easier for residents to move about in central city when they don't have a car.

109 - Diane Heather

This would encourage more people to use public transport. The current interchange is not convenient for all places in the city,

112 - Sophie Morton

This is a great idea!!!

145 - Lily Sanson

Useful and potential economic growth for the CBD.

153 - Chris Gilbert

We used to, and it was well used. Look to Melbourne as an example.

173 - Haidee Scott

The central city shuttle was always well-used, and will encourage more people to come to and travel around the CBD.

192 - Sonia Bell

Excellent idea, less traffic more people being moved.

203 - Richard Hall

The previous shuttle service was widely utilized by inner-city residents, holidaymakers, and tourists. Its popularity not only demonstrated its necessity but also contributed significantly to reducing the number of cars in the central city area.

216 - Tony Stevens

Public transport use is to be encouraged above private motorised transport.

217 - Sue Allard

I am in support of the \$200,00 scoping exercise related to reintroducing the central city shuttle bus

Also i would like to see the shuttle bus reintroduced. That was great for inner city residents when it operated before. Now that there are lots of new apartments in the central city, people who live there are reliant on public transport, given that these apartments have no parking spaces for cars. Currently they have to park everywhere in the central city.

Older / retired people would be more keen to live in the central city if there was a shuttle. Especially for doing things like shopping in the central city.

>>>

I fully support the scoping study for reinstating the central city bus

218 - John Humphreys

again this will encourage locals and tourists with \$

222 - Cindy Bryant

yes to inner city transport

223 - Shala Hall

I live on Salisbury Street and I would love to see the Shuttle on the road again. It was a fabulous service to get to the shops from home without having to take my little car into town. Lately, it can get quite stressful with the roads, the stressed drivers, parking times and fines in carparks, which are a nuisance!

We are an aging neighbourhood and it would be greatly appreciated if this service could be resurrected.

226 - Ana Connor

the central city shuttle is a missing link in our transport network. With a free shuttle people can park further from their destination and it also services residents and visitors in the city centre who would otherwise be making short car journeys when their destination is just a bit far to walk.

227 - Sharyn McNaught

Bring back the yellow city bus

228 - Jo Hanham

I would like to endorse the proposed study related to re-installing of the inner city free shuttle bus. I used it extensively when it was operating prior to the earthquakes and would do so again as we now live within the four avenues

236 - Lyndsay Schmutz

I think the central city shuttle would get a lot of use and be great for city central residents.

#### 245 - Jenna Stace

This was an excellent service and reinstating it would benefit tourists, as well as the thousands that live in the central city. It would also reduce car traffic in the CBD.

#### 246 - Helen Stowers

This would be a great idea. I live in the inner city, and as I get older, using a scooter is not so safe, and it's also hard to bring home your shopping on a scooter. This service would be well used I am sure.

#### 25 - Jimirah Baliza

Yes, I support reinstating the central city shuttle, but I question why it would cost \$200,000 just for a scoping study, especially since this was a service previously provided before the earthquakes. This is not a new or foreign concept for Christchurch, and Environment Canterbury already has the bus transport infrastructure in place. I fail to understand why the cost is so high for something that should be relatively straightforward to implement. Is this another example of high consultancy costs?

#### 250 - Amy Douglas

Great cities offer easy ways for people to get around their congested areas - and in lieu of a tram or train, our shuttle provided that.

Thinking about some of our biggest assets - our new pool, MM Playground, and the hospital - the ability to take the bus from home and a shuttle from the exchange maximises on our investment into these assets. In particular, people should be able to access the hospital with ease - which we currently cannot.

The shuttle could be a paid service, but perhaps it starts out as free to encourage a change in behavior. Then it can be monitored to see if the movement of people around the city encourages spending and pays for itself.

While different to the bus, there are still some attitudes that will flow over. Christchurch has an oddly negative view of bus users, so I imagine it will be the non users of this service that need to be convinced that this will benefit our city. Perhaps if this was pitched as a functional way to reduce congestion (good for those that choose to remain a driver) and create a vibrant city with people moving with ease around it, it may stand a chance. I worked on the new Metro buses, and there was a very fine line with what people would tolerate as a benefit to them as a non user. For users they know and love the benefits!

#### 254 - Mitchell Coll

We need to do everything we can to make a central city more livable. Most new developments don't have car parks, we need to make living with no cars easier for the residents

#### 256 - Alex Segec

It would be amazing to get the central city shuttle back. In the new times it would be super useful to get rid of more cars and have again Shuttle for inner-city residents and all of our precious tourists and visitors, anyone who wants to get into or around the CBD. Most of the amazing cities of the world have similar lines that run on a loop every 10-15 minutes. I learned, in the past, the yellow city shuttle was going by the Casino, up to Moorhouse, with stops by supermarkets, Ara, now Turanga, Cranmer Square and some more... It would be a super practical and sustainable addition to our amazing city transportation and much easier and cleaner than driving.

#### 258 - Derek Wallace (Inner City West Neighbourhood Association)

ICON - The Inner City West Neighbourhood Association has a special interest in supporting the proposal in the draft annual plan to fund a scoping study on reinstating the Council-subsidized central city shuttle.

Members have consistently raised this matter, and it is therefore one that, as the current Chair, I feel confident about formally supporting on behalf of the association as a whole, not just as an individual (which I will also do as part of a full response to the online survey).

Many of our members can recall when the shuttle was previously operating, and the benefits it provided. In particular, residents in our neighbourhood are often older, with limited capacity to walk, or in some cases to drive, to necessary amenities such as supermarkets, or to Turanga, etc. The shuttle service would improve their lives considerably.

I strongly encourage Council to investigate further the current feasibility of restoring the shuttle service.

#### 269 - Sandra Blain

The shuttle would be useful and I would use it frequently especially as I have foot problems sometimes, making it difficult to walk about, I know there is bus access, but the shuttle would be closer for me. Thanks for your consideration.

#### 271 - Chris Doudney

Proposal to allocate money for a scoping study for the central city shuttle service

I believe that the free city centre shuttle service should be reinstated. I found it a valuable service during the time that it was in operation, and expect that its effectiveness would have been very apparent to the City Council during that period.

Until 2010 I was a frequent visitor to Christchurch and enjoyed making use of the shuttle. It was a useful and non-threatening way of seeing the City, as well as taking me as often as not to or close to my various destinations.

Since 2010 I have been resident in Christchurch and have enjoyed frequent use of the City's public transport system, but still feel that there is a place for the free central city shuttle service - just as there is one for the tourist tram service.

At present there are areas of the central city that are not well served by current bus routes, which could be connected to the wider bus services by a reinstated free shuttle service - in particular I am familiar with the area between the Botanic Gardens and the central city area - no doubt there are other pockets that would benefit from the shuttle and its ability to circulate around multiple foci in the central city.

Note that I believe that the service should again be free of charge for passengers, even though as a current city ratepayer I am aware that I would be helping to pay for it! It might be possible for some of the more commercial enterprises on the shuttle route to be required to provide financial support, in addition to ratepayer funding.

>>>>

I forgot to add that the vehicles need to be small electric buses (as the original shuttle appeared to be but I think wasn't).

296 - Kerry Loper  
good for city

298 - Winsome Bryce  
Missed the city loop bus after the earthquakes. A similar service would be a great asset for both locals and visitors.

313 - Edmund Good  
The service was very useful in getting around the central city.

325 - Karin Bathgate  
Also a good time to consider bringing back the free shuttle into the inner city

>>>

Anything to encourage bus patronage and less cars in the city



355 - Sarita MacGregor

Will mean that many more people get to enjoy our city centre if mobility is an issue for them. Also to get about on a rainy/inclement weather day whereas they might not bother coming into the city if there wasn't a shuttle. There are so many cool things to do in the city centre now!

357 - Mark Robinson

the old free shuttle that ran through town was a great idea, id like to see the route improved, but the idea was a good one

379 - Simon Atkinson

The route should travel via the Turanga Library. Colombo Street. Ara Institute of Technology. Christchurch Casino and Town Hall. The route is to be similar to the one that was operating before the earthquakes. Areas that need a bus stop is outside Turanga Library, Bus Exchange so people can transfer onto the Metro system. Casino. Town Hall. South City. Pak N Save. ARA/Woolworths area and other areas of relevance.

383 - Dave Crake

Need to, because it's just about impossible to drive around, consequently I don't come to town very often anymore.

393 - Jessica Allison-Batt

The shuttle could help a vibrant inner city and encourage people to leave their cars at home and hop on and off the bus (like the free inner city Melbourne tram). Christchurch (including the nightlife) suffers from being spread out and you need to drive between stops when shopping or going out, a frequent, free shuttle could support the local economy, reduce congestion, reduce emissions and just makes sense.

405 - Ben Lord

YES please that is such a great idea, they were so good when I was little

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We hear from residents, particularly older people, that they find it hard to get around the central city and many of them fondly remember the former shuttle.

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

In the absence of central government funding, we support Council's proposal to fund its own study into the viability of a central city shuttle service. We recommend that the study examines as to how it will complement existing bus services and incorporate accessibility for disabled people. DPA has advocated in previous submissions to both central and local government about the importance of building safe, accessible, user-friendly pedestrian, cycleway and micromobility improvements which benefit everyone, including disabled people

464 - B Frederikson

But with clear transparency as to who is being paid consultancy fees for this.

468 - Keeley Pexton

the bus would be great for tourists and residents.

469 - Charlotte Nicholl

Bring back thr free city shuttle that operated before earthquakes.

>>>

Fully support the reintroduction of the free electric city shuttle

470 - Judy Yarwood

On street parking is becoming ridiculous with so many new apartments without car parks - a city shuttle would prevent people from needing to have a car and enable more people to shop in the city without parking which is difficult to find and expensive to use. Please bring the shuttle back asap - thanks

471 - Josey Fleitas

I would love to see the return of the central city shuttle!

>>>

Yes and bring it into service quickly!! Make a card for locals to use the shuttle for free, then charge tourists a fee to use the shuttle.

472 - Helen Verity

If the Council wants to encourage people to live in the city and is approving high density living without the allowance for car parks .... then the reintroduction of the central city shuttle service is an important addition to the transport network.

482 - Judith Hudson

The free bus is an excellent way to support inner city living and the pinch on street parking, or where homes have no parking provided. It also supports older adults and families with young children to navigate the inner city.

485 - Peter John Cameron

This service would certainly enhance Christchurch's attraction , it was successful prior to the earthquake and should be reinstated to act as one of the central city's drawcards , combining with the Tram, it would make visiting the City centre attractive

487 - Christopher Henderson

A valuable part of pre-quake Christchurch, and one that should be reinstated. The central city has changed, so a study is a good idea to ascertain how the shuttle would work and where it would go.

491 - Andrew Douglas-Clifford

I am a central city resident who would potentially find this really useful for getting around the central city without needing to rely on owning a car or finding parking, or as alternative to walking when it is raining. Current public transport options do not service areas in proximity to the central city very well (especially in the eastern Central City) - this shuttle would help with meeting the missing gap. With the fast increasing residential population, there would likely be a high demand for such a service. In particular, I would like to see this service better link the eastern part (between Fitzgerald and Barbados) with the centre.

500 - Ruth Gardner

A central city shuttle is much needed

515 - Philippa Pidgeon

I support the scoping study for a central city shuttle and the allocation of up to \$200,000.

522 - Jenny Hurley

I support the scoping study for a central city shuttle and the allocation of up to \$200,000.

525 - Ian and Karen Shaw

We support the scoping study for a central city shuttle and the allocation of up to \$200,000.

547 - Judith Baker

The shuttle service used to work, so should again and with the new stadium about to be used could be put to good use

59 - Devon Stewart

yes

do it

build decent infrastructure and they will come

6 - Matthew Reynolds

The restoration of this service could reduce the number of e-scooters in the center city by providing an alternative way to navigate the CBD.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

That will benefit shops & boost the economy.

633 - Deb Clarke

Yes I believe it is an investment in a CBD we need to keep the foot traffic up and support the business in the CBD whether it is visitors to Christchurch or Cantabs utilising this service. It was a great opportunity all those years ago for a cheap day out in town with the children during the school holidays, to visit the gardens, go to the library, and tiki tour around town on the yellow bus!

642 - Victoria Wisternoff

I think the shuttle is even more important now than it was before the earthquakes. There is a push for more people to live in the central city and cars are being discouraged. We need alternative transport such as the shuttle.

We are rather poorly served by buses here in the Central City (the north east corner particularly) and there are no shops within walking distance. I would love to be able to hop on a shuttle, do my shopping and shuttle home again. I do walk into town a lot but for anything beyond the Square it is not feasible for me.

#### 643 - Anne Simmonds

The only reason the shuttle stopped was because of the earthquakes. 14 years later I think its time to reinstate it. It was always well patronised by central city dwellers, tourists and others. The council has actively encouraged more people to live in the central city while, at the same time, asking us not to use our cars. Not all of us can use e scooters and such so the bus would be a godsend.

#### 644 - Beth Clayton

i cant believe this has taken so long .

The Central City shuttle was one of the really good and useful things about Christchurch before the earthquake. I could do all my shopping without driving.

Absolutely it should be reinstated, and if takes a scoping report to get it back then so be it.

#### 645 - Ian Simmonds

So many people who actually live in the inner city do not drive in own cars and in the north and east of the city, north of Armagh Street it is like living in a retail and services desert. The Colombo Street stores and all the corner dairies except two have gone. The shuttle meant it was possible to do essential shopping and get close to your home with the bags. It would be essential to extend the shuttle route to the north of the previous Peterborough stops and east of Colombo Street to close to Fitzgerald Avenue.

#### 649 - Vic Allen

Very important for tourism, and funding us relatively minor.

#### 663 - Sara Roberts

This was a great service and would be a great help again for inner city residents. The use of electric transport to assist people to access the central city would be environmentally friendly and convenient. With the increased construction of apartments with no off road parking facilities, this would a step in the right direction to encourage residents to not have a car. Currently the infrastructure does not support the aspiration of care free living in the central city.

668 - Keith Harris (Akaroa District Promotions)

This would be widely used by residents and visitors alike and would assist in parking provision

673 - Rosie Paul

Great idea!

679 - Olive Locke

Free public transport is very important and there should be a focus on putting funding into this.

680 - Claire Coveney

I think this is a safety issue for people to get around the city at night or day and as housing intensifies it could be useful.

Would be worth trialling to see if it is patronised.

687 - Kayleigh Patterson

It's useful

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

As highlighted in our Community Board Plan, a central city shuttle service is one of our key priorities. The Board believes a central city shuttle would be a 'game changer' to connectivity and activity in the central city – that said, it must be a decision based on fact, what is needed, where and by whom?

Common sense suggests that with more people coming to the central city – locals, visitors (tourists, cruise ship passengers) and businesses – being able to move people around the inner city would be a great idea.

It is unfortunate that the timing did not allow further clarification of the true cost and value of the scoping study to be included with the consultation, as the cap of 'up to' \$200k for a scoping study will likely be concerning to residents, as was for the Board without further clarification.

Few people will have heard the Council's discussion at its meeting around including this proposal, which indicated the true cost could be significantly less, much less the insight into the justification for the study the Board has since gained. This advises that the scope of the work will update and build on previous analysis carried out and traverse different disciplines, e.g. the scoping study needs to consider:

- *Problem definition and objectives*
- *Market that any shuttle would serve*
- *Identification of route options, having regard to the market a shuttle might serve and key destinations*

- *Alternative delivery options including existing public transport routes*
- *Evaluation of each option, which will require specialist input including (but not limited to) traffic modelling to understand the journey times of each option, the difference relative to other modes, and the associated benefits and costs.*

The Board appreciates the advice that a recommendation on a trial, or permanent shuttle, or to not proceed, needs to be supported with sufficient information, requiring the undertaking of the scoping study. It supports the efforts to minimise the cost of one, while clearly communicating the value and requirement to make a decision that is informed by this study.

We believe a central city shuttle service would assist those with accessibility issues, as well as helping people to become more accustomed to using public transport, and would reduce the number of cars coming into, out of, and travelling around the CBD.

Additionally, with so many significant changes to the inner city – new buildings (e.g. the library, Court Theatre, Riverside, and a number of large hotels), a shuttle is likely to make it easier for people to travel around the inner city and have a positive experience. This will help promote Christchurch as a great place in which to work, live, play and visit.

We also note our points offered in regard to this service when submitting on the Regional Public Transport Plan, and the Ōtautahi Christchurch Future Transport 2024-54 strategy, in case these assist here:

- *The plan should be cognisant of the need to efficiently move residents, workers and visitors in, out and around the CBD. This is key to reducing congestion, improving the flow of traffic and people, reducing parking demand and enabling safe movement for all people.*
- *The CBD is reviving as a place to go for work and entertainment.*
- *It has an increasing resident population from apartment living.*
- *New attractions like Te Kaha, Te Pae, Court Theatre and other busy venues intensify the four Aves more than we have seen post-quake and a service like this is a natural fit for residents and city visitors alike.*
- *Our recommendation is a service that covers a block or so outside of the four Aves, to provide scope for park and ride habits.*

#### 697 - Trish Cross

this would be well used and would save short car trips for central city residents.

>>>

I also support extending the range from Bealey Avenue through to Moorhouse Avenue

#### 705 - Murray Jamieson

amazing service, ticks all boxes for clean air, convenience for every one, saving using cars, parking, petrol and overall sanity for inner city and overseas people. The shuttle is a top priority for this modern city, a world-class class amenity that will make world news. The annual cost about the same as a new apartment. Please don't let the beurocratical fools factor it out. The voting public are sick of Ecan and your background people suffocating great low cost people's needs.. The next or even this Mayor doesn't need a digger to gain notice and lots of voters. The shuttle is a sure fire winner.

>>>

reinstate the shuttle

#### 707 - Richard Umbers

I beleive there is consideration being given to a yellow shuttle bus doing a 4km loop round the city (as before the earthquake). i support this idea, as it will take cars off the road, and make it easier for everyone to get about. I dont own a car - and currently walk everywhere - so a shuttle would be ideal.

#### 722 - Elizabeth Ireland

Bringing back this service would be an excellent thing for the city, and make it better for those of us who live or work in the city to get around without the use of cars. I would personally use it a lot, and i know plenty of my neighbors would also use this service frequently.

#### 729 - Jillian Ireland

This would be well used, with the central city population growing as it is.

#### 736 - Adele Geradts (Halswell Residents Association)

we support improving Public Transport in Christchurch

#### 753 - Margaret Lovell-Smith

The free central city bus shuttle worked well in the past and should be brought back into service with a carefully planned circular route to service those parts of the inner city which currently don't have bus routes through them; and or to connect the most popular services in the city.



754 - Sarah Laxton

It would be great for tourism, when I stayed in Melbourne, if you stayed in the bounds of central Melbourne, public transport was free which was awesome to be able to explore the central city.

757 - Winston Brent Bowler

The population of people living within the four avenues is increasing. Parking space is decreasing. The need for an inner city shuttle service is needed now more than ever. Please allow the scoping study

758 - Kathryn Bowler

This is a no brainer. It will help with city congestion and bring not only locals but visitors and tourists too into the central city. This will help the retail and hospitality sectors. Parking is difficult and expensive in the central city and a barrier for residence from the suburbs coming in when its free at a mall. A regular orbiting service will help access all parts of the central city and help vitalise the area. It will help move users of the new stadium and metro once these are up and running.

761 - Molly Magid

The central city shuttle is a fantastic idea. This would increase public transport capacity in the city and allow people to explore more without coming in personal cars.

800 - Pat Brooker

We definitely want the Central City (Electric) Shuttle back. There are now more people living in, working in and visiting the central city than when we last had the Shuttle. It was viable then and would be even more viable now, particularly with more homes not having car parking space.

805 - Geoffrey Sugden

I'm unsure why this would cost up to \$200,000. However I see the central city shuttle service as a major win for Christchurch and would love to see this make a comeback.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

Affordable and accessible transport is essential for young people to access education, employment, and social opportunities. We support further investment in public and active transport options, including:

>>>

Exploring a central city shuttle service to improve connectivity and affordability for students and young workers. A shuttle would enhance safety, facilitate youth engagement, and support access to employment, education, and social activities. We support CCC's proposal to investigate this, and encourage when investigating that youth engagement is a high priority focus.

>>>

Scoping for a CBD Shuttle: We support funding the scoping mission for the CBD Shuttle, and CYC would be keen to support youth engagement in the scoping project.

83 - Erin Cowlshaw

Just don't waste time. Get it functioning to align with Te Kaha opening and holding events/concerts. It was great pre-Quakes. S

84 - Ken Tod

This was a very well patronised service before the Canterbury earthquakes so a scoping study should be undertaken. The more transport options available in the central city the better.

849 - John Forbes

A central city shuttle service seems extremely valuable.

850 - Angus Whitehead

I believe the reinstatement of the shuttle service would be good for everyone. If it was in service people could get to places they may not be able to walk to, this would take cars off the road, which would benefit: pedestrians trying to get around the busy streets, drivers as there would be less traffic congestion for them to deal with, and the climate as a whole (less cars means less carbon emissions in the atmosphere.

851 - Fiona Bennetts

This service was well-utilised by both locals and visitors in its day. While some people get around the CBD on hire e-scooters, others are not able to and a free shuttle would be a much safer option.

852 - Fay Brorens

good public transport is great value.

863 - Samuel Miller

Fully support this

865 - Marie Gray

I used to use the central city shuttle regularly prior to the earthquakes and believe this initiative helps reduce reliance on cars.

868 - Andrea Kofoet

A central city shuttle service would be a great asset for the city and should definitely be scoped properly.

869 - Anne Scott

This was a great service that I still miss. With Motu Move you have the option for another fare option. I would be happy to pay \$1 a trip for this service to come back. This would come some way to subsidizing the service. The original service was also partly subsidized by businesses.

873 - Jane George

I think it is worth undertaking the analysis, so an informed decision can be made about the future of a city centre shuttle

876 - Elise Arnst

strongly support bringing back the shuttle. This will help reduce congestion and parking issues in the central city.

879 - Anne Scott (Spokes Canterbury)

Spokes supports Public Transport, including a central shuttle service that could potentially reduce traffic in the central city.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

Yes we believe it is an investment in a CBD we need to keep the foot traffic up and support the business in the CBD whether it is visitors to Christchurch or Cantabs utilising this service. It was a great opportunity all those years ago for a cheap day out in town with the children during the school holidays, to visit the gardens, go to the library, and tiki tour around town on the yellow bus!

890 - Kari Hunter

I support a scoping study for a central city shuttle service. Good to make it easy to get around in the central city without a car.

(see full attachment)

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Free central city service shuttle - the Board supports the proposal to allocate up to \$200,000 for a scoping study for a central city shuttle service.

896 - Peter Tuffley

In addition, I very enthusiastically support the proposed allocation of money for the central city shuttle bus service scoping study. I am sure I am far from alone in remembering having often enjoyed the use and convenience of that bus service in pre-earthquake days.

## Oppose

100 - Jared Brookes

No need to investigate, this is not sustainable as a free service at the cost of rate payers

1015 - Stephen Downward

There are enough scooters around that people can use to get around the city centre and buses to go often enough. Total waste of money.

13 - Brian Hill

Not necessary

141 - Andrew McKay

200K is obscene.

147 - Michael King

Two hundred grand, again , these contractors are taking the proverbial

148 - Belinda Lansley

You can walk around the city. Uber operates in the city and taxis.

151 - Gerard Coulson

The public transport network in the CBD is fit for purpose, and with the availability of scooters and other forms of personal transport a Shuttle is not necessary

158 - Murray Dickinson

It cost \$8m a year last time. And I don't see this as a priority at the moment.

162 - Philip Richards

Another nice to have. But not right now

171 - Melanie Kardt

no to free city shuttles

181 - Jennifer Mollard

Studies are a waste of time and money

182 - Alexander McCaw

Don't waste money on consultants. If it s a good idea, just make a decision.

186 - Mary-Louise Hoskins

I live in the central city and know that neighbors talk of wanting this service back, but I don't understand why. Anyone over 65 can travel free on the metro buses (after 9am), and anyone under that age can afford to pay and/or most have the ability to walk or even bike.

214 - Jan Edwards

Increase car parks and this wouldnt be required

221 - Mike Stopforth

How can scoping cost \$200k? Way too much

229 - David Thomson

Lime scooters exist now. Making the city center better for walking is probably also a better option.

262 - Da Steel

I am not a bus user but the amount of times you see buses with just 1 or 2 people in a large bus is ridiculous

#### 263 - John Cumberpatch

We simply don't have a population base that wants it, a rates base that can afford to subsidise, or a frequency that is attractive

#### 266 - Name Redacted

NO. NO. NO. NOT ACCEPTABLE. NOT needed or wanted. Please STOP wasting money with "nice to have" it will NOT get people into city at all. STOP being anti car CCC.

This is a joke and should NOT go ahead yet another scheme of the councils to waste money and get more out of the people who CANNOT AFFORD THINGS NOW! For heaven's sake just stop these "nice to have". Good grief.

#### 280 - Julien Gutknecht

There is little value in this, and it will cost a lot to operate. Micromobility has boomed since pre-earthquake and a city centre shuttle is no longer justified. There are public buses that connect key activity centres, people can take these if they desire. There is also the tram that although primarily a tourist attraction, offers an attractive annual subscription and already covers a similar route that a shuttle would cover. There are countless better uses for \$200K than this proposed study.

#### 291 - Julian Allom

It's called the trams.

#### 311 - Tom King

\$200k seems excessive.

#### 343 - Michael Aitken

The previous shuttle was a white elephant - anyone could walk faster than the shuttle or the tram.

#### 35 - Cameron Vincent

\$200,000 is a lot of money just to determine whether something is required or not. It was barely used pre quake and I'm unsure why that would change in today's world with the likes of easily rented e bikes and e scooters.

#### 350 - Tony Smith

This is a nice to have not priority

358 - Steve Hanson

I don't want to pay for another working group or anything like what we got from the last govt.

365 - Malcolm Clark

Yet another consultants feeding frenzy for \$\$s doing diddle.

390 - Stuart Batty

Unnecessary, promote walking for health

395 - Susan Eleanor Peake

NO NO No. Little is free in this world and I don't see why city dwellers should have the luxury of free, possibly smaller buses when other people don't. ie spend that money providing Aranui residents a bus service in Hampshire Street. Some inner city dwellers are retired people who are well off and resident and neighbourhood groups could get together to car share or even purchase some form of transport for the group. DON'T DO IT!!

496 - James Hunter

200k is excessive.

You could invite comments from the rate payers, have some public discussion groups & it would not cost more than some tea & biscuits.

If CCC allocates such random amounts of money of such studies, it is no wonder the rates increase are what they are.

549 - Antony Gough

A waste of money and resources.

597 - Lynette Bay

Do we need it>

Where would it go? What would be the route?

Why such an astronomical cost just to see if it is possible/wanted/required

Approach private companies who may be able to scope cheaper

The city had such a service once, why was it stopped? Look at that before thinking of revising such a service

600 - Aaron Ghattas

The city is small enough to easily walk, bike or hire scooter.

607 - Rebecca Bge

Spend it on improving cycleways

621 - Colin Ong

Not in favour of free central city shuttle. Was it ever paying its way, pre-quake. It may rake in added income for some businesses, but given the low numbers actually coming into the central city, it is doubtful if this service will not lead to increased rate payer burden.

631 - Nicole Trayner-Smith

\$200,000 seems like a lot when you already have the blue print.

640 - Lance Herrick

we have enough ways to the around the centre city already

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board does not support this proposal. The Board has no problem with the concept of a central city shuttle service, but we receive a lot of feedback from the community imploring the Council to focus on its core business. Public transport routes are a core function of Environment Canterbury and not the City Council.

Furthermore, Environment Canterbury's Long Term Plan included provisions for investigating local connector routes and network enhancements. We believe that this is the appropriate avenue for investigating the central city shuttle.

720 - Jenna Ellis

The city has had a shuttle service before that was not used- please don't repeat history.

725 - Gary Durey



Money wasted on studies must not be allowed, instead common sense and elected councilors voting on what the people in there area want

731 - Victoria Andrews

I do not support allocating money for a scoping study for the central city shuttle service because no consideration has been given to public transportation for residents and visitors to Little River and Akaroa. The council's main focus appears to be providing whatever the CBD wants without understanding (or caring) that some residents avoid the area. To access the CBD Peninsula ratepayers have to drive over 90 kilometres, pay for petrol and parking which is a luxury for many of us living on fixed incomes.

74 - Tess Curry

City is dying and this won't help.

768 - Rebekah Billingham (Village Health and The Village Lincoln Road)

Encourage people to walk around town

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Since the earthquakes we have scooters and other shared devices people can use to get around the city plus there are buses available, therefore a shuttle service is not required. Spending \$200,000 deciding if we need this is a waste of our money

791 - Marcus Puentener

More consultant fees to something you know the answer to already. It does not need \$200,000 to scope. Use the data you have already FFS.

792 - Robyn Lilley

No , not until the earthquake damaged buildings are gone

793 - Kevin Cresswell

Christchurch central city is small enough for people to walk, scooter bike between the different locations served by a shuttle service.

795 - Dianne Downward

Since the earthquakes we have scooters and other shared devices people can use to get around the city plus there are buses available, therefore a shuttle service is not required.

Spending \$200,000 *deciding* if we need this is a waste of our money

816 - Annabel Turley (CCBA)

We specifically oppose initiatives such as the proposed shopper buses, which we believe fall under the category of "glamour projects" lacking measurable advantages. With the new city blueprint following the earthquake, the retail precinct is now concise rather than spread over 2km, making the shopper bus no longer relevant. Resources allocated to such projects should instead be invested in core services and infrastructure that directly benefit businesses and residents.

>>>

Additionally, the Council should maximise the use of existing infrastructure, such as the tram, rather than pursuing costly new initiatives like the shopper bus.

>>>

Extravagant and unnecessary glamour project

832 - Ben Alder (Christchurch Envirohub)

As far as we're aware, there is little demand for a free central city shuttle service. There is a lot more demand for improved cycleways and public transport routes into and around the city centre, and these areas should receive priority funding over a central city shuttle.

839 - Jan Harrison

It's one of the things that would be nice to have, but not essential to the wellbeing of the city and its residents.

871 - Bal Ram

not required

874 - Grant Slade

Stop wasting of money.

935 - Kerry Neville

Comments

let them ride those bikes, floss that -  
meanin' bloody cycle way isn't that what you  
seem to want is everybody riding bikes and  
scooters:  
We don't seem to have enough money everything  
It's my \$ to No

995 - Rose Riley

I think the shuttle service that was in place  
previously was good - a minibus between  
the 4 avenues.

## Other

1007 - John Thacker

Lets accept more worthwhile and useful bus links such as one extension of 1/8km to Governors Bay from Rapaki. C.C.C. + ENVIRONMENT CANTERBURY SHOULD PLAY THE SAME TUNE ON THIS.

120 - Lyndon Telfer

If you want this reprioritise it above some other work using existing funding. Why cant existing council staff do this?

125 - Judith Bennetts

Rather than spend \$200,000 on scoping the possibility of reintroducing a free inner city shuttle service, I suggest you offer a \$5 hop on and off day pass in the greater metropolitan Christchurch or inner city as I have experienced recently in Boston, USA and Victoria, Vancouver Island. This way you gather some revenue as well as providing a means for tourists and others to see all of our beautiful city.

>>>

Offer a hop on hop off \$5 day pass instead.

159 - Jordan Vink

You should be allocating \$200,000 on a scoping survey for light rail. These inner city shuttles will go unused like the busses. We need a more attractive modern public transport system that we can be proud of. Visitors are often disappointed and confused by our lack of rail. The people of Christchurch and our beautiful city deserve this. Rail should be a key stone project.

208 - Chelsea Perkins

the tram should be have an electronic system to make it user friendly for locals and vistors to easily get around the city.

212 - Laura Goodman

I would prefer a trial rather than a study

22 - Nick Jenkins

re-visit the same information which led to the introduction of the orignal service.

232 - Georgina Barugh

in support of the idea but why does the cost have to be that much?

241 - Anna Gruczynska

I think information should still be available from when the shuttles previously operated before the earthquakes to allow an informed decision to be made whether there is a case for reinstating the shuttle. I don't see the need to spend \$200k for consultants to tell Council what it already knows or should know. I do, however, support the return of the shuttle, free for Christchurch residents with a Metro card or equivalent, and chargeable for out of town visitors. The shuttle could be expanded to provide "Park & Ride" facility from free car parking on the edges of the CBD to help resolve the ongoing dissatisfaction with carparking availability and cost in CBD itself.

255 - Geraldine McCormick

I believe the Council owes inner city residents this basic service as they increasingly are issuing building consents with no or limited car parking which has pushed cars onto our streets as residents still need these to access basic services. This has negatively changed our streets eg: Gracefield Ave etc.

If the Council want to continue with desire to rid/minimise cars in the inner city then they need to provide a public transport system that allows the residents easy access to supermarkets and other services and this city shuttle goes some way to addressing this and ensuring the council goals are somewhat consistent.

It really is a no brainer and so ideally it would be great for the council to recognise that and save the \$200,000 for a scoping study and just put this towards getting this up and running asap.

#### 260 - Jan Bierman

No scoping needed - need to provide a free shuttle to the other side of the Square (entertainment/dining quarter) where public transport does not reach

#### 299 - David Palmer

I support investigating this, but I question whether it needs to cost \$200k. For that amount of money, a couple of mini-buses and a driver could be paid to do a 15-minute loop of the city in both directions, to see how the proposal might work. Given that this scoping study is a purely desk-based initiative, I doubt it would need to cost \$200k. If the plan is to hire a consulting firm, I think this task should instead be done in-house by dedicated staff, working alongside ECan. ECan is better positioned to provide a public transport service, and would benefit from economies of scale. The city council is poorly prepared to deliver a PT solution like this, so I think council's role here should be developing a business case and lobbying/working with ECan to have them implement it.

#### 32 - Stacey Shadbolt

we had the yellow shuttle, it was viable back then. Just bring it back. We do not need to spend \$200,000 on info you already have on a service that was already provided that people loved. Just make a yes or no decision or get an intern to collate the prior data

#### 320 - David Martin

Just get on and reinstate it. It worked before and given the new facilities going to open and those that have it should be viable and if it isn't it have a consultation to shut it down. The money for the study could get it going.

#### 326 - Peter Strong

If you want people to visit the CBD, you need to introduce more friendly car parking such as free 60 minutes.

#### 387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

While the idea of a scoping study for a central city shuttle service could be valuable, allocating up to \$200,000 for a study seems like a significant investment. It may be possible to explore more cost-effective ways to gather the necessary information, such as conducting community consultations, engaging with local transport experts, or collaborating with private partners who may have a stake in the central city's transport needs.

One potential solution could be to pilot a smaller-scale or temporary shuttle service with limited investment, using data collected from this initiative to assess demand and feasibility. This would

provide more tangible insights before committing to a larger, more expensive study or long-term investment.

#### 404 - Anthony Field

This should be done in conjunction with the CBD car tariff and edge of city park and ride services.

#### 435 - Christopher Kissling

I am a retired Professor Emeritus in Transport Studies I worked with the late CCC Traffic Engineer, [Redacted], on the original shuttle bus route selection.

Professionally speaking, I strongly support developing a replacement shuttle bus network to serve patrons in the central city precincts. The mobility opportunities so provided are what one might expect of a vibrant city that provides choice for those: who live in the central city, who work in the central city who are avid comparison shoppers, who wish to access recreation facilities and playgrounds who are hospital workers, patients and visitors, who are tourists, whilst meeting the needs of mobility impaired citizens and visitors who wish to avail themselves of the sights and entertainment opportunities that are dispersed around the central city.

The existing bus routes serve suburbs and Malls. The existing orbiter route provides effective additional interconnectivity without the need for switching at the central bus depot. An inner ring-route would encourage further interconnectivity if it is a frequent service, meaning no long wait times at widely spaced stops which would nullify the potential benefits. Its existence would help shape future demand and property developments that cater for non-car owners for whatever reasons that may be, ideological, financial, or infirmity. A shuttle bus on the Colombo Street spine would better integrate commercial premises and offices located north and south of Cathedral Square. Walking may be good for one's health but not everybody can rely upon that mode of access. A new ring orbiter associated with the one-way street boxes would encourage increased density of central city housing. Routing could encourage car commuters to use street parking virtually anywhere outside the CBD and inside the four Avenues, and switch to the shuttle service to get to and from their destinations. I have in previous submissions indicated how a shuttle bus route could service the hospital and Hagley Park, especially Hagley Park during its weekend use for sports. Like in architecture competitions, interested parties could submit their shuttle bus operational design scheme, and the winning design could pocket a good slice of the proposed \$200,000 in the process. Potential users and providers get a chance to influence the design.

Just maybe, the CCC could obtain an end result that achieves its purpose at minimal ratepayer cost via a design competition. The mere process of seeking submissions is reflective of and acknowledgement of the talent in the community that can inform the CCC's own professional staff. It is not just an exercise in campaigning for political purposes. Worth a try? But don't ditch the winning design as was the case with a new bridge across the Avon River. That soured the whole process. Select a winning design and implement it. A good design will allow for incremental changes in the future as use patterns will certainly alter over time without the need of a disruptive earthquake to trigger change.

45 - Cameron Rossiter

reinstate on a 30 day trial and see how much it's used.

460 - Mitchell Tobin

Potentially worth considering as an alternative to the shuttle for comparing in the scope, and in conjunction with upcoming fare zone replacements, is having the city-centre be a fare-free zone much like Melbourne's free-fare zone for trams.

462 - Kirsty Rose

only if you're actually going to provide the shuttle. To be fair, this seems high since the service already existed. Can you not just dust off the old model & reinstate it? it was certainly well used, seemed to serve public well. if it ain't broke, no need to fix it

57 - Euan Gutteridge

Seems a lot of money for a feasibility study. Could it be done for \$100k?

654 - Mhairi Stedman

I do not believe you “need” to scope it or have a study. Just reintroduce it. Far too much money is wasted on “consultants” when it is not required. Sports stadium is case in point. Just bring back the shuttle. Why do you need to scope a study?

660 - Stephen McCormick

Instead of allocating and spending \$200,000 on a scoping study, redirect those funds to reinstate the service for as long as the budget allows — approximately 3 to 6 months. During this period, monitor usage and gather feedback. This real-world data can then inform a more evidence-based decision on whether to continue the service.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board supports the proposal that a scoping study for a central city shuttle service be undertaken but asks that the costs of the study be minimised where possible

665 - Kathleen Crisley

I do not understand why a scoping study is required. There is a blueprint of such a service from pre-quake times. You just need to re-route the buses based on new road configuration.

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

8.1. We support the return of the shuttle service.

8.2. We understand that the project does need to be scoped but think the proposed \$200,000 budgeted is excessive.

[full attachment available]

681 - Bosco Peters

I support the return of the free central city shuttle in Christchurch and so support having a scoping study. I think that such a study can be done for significantly less than the \$200,000 being suggested.

690 - Kevin McSweeney

again i think users should pay.

698 - Dominic McKeown

ecan runs and operates the bus service and this should be forced upon them.

706 - Simone Gordon

I am fully supportive of the shuttle coming back, but I am strongly against spending 200k just to cover the scoping study. Also, considering buses are managed by Ecan, shouldn't they do it?

740 - Jacquelyn Cooper

consideration of incorporating shuttle transport from suburbs to the hospital(s) would be valuable

762 - Margaret Noble (The Ferrymead Trust)

We are supportive of a scoping study to look at a central city shuttle service but would suggest that this is extended to consider whether a shuttle service could support other facilities such as Ferrymead Heritage Park and the Airforce Museum that are not central locations but which play a key role in increasing the length of stay of visitors to the City.

764 - Tim Frank

This should include long-term considerations of the best mode for such a service (not just bus).



777 - Craig Pauling (Environment Canterbury)

Proposal to allocate money for a scoping study for the central city shuttle service

We note your proposal for a scoping study for the central city shuttle service. However, at this stage we are not sure it is required. Given funding constraints for our mutual ratepayers and the country, it's important we stick to delivering what we've already committed to through PT Futures. This is our agreed pathway to get the people living in or visiting Greater Christchurch where they want to go.

The central city is currently well serviced by buses, with 1,800 scheduled bus services every weekday. The city and its visitors enjoy a high level of public transport accessibility.

Canterbury Regional Council is focused on delivering the PT Futures business case approved by all partners in 2020, including Christchurch City Council. An additional central city shuttle was not identified through the PT Futures indicative business case. You might know that as part of the next phase of PT Futures delivery, Canterbury Regional Council will complete a detailed business case which includes a network review. We are comfortable working with Christchurch City Council to scope up this network review and ensure it considers any problems or issues you may be seeking to address through a central city shuttle service.

If you do choose to go ahead with a scoping study for the central city shuttle service, we recommend working with the New Zealand Transport Agency to understand how any proposed shuttle service would fit within current government policy and funding opportunities.

794 - Joy Burt

When the previous shuttle was operating it was most successful and would be again I am sure. Visitors and locals can get around the city much easier and hopefully not use CO2 emitting transport. I am assuming it would be an electric shuttle. Possibly with a donations box at the entry and exit for visitors to the city contribute toward running costs.

810 - Lee Hogsden

Don't waste money on a "study" just do it!

816 - Annabel Turley (CCBA)

Rather than introducing new and costly transport initiatives, the Council should maximise the use of existing infrastructure, such as the tram, which is already in place and can be better utilised to support central city transport needs.

821 - Edward Wegner

A free central city bus like the previous Shuttle is also needed ASAP.

>>>

I'm surprised the you think you need a scoping study. We had one previously and it worked a charm. Just re-instate it.

826 - Alastair Watson

At last some thoughtful consideration of moving people from outer areas into CBD - this is needed.

Consider peripheral parking lots, fee based, then FREE shuttle to one or two downtown drop off sites, and increase CBD street parking fees against the free shuttle service.

827 - Leeann Watson (Business Canterbury)

For example, don't spend \$200,000 on a scoping study to reinstate a central city shuttle – just trial it. Hire a bus and put it outside the Art Centre for a month and see how many people use it and how much they are willing to pay.

836 - Gerrit Venema

Just look at whether it "worked" last time? If outstandingly yes, then do it again. If mediocre then put it to bed. Trying the same unworkable feature twice & expecting a totally different outcome is dumb.

853 - Michael Davidson

As part of scoping, work with ECan and consider a zero fare PT when the national ticketing system comes in.

858 - Cody Cooper

No - we have just spent \$1bn on Motu Move. Let's create a zone 0 and make that low or no cost instead.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Surely this could be scoped for 1/2 the price

864 - Graham Robinson (Addington Neighbourhood Association)

Would it not be better to spend the money on supplying the shuttle for a period of time, then assessing its use?

866 - Martin Richardson

Why pay for contractors for this project when it could be done "in house"

875 - George Laxton

Yes, though 200,000 seems very high for a feasibility study. Is this to fund the staff time? Isn't this the job of Environment Canterbury to provide this service, so why isn't Environment Canterbury running the study? Could council work collaboratively with them?

I have though mused in the past that having a inner city loop (similar to the orbiter) would be a valuable asset to the city as a lot of the time you have to go all the way in to the city due to how the bus network is laid out (like spokes on a wheel) and the orbiter currently connects them together. Having a similar service around the edge of the CBD (if that is what this service is planned to be) would be a great asset to the city. The other question is how would it be funded? Would businesses in the central city pay a levy to ensure that it is free? Or would it be a pricing zone where going only one or two stops would be still very cheap.

889 - Allan Taunt

I think this could be positive. I do however feel the initial investigation could be done cheaper.

893 - David Close (Christchurch East Labour Electorate Committee)

## **9.0 Scoping study for central city shuttle service**

**9.1** Arranging a preliminary scoping study is sensible. We assume the \$200,000 is the estimated cost of a consultant's report. Records of the electric inner-city shuttle bus which operated for a decade until the 2011 earthquakes can provide reliable information

about operating costs and patronage of that venture. Regional Council staff can provide up-to-date fleet operating costs and expertise, especially about electronic systems that provide minute-by-minute updates about the arrival of the next bus.

### **9.2 Submission**

**That a scoping study for the suggested central city shuttle be conducted in-house, in close cooperation with Regional Council staff.**

9 - Bernie Palmer

also in suburbs. So many large busses most of the day with 1-4 people on them. Utterly wasteful. Big buses for peak times and shuttles in smaller volume areas.

## General/Other Comments

### 140 - Jordan McCormick

ill do it for free if thats the cost for a study.

### 143 - Gretchen Boyd

User pays with both cash and Metrocard for the inner shuttle. Trail eftpos fares

>>>

Add Cash and Metrocard option, instead of free. Trail EFTPOS at a low rate of around \$1-2/trip.

### 189 - Stacy Rendall

Maybe not a priority at this time - the consultation document does not say what this free shuttle might do. If it helps both tourists and locals (i.e. a sort of park and ride) it could be awesome, but if only tourists it may not be so beneficial.

### 225 - Mark Jermy

I don't see why it would cost \$200,000 though. Seems too expensive for a simple task.

### 237 - Christine Nicoll

electric bus good

### 310 - Alicia Pilkington

Are transport systems seem OK

### 344 - Marjorie Manthei (Victoria Neighbourhood Association)

The VNA has been asking for the return of the Shuttle or its equivalent for several years. Residents in our neighbourhood, as well as visitors / tourists staying in nearby accommodation, were regular users. It meant that fewer cars were going into the Central City, which benefitted the city as a whole. The standard bus service does NOT cater for those of living near the City Centre (usually have to take a bus to the Exchange, and then another bus to the specific location, provided there's even a bus that goes there). Ridiculous, given how close we are to the Centre. The Shuttle was particularly useful for grocery shopping or coming back from shopping in the CBD, with hands full. We've been told that CCC staff do not think the service is economically viable. However, there are options that could be considered, e.g. it doesn't have to be free (although it was much simpler all round when it was), and there could be opportunities for naming rights.

perhaps CCC could look into offering naming rights for a fee.

#### 345 - Marjorie Manthei

The Shuttle should have been reinstated several years ago. I believe there was an agreement between ECan & CCC to look into this when Lianne was Mayor but was quietly shelved. There are several things that could be considered to make the Shuttle more affordable, if that is the problem eg doesn't have to be free (although it was much simpler all round when it was), and perhaps CCC could look into offering naming rights for a fee.

#### 425 - Diane Prankerd

Again - not sure about the need for this - I'm fundamentally opposed to studies - we seem to spend a lot of time and money on these things and I seldom feel it seems to be warranted

#### 631 - Nicole Trayner-Smith

i used to use the free shuttle regularly as I studied at Ara, however stopped because it became full of homeless and smelt like urine. I'd also get a lot of smack talk from mall rats who had nothing better to do. I'd be in support of a central city bus, but one you paid for. Also, isn't this de-incentivising people buying passes on the tram? We purchase the annual tram pass to get around town and it would be redundant if we had a free shuttle.

#### 726 - William Warren

I recall the easy and rapid hop-on, hop-off nature of the central city shuttle, fantastic for getting around and doing business across a lot of the CBD without having to rely on a personal vehicle. I made a lot of use of it and found it very helpful. I think it is worth getting an understanding of how the increased fluidity for foot traffic would help reduce congestion and increase flows to businesses, particularly the linking between South City mall and Cashel Street/high st shopping hubs. 200,000 does seem high though for a business case investigation that small and specific. Would this be externally contracted or performed in-house? And what would the bid process be like?

#### 760 - Fiona Green

Christchurch used to have a yellow metro shuttle. Do Council have proof it was successful? Does the prior Shuttle give this study a head start?

#### 843 - Harrison McEvoy

Why does this cost \$200,000? Will CCC operate the shuttle itself or are we doing a BC to then hand it over to ECan? Will it be compatible with Motu Move, and will it fill gaps in the Central City?

More clarity is needed here.

853 - Michael Davidson

Not sure why it's costing \$200,000 and being asked in this consultation when Council made a decision in September 2022 that should have seen more certainty around the shuttle by now.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

why does it cost so much? i'm bothered by some consultancy fees

897 - Colleen Philip (Sustainable Ōtautahi Christchurch)

**Shuttle Service in the central city.**

While this seems like a good idea superficially we have struggled to find people who used to use this service in the past. Before we agree that spending \$200,000 on a scoping exercise is sensible we would have liked to know more about how successful this service was and how it is envisaged to fit in the wider transport plans of the city/region.

## Speed Limit Changes

### General Comments

8 submissions provided feedback speed limit changes.

1 provided comments in support of proposed speed limit changes and 3 provided comments in opposition.

4 provided alternative proposals.

### Officers Response

As a general trend, the majority of submitters in this category expressed support for safer speed limits, and were against the removal of the pre-existing speeds the government has requested. As well as submissions from the public, Community Boards also put forward their voices on this issue.

**As per the new Setting of Speed Limits Rule 2024, Council is required to:**

- Reverse speed limits on specified roads. There are seven streets that will have speed limits reversed to the previous speed limit. This information was provided to Council on 19 March 2025.

- Install 30km/h variables outside all schools by the end of June 2026. The budget proposed in the Annual Plan is for the signage required for the variable limits at each school gate on the network. There are 145 schools in Christchurch, a small number will be covered by existing speed limits that are not required to be changed but a large portion still require the 30km/h variable speed limit to be installed at each of these gate and access points. This will affect a large number of streets, so from a cost perspective we will look to utilise both electronic variable signs on our busier roads, and static variable (not electronic) signage on more local streets.

Under the new rule, speed limits which were approved through the Council's Interim Speed Management Plan will no longer go ahead. There's a new binding schedule of road classifications specifying permanent speed limits or ranges of permanent speed limits for each class of road (Schedule 3 of the Rule). Road Controlling Authorities (RCAs) must align proposed speed limits with this schedule, so there is no longer a 30km/h permissible on local streets. For example, 40km/h speed limits are only permitted on urban streets with significant levels of pedestrian and/or cycling activity or urban streets with no footpaths. Staff are working through a process to consider speed limit requests for streets and areas that are requested by the community.

Land Transport Rule – Setting of Speed Limits 2024 requires all schools to have either a permanent or variable speed limit of 30 km/h for the road outside of the school gate during school travel periods. The variable speed limit is allowed to be for 150 m either side of the school gate. Staff are currently working through plans for all remaining schools and are undertaking consultation with schools on the proposals. <https://letstalk.ccc.govt.nz/schoolspeeds> Following a report to Council for approval implementation will be the next stage.

#### **Process for speed limit reductions on streets:**

Land Transport Rule – Setting of Speed Limits 2024 provides two methods for setting permanent speed limits, staff are considering which method is most appropriate for the community. Any approach to changing speed limits will require Council to publicly consult for 6 weeks providing information regarding the alignment with the GPS road safety aspects and cost benefit disclosure statements.

## **Support**

### **895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)**

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

The Slow Speed Neighbourhood programme

## Oppose

### 345 - Marjorie Manthei

Do not agree with Government's directive to revert the slower speed limits back to what they were before. Would love it if CCC could find a way to challenge this--how about just saying you don't have \$3.5M to spend on something so unnecessary?

### 879 - Anne Scott (Spokes Canterbury)

Adding an additional \$2.0 million in 2025/26 and \$1.5 million in 2026/27 to address the speed limit changes announced by the Government.

This is a retrograde step and a waste of money. The Council should continue to negotiate with the new minister to leave the current changes in place, particularly around schools.

### 914 - Lesley and Neil Willoughby

- Keep and enforce the current 30 km/p speed limit. Use chicanes to improve road layout.

## Other

### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Additional transport priorities:

- Traffic calming and speed reduction on Woodhouse Street
- Reduction of Clarendon Terrace speed to 30-40kph with traffic calming on the corner
- 30kph speed on Gloucester Street through shops (from Surrey to Lionel Street)

### 736 - Adele Geradts (Halswell Residents Association)

There is no mention of the lowering of the speed in Aidanfield to 40 km the same as the other residential areas in Halswell this has been discussed at the community board level but we dont have a



clear update on when it will happen.

#### 890 - Kari Hunter

Increasing speed-limits is directly counter to the aims of reducing GHG emissions, with little real benefit, and significantly more risk and harm. The Zero Carbon Act commits the Government to emissions reduction goals that it does not appear to be honouring. It is not clear to me that the central government has a right to require councils to take action that is likely to result in more injuries and fatalities. This conflicts with the Right to Life. Given the conflict, stick with the sensible emissions reduction and safety benefits of safer speeds. Don't spend council resources on increasing any speed limits. Further, I recommend proceeding with making the streets safer by continuing to reduce speed limits. Ideally, make most of the urban streets 30kph, and most rural roads 80kph.

(see full attachment)

#### 45 - Cameron Rossiter

remove 30 kmh zones in some streets

## KiwiRail

### General Comments

8 submissions provided feedback on KiwiRail.

1 provided comments in support and 3 provided comments in opposition.

2 provided alternative proposals and 2 provided general comments.

### Officers Response

A number of submitters suggested not spending the proposed budgets on Council/rail interfaces, in particular, cycleway-related level crossing upgrades, noting that the budget would be better spent elsewhere.

There were other comments about funding needing to come from other parties (central government/KiwiRail) rather than purely from Council.

One submission commented on CPTED issues with the newer pedestrian level crossing gates/mazes, commenting that they felt trapped.

Another submitter supported the additional proposed budget for rail interfaces, but provided no specific comments to provide further context

Council staff understand that KiwiRail's environment is different to the road, in that it tends to lead to low frequency yet high impact collisions. Therefore, actively managing safety is extremely important, as the general public is less experienced at assessing and managing the risks, and the consequences of collisions are often catastrophic.

Obligations to manage safety at road/rail interfaces are laid out in the Railways Act 2005, with further responsibilities in other legislation such as the Health and Safety at Work Act 2015. These pieces of legislation place responsibility on both Road Controlling Authorities (such as Council) as well as rail operators (usually KiwiRail). The assessments of risk and responsibilities are further defined in several guidance notes that follow international best practice, and have been agreed with representatives from the roading community such as the RCA forum and/or NZTA. Failure to follow the requirements of the Act and/or guidance documents could lead to repercussions, which could include legal action, liability in the event of an accident, and/or the rail operator refusing to allow access to railway land for a level crossing.

Council and KiwiRail have therefore been working together over the past few years to assess the existing level crossings and develop appropriate ways to manage the risks. This is particularly important where Council is changing the level of risk, such as along our Major Cycle Routes where large numbers of vulnerable users (e.g. pedestrians and cyclists) are being encouraged to use level crossings. Other options such as grade separation (bridges/tunnels) are usually cost-prohibitive and can create perceived CPTED issues.

The upgrades to these crossings can be expensive as they not only involve the physical infrastructure at the level crossing but also changes to older signalling systems. These are effective and robust for ongoing use in their current state but lack the flexibility to easily add or change the elements required to build cycleways or road upgrades, such as signals, gates and train counting systems that are important parts of an effective safety interface between the road and the rail.

Costs can also increase due to the time it takes to start construction: due to the safety requirements on the rail a high level of confidence is required in the design before approval; most works on the live railway require shutdowns, which due to the lack of alternative routes, mean that the railway is unusable for the period of the works so needs to be carefully planned; and much of the live railway works – and signalling works in particular – require specialist and constrained resources which need to be booked significant periods in advance, and can be redirected at short notice to deal with emergency issues.

The budget increases shown in the draft FY26 Annual Plan are based on Council's estimates, guided by information directly from KiwiRail. Staff have worked with them to ensure confidence in these estimates, which include contingencies to cover the unknowns as described above. There may be options to reduce these costs or share costs, however these have not yet been finalised and may involve trade-offs with a reduced level of service and/or asset life which have not yet been fully explored.

Staff would therefore not recommend reducing or removing the budget increases at this time. This is because a lack of commitment to upgrades where Council is changing the nature of the level crossing may lead to adverse outcomes, such as legal action, liability for accidents, and/or closure of the level crossing, with unknown cost and network implications.

Regarding the comment about safety issues in the mazes, this is not an issue that has been raised with the team before. The gates/mazes are usually alongside roads and are formed as railed fences, so people within the mazes are visible to passers-by. The modern ones also include an emergency gate away from the railway to allow people to escape if the gate to the railway has closed due to an approaching train. Staff will continue to monitor the designs for CPTED concerns, and feedback from the public, and may seek changes to the design should further concerns be raised.

## Support

8 - Yadnyavalkya Patil  
agree with them

## Oppose

696 - Anne Barron

1. Railway crossings - ridiculous expense on the ones that are used infrequently.

799 - Phil & Mary Brady

Likewise CCC spending on the gateways on railway crossings was wasted as the train traffic is minimal unlike big cities with large volumes of commuting. This should be a Central Govt expense in the first place.

879 - Anne Scott (Spokes Canterbury)

Spock does not agree with any further expenditure at Scruttons Road. The current crossing at Scruttons Road is fit for purpose given the amount of traffic. There are other more serious safety concerns for cyclists across the network that should have a higher priority.

## Other

755 - Tobias Meyer

If you must defer projects, defer the railway safety upgrades.

858 - Cody Cooper

Revoke, or defer until such time as NZTA is prepared to fund, all funding to KiwiRail or KiwiRail-related works. At the same time, write to Hon Bishop asking for some cash for rail upgrades here (as he has already done in Auckland). It is not acceptable to close infra we already paid for based on extraordinary demands by a party who barely participates in our community (ie no passenger rail).

## General/Other Comments

807 - Zoe Brock

invest in rail

995 - Rose Riley

Any further comments?

\* The caged area at the railway crossing is overkill — surely there could have been a cheaper, simpler way of reminding people about the railway line. Really nobody wants to zig-zag their way anywhere if carrying bags of groceries. I recently came very close to being attacked by a drunk/drugged/mentally disturbed man because I was trapped within the caged area.

## Transport Capital (General)

### General Comments

31 submissions provided feedback on more general transport capital matters.

7 provided comments in support and 6 provided comments in opposition.

9 provided alternative proposals and priorities and 9 provided general comments.

## Officers Response

### **Support:**

There was broad support for progressing the full transport capital programme. Specific support was noted for public transport and cycling infrastructure, ongoing maintenance and renewals, and projects that improve access in areas such as Halswell.

### **Not stated:**

Some submitters advocated for increased investment in public transport, active and mobility travel options, and future mass rapid transit (MRT). One submitter raised the condition of roads in the east, and another queried the rationale for reducing street widths.

### **Against:**

A recurring theme from some submitters was concern about current debt levels, with suggestions to pause or reduce spending on capital projects until Council finances improve.

### **Other:**

Submitters commented as follows:

- Focus more on roads not cycleways
- Focus on getting people into hybrid cars
- Invest in more cycleways including Wheels to Wings

### **General Support for the Programme**

Many submitters expressed support for the overall transport capital programme in the Draft Annual Plan. This included investment in general maintenance and renewals, cycling and public transport infrastructure, and improved access in growth areas such as Halswell. Submitters appreciated a focus on improving safety, access, and travel options. Council acknowledges this feedback and remains committed to delivering a balanced programme that maintains existing infrastructure, supports growth, and improves connectivity across the city.

### **Prioritisation and Affordability**

A recurring theme in submissions was the need to reduce overall spending and focus on essential work. Submitters asked Council to pause or delay major projects in light of financial pressures and concerns about debt levels. Council acknowledges the need to be fiscally responsible. The Draft Annual Plan reflects a careful reprioritisation of projects to focus on core services such as transport and water infrastructure. Where appropriate, projects have been deferred, and external funding opportunities continue to be explored to lessen the impact on ratepayers.

### **Road Maintenance and Renewals**

Many submitters strongly supported prioritising road maintenance and renewals. Concerns were raised about the condition of some roads and the perceived reliance on patching rather than full resurfacing or reconstruction. Council continues to focus on maintaining existing assets as a first priority. Improvements to how renewals are prioritised are underway, including the use of better data and technology. New information expected in mid-2025 will help further refine the programme and inform the next Annual and Long Term Plans.

### **Roads vs. Mode Choice**

Submitters offered varied views on transport priorities. Some wanted Council to focus more on roads, while others supported increased investment in cycling, walking, public transport, and future mass rapid transit. Council recognises the importance of providing a transport network that supports a wide range of travel options. Maintaining existing roads is a key part of this, but so is investing in infrastructure that improves safety, reduces congestion, and increases access to sustainable travel choices. Council remains committed to improving mode choice and supporting a network that serves diverse user needs.

### **Community-Specific Priorities**

Submitters also raised several specific issues, including concerns about narrow road widths, blocked turning movements, limited off-street parking in new developments, and the need to fix roads in eastern suburbs. Others supported a "one pass" approach to avoid repeated roadworks. These comments have been noted. Council continues to work on improving coordination across utilities and projects through tools such as the National Forward Works Viewer. Local road condition feedback will be considered in the development of future maintenance and capital programmes.

## **Support**

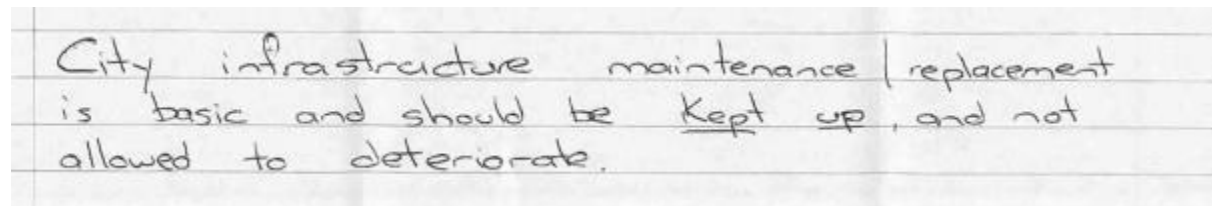
### **173 - Haidee Scott**

I support the Three Waters and Transport components of the capital programme budget.

### **25 - Jimirah Baliza**

I have no issues with the proposed spending on our transport network. It's essential that these projects are adequately funded to ensure safe and accessible transport options for all residents.

### **666 - Janet E Orchard**



### **690 - Kevin McSweeney**

other proposals seem sensible

### **730 - Merav Benaia**

I support transport spending because it is an essential service. This needs to include major investment in local cycle connections, major cycle routes and public transport.

736 - Adele Geradts (Halswell Residents Association)

We support the Transport Access projects for our area and think they are essential to improving car and bicycle safety in our growing suburb.

749 - Michael Jason Smith

A approve of the proposed spending on the transport network.

## Oppose

115 - Bevin Mcdowall

its a waste of money to be honest. Yall taking away all the loading zones and the little parking thwre is for cyclists who dont wven use thwm. Maybe fix our roads first

141 - Andrew McKay

You are squandering money on items that have low impact such as wheels to wings.

220 - Sandra Pilet

We don't have the money leave it for a year or two.

657 - Garry Holden (Avon Loop Planning Assoviation.)

Not in favour of it.

73 - Mia Immers

No do not agree with this spending

816 - Annabel Turley (CCBA)

Spending on this is not necessary at the present while debt levels are so high

## Other

### 100 - Jared Brookes

I believe all of the above [coder note: comments on transport capital programme] should be deferred until it fits within budget excluding increasing rates to cover these.

### 1026 - Harrison McEvoy (Greater Ōtautahi)

[Spending > Capital Programme]

**We think the following programmes either need more clarity or should be considered for priority within the Council's Transport Capital Expenditure.**

- |  |  |
|--|--|
| - 26611 - Major Cycleway - Wheels to Wings Route (Section 1)                                     | - 66637 - Radcliffe Road Railway Crossing                  |
| - 66289 - Public Transport CRAF - Advanced Bus Detection   | - 71536 - Brougham Street Complementary Projects           |
| - 66294 - Public Transport CRAF - Bus Priority, Lincoln Road (Whiteleigh Avenue to Wrights Road) | - 27273 - Pages Road Bridge Renewal                        |
| - 78851 - PT Futures - Bus Priority - Intersection Upgrades - SCATS Bus Priority                 | - 72242 - New Brighton CRAF - Marine Parade Street Renewal |
| - 78854 - PT Futures - Bus Priority - Enforcement  | - 76054 - Programme - Footpaths and Cycle Renewals         |
| - 75051 - Programme - New Footpaths  | - 80178 - Amyes Road Street Renewal                        |
| - 41650 - Minor Road Safety Improvements   | - 18396 - Te Kaha Surrounding Streets                      |
| - 212 - Coloured Surfacing Renewals  | - 42047 - Wigram and Hayton Intersection Improvement       |
| - 924 - Halswell Junction Road Extension   | - 6099 Amyes Awatea Springs Intersection Improvements      |
| - 17052 - Sparks Road Improvements   | - 26608 - South Express (Section 1) Hei Hei - Jones        |
|  | - 26607 - Southern Lights - Strickland to Tennyson         |

9

1026

- |   |  |
|---|--|
| - 72755 - Te Aratai Cycle Connection                  | - 17058 - Cycle Connections - Northern Line                                  |
| - 72760 - Simeon Street Little River Link Connection  | - 17088 - Christchurch Northern Corridor Downstream Effects Delivery Package |
| - 44700 - Local Cycle Network - Eastern Outer Orbital | - 2735 - The Cathedral Square & Surrounds                                    |
|   | - 60297 - Bus Interchange Upgrades   |

### 120 - Lyndon Telfer

Defer or cancel as much work as possible to keep rates down

### 146 - Mark Gunther



Put a stop to all unnecessary works until you can manage debt better.

No more cycle ways, raised intersections, etc

155 - Rob McCreanor

As a rate layer / ex Lyttelton councilor I would like to see this council Getting the basic done rather than worry about cycleways. Fix all the pot holes , footpaths and roading and bring our city back to The garden city we were known as

162 - Philip Richards

Many projects are nice to have, but not essential. but the City can not really afford them at the moment. As many nice to haves as possible should be suspended . Reduction of debt, and provision of essential services should be the priorities

229 - David Thomson

Given the rate of rises, it annoys me when the money is spent on cycleways and unnecessary "safety" improvements.

>>>

I would prefer that cycleway & safety changes were deferred until there is less pressure on rates. The transport changes in particular are over engineered and do not seem to be good value for money. Given how much rates are rising, and other real problems that exist (e.g. maintaining the water infrastructure), it is annoying to see excessive upgrades done to the transport network. Some "safety" upgrades are plain ridiculous and should not be done under the current financial climate.

329 - Callum Davidson

waste of money. Focus should be on getting people into hybrid cars

890 - Kari Hunter

Safe cycling: I do not agree with deferring or slowing down safe cycling infrastructure. Some excellent cycle routes have ben developed in recent years, and I use some of them regularly. We still need a great deal more safer cycling infrastructure quickly throughout the city, so that all who are able and willing to cycle can have safe options to all destinations. I recommend getting on quickly with all the cycle routes that have been planned, and continuing to plan for a fully connected network for the whole city. Proceed with Wheels to Wings route without delay. This is important for cyclists and everyone else in the north-west, and also for reducing GHG emissions for all of us.

## General/Other Comments

207 - Jordan Taylor

it should all go ahead

213 - Tim Watts

the projects should have a fixed cost and completed within budget and on time. No cost blowouts

462 - Kirsty Rose

please stop investing to support private modes of transport. Please invest in public transport instead. You are after all PUBLIC servants. Stop enabling the wealthy car & cycle owners & provide transport shared by all

55 - Brian Donovan

It is important to keep on top of cycling and roading projects. These are a vital part of our transport infrastructure.

57 - Euan Gutteridge

These are essential projects so must be prioritised

62 - Diane Mulholland

Why does the list have mostly cycle way projects. Where is fixing the roads in the east. Why do streets keep getting narrow.

835 - Robert Fleming

Capital spending must be prioritised for a better future, particularly community amenities, preservation of our past, three waters, waste treatment and that required for good urban planning. Capital spending that helps fund better public transport, active travel, mobility travel and MRT should take priority over building more roads to reduce travel time by a few minutes or seconds. We're already an overburdened city with personal cars as the priority mode of transport. This needs to change.

866 - Martin Richardson

leave transport as it is

949 - Ron Richards

Not really. Not aware of existing proposals. Clearly nationally this essential resource needs major structural change to preserve it for coming generations.

## Transport Other

### General Comments

15 submissions provided feedback on other transport matters.

3 provided comments in support and 6 provided comments in opposition.

4 provided alternative/additional proposals and priorities and 8 provided general comments.

### Officers Response

**Support:** Submitters highlighted support for initiatives like the Christchurch Regeneration Acceleration Facility (CRAF) and marine structure upgrades, particularly for resilience along the Banks Peninsula. There was support for increasing funding to improve accessibility, such as enhancing pedestrian infrastructure and kerb cut-downs. Additionally, some submitters acknowledged the need for further action on the seasonal starling issue in Dudley Street, recognising its impact on local residents.

**Against:** Some concerns were expressed regarding Council spending, particularly around transparency in the budgeting process for transport infrastructure projects. There were also concerns about cost increases and delays in major projects like the Antigua Street cycleway. A number of submitters questioned the prioritisation of certain infrastructure projects, suggesting that some areas may be overemphasised at the expense of others.

**Other:** Other considerations included the management of car parking and the efficiency of Council-operated car parks, as well as the enforcement of antisocial driving behaviours. There were also calls for continued improvements to mode choice, aiming for a more balanced and efficient transport network that meets diverse needs.

### Accessibility

Submitters highlighted that parts of the city remain difficult to navigate, particularly for older people and those living with disabilities. Suggestions included increasing funding for accessibility improvements, such as better kerb cut-downs and more user-friendly pedestrian infrastructure. Council acknowledges that accessible transport infrastructure is essential to support independence, safety, and inclusion for all residents. Accessibility is a key consideration in all capital works undertaken by the Transport Unit, and improvements are incorporated wherever feasible. Council has adopted the One Network Framework (ONF), a national road classification system implemented by New Zealand Transport Agency Waka Kotahi, which considers both movement and place functions when prioritising transport activities. The ONF helps guide decisions across our network, recognising the importance of access to destinations such as hospitals, schools, and town centres.

In addition to wider network improvements, Council introduced a dedicated \$100,000 annual fund in 2021 to respond directly to issues raised by the accessibility sector. This fund has been maintained through the 2025/26 Annual Plan and supports small-scale, high-impact improvements. It is jointly managed by the Transport Operations Team and the Community Partnerships and Planning Unit, in close liaison with Council's accessibility portfolio holder. From 2025/26, the fund will be administered by the Traffic Operations Team to enable more rapid implementation.

City-wide, our transport and streets capital and operational programmes continue to progressively improve accessibility through footpath and roading upgrades. These works follow best practice standards, including guidance from New Zealand Transport Agency Waka Kotahi's Pedestrian Network Guidance.

Council also requires new subdivisions to meet accessibility standards through the vesting of road assets, with independent safety audits often identifying further opportunities for improvement.

### **Antisocial Driving**

A submission expressed strong concerns about antisocial and dangerous driving behaviour. They specifically called for tougher consequences for those who engage in this type of behaviour. While enforcement of driving offences sits primarily with the Police, the feedback highlights the community's frustration with ongoing dangerous driving and a desire for greater action. Council continues to support Police through initiatives like street design that reduces speeding, the use of speed management tools, and collaboration on hotspot areas.

This feedback supports the need for continued advocacy to central agencies and Police around enforcement, as well as exploring local opportunities to design safer streets that discourage reckless driving.

### **Carparking**

A submission raised the view that Council should not operate public car parking buildings, specifically suggesting the sale of the Lichfield Carpark Building. The submitter noted that if the facility does not generate sufficient return, Council is effectively subsidising private car trips into the central city—something they see as inconsistent with broader transport and climate goals.

This feedback reflects a growing interest from some in the community for Council to reassess its role in providing car parking, especially where it may conflict with efforts to encourage more sustainable transport choices. It also raises questions around the financial performance of assets like the Lichfield Carpark and their alignment with strategic priorities.

Staff note this feedback and will consider it as part of ongoing work to balance access to the central city with goals to reduce emissions and support alternative modes of transport.

### **Christchurch Regeneration Acceleration Facility (CRAF) – Safer Transport Choices**

Submissions from the community and community boards expressed strong support for safe and active transport options, particularly those funded through the CRAF transport programme. Feedback highlighted the importance of continuing investment in cycling, walking, and public transport infrastructure to improve safety and support mode shift.

Specific projects supported include:

- A new cycleway linking Westmorland to the Nor-West Arc Major Cycleway
- The Slow Speed Neighbourhood programme
- New cycleway connections from Barrington Mall and Hendersons Road
- Improved wayfinding on cycleways, especially at entry and exit points
- Pedestrian safety improvements on Hoon Hay Road
- Better cycling routes in Waltham
- Enhancements to the Cashmere Road public transport route
- Planned bus shelters and seating
- More communication with communities about the value of safe and active travel

This feedback demonstrates strong community interest in creating safer, more accessible transport networks, and reinforces the value placed on the CRAF-funded programme. Staff note this support and will continue to progress delivery of these projects as part of the regeneration and wider transport work programme.

### **Transparency and Accountability in Transport Project Spending**

Some submitters raised concerns about the way Council manages and reports on spending for transport infrastructure, particularly in relation to major cycleway projects. Comments highlighted a desire for more transparency around project costs, budget changes, and the decision-making processes that support them.

A key example referenced was the Antigua Street improvements near Parakiore/Metro Sports Centre, where submitters noted rising project costs and sought clearer information on how spending is broken down—specifically, how much relates to cycleway construction compared with other elements such as road renewals, utility upgrades, and traffic signals. There was concern that when costs are grouped together, it can lead to a perception of overinvestment in certain types of infrastructure.

Submitters also reflected on the broader funding context, noting that past co-funding from New Zealand Transport Agency Waka Kotahi provided a valuable opportunity to progress active transport projects. With changes to national funding settings, including the end of CERF and reduced NLTP

funding for cycleways, some felt this opportunity had not been fully realised and that the Council is now in a more constrained position.

There was a request for Council to continue improving how project budgets are communicated, both to elected members and the public, and to provide greater clarity around cost drivers for large capital works. Some also called for more opportunities for elected members to review and discuss significant changes in project budgets.

Staff acknowledge the importance of transparent reporting and value for money in the delivery of transport infrastructure. Feedback received will be considered as part of our ongoing efforts to strengthen project oversight and public communication.

### **Prioritisation of infrastructure projects**

Some submitters raised concerns about how infrastructure projects are prioritised and funded, particularly in the current economic climate. A commonly referenced example was the increased cost of the Antigua Street improvements near Parakiore/Metro Sports Centre. Submitters expressed concern about the scale of the investment for a short section of cycleway and questioned whether opportunities to reduce costs were fully explored.

This feedback reflects a broader desire to ensure that Council focuses on delivering essential infrastructure—such as roads, water, waste, parks, and recreation—while maintaining a strong focus on value for money. There was a call for greater scrutiny of project budgets and for a more deliberate approach to prioritising investment in a way that balances transport choice with affordability. Council staff acknowledge the importance of demonstrating good financial stewardship and will continue to review how projects are scoped, budgeted, and communicated. Community feedback plays a valuable role in shaping future prioritisation and investment decisions.

### **Marine Structures**

Submitters expressed strong support for increased planning and funding for the renewal and repair of marine structures on Te Pātaka o Rākaihautū Banks Peninsula. Feedback acknowledged the recent adoption of the Coastal Hazards Adaptation Plan for Whakaraupō Lyttelton Harbour and Koukourarata Port Levy and called for this work to be supported with funding through the 2026–27 Annual Plan and the Long Term Plan 2027–37.

Council acknowledges the important role marine structures play in supporting the daily lives, resilience, and emergency access for communities across the Peninsula. We also recognise the need to factor in the impacts of sea level rise and climate change when planning for the renewal or redesign of these structures.

Council regularly monitors the condition of marine structures through monthly inspections and responds with maintenance or upgrades as needed. Funding has been allocated in the current draft Annual Plan 2025/26 for planned works, including repairs to the Holmes Bay seawall, scheduled for 2026. Staff will confirm the specific section of seawall to be repaired as part of the project planning phase.

The feedback received will be considered as part of future planning for marine structure renewals and as we develop the next Long Term Plan.

### **Mode Choice**

Submitters highlighted the importance of continuing to improve the efficiency and effectiveness of the city's transport system. There was strong support for providing a range of reliable and accessible options to move people around the city and wider region.

Council recognises the need to keep improving mode choice across the network—whether by car, bus, bike, walking, micro-mobility, or through emerging technologies. A well-functioning transport system supports access to jobs, education, and essential services, while helping to reduce congestion, emissions, and reliance on private vehicles.

Investing in a more integrated and efficient transport network remains a key focus for Council. This includes improving public and active transport infrastructure, enhancing connections between modes, and supporting safe and accessible streets for all users.

We will continue to plan for future growth and change by ensuring the transport network evolves to meet the diverse needs of our communities, now and into the future.

### **Starlings**

Council acknowledges the ongoing concerns raised by residents about seasonal starling activity in the Dudley Street area. While the number of directly affected properties is relatively small, we recognise that the impact on those affected—particularly in terms of health, safety, and overall amenity—can be significant.

This has been a long-standing issue for some members of the community, and while there is no simple solution, Council remains committed to working alongside residents to explore potential options. Staff will continue to monitor the situation and engage with Council's ecology experts to consider whether any practical or innovative management approaches could help mitigate the problem, within available resourcing. We will also continue to work with residents to better understand the extent of the impacts and explore whether any incremental steps could help reduce them over time.

## **Support**

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

[Parks > Other]

A second issue that was first raised several years ago now and again in the last two years, is excessive droppings from starlings roosting seasonally (December-March) in Dudley Street, Richmond. The problem is concerning some residents from both an amenity and health and safety perspective.

This is affecting a relatively small number of residents (around 4-5 homes, at least one with a new baby) however the issues have been challenging for some of them for up to 7 years. Significant

amounts of bird droppings on the pavement in front of three homes in particular saw CCC increase the cleaning of this area (increased LOSs) however residents in February, told Board members that this is not completely addressing the issue and doesn't deal with cars and houses being dropped on. Finally, in a wet southerly, at least two families say their homes are 'splattered' with droppings being blown out of the trees and they have to use umbrellas to protect them from the falling excrement, when moving around outside.

The Board and council officers have committed to considering any possible solution however resourcing (time and funding) is required to investigate and potentially implement a solution.

Although the advice received by the Board is that this issue is not a legal responsibility of CCC, the Board urges the Council to adequately resource staff to investigate all solutions recently suggested by elected members, residents and staff at a street meeting. We believe this is an exceptional situation that requires 'thinking out of the box' to address the significant effects this seasonal issue has on residents and their families.

#### 808 - Pam Richardson

For many years I have been submitting on the erosion of our seawalls and In 2021 I noted in my submission – 'the tidal impacts along the Pigeon Bay foreshore are considerable and we can see the changes year on year. Over 10 years ago the community planted an area along the foreshore to slow down the process. Yes, we knew that it 'was useless' but it has shown the community the rapid rate at which it is eroding away. There are also some incredibly old, constructed seawalls in Pigeon Bay and several years ago part of a seawall was repaired '. Today the erosion continues and some work is required to slow down / prevent the current erosion year on year along this foreshore. It is the only access road from Pigeon Bay to Holmes Bay providing access in and out for 22 residences. The road continues on over a narrow single lane shingle road to Port Levy. This road following closures - serious motor vehicle accidents, flooding in the Little River area, slips, fallen trees, vegetation fires etc. on SH 75 provides an alternative route through to the Lyttleton Harbour roading network and into Christchurch. In this Annual Plan 2025/26 I am very pleased to note that some funding has been allocated to repair the Holmes Bay seawall 2025-27 along with 14 other retaining wall works. It appears the project is planned for 2026 and will cost \$418,000. What seawall area is being considered?





2021



2024

*Along the foreshore east of the junction of Pigoen Bay Rd and Wharf Rd*



*Along the foreshore west of junction of Pigon Bay Rd and Wharf Rd - the bank eroding adjacent to the road 2025*

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Safer transport choices – the Board supports the need for safe, active transport options, the Board supports funding for the following proposals:

The CRAF transport programme.

## Other

### 241 - Anna Gruczynska

[Other/Special Interest Topics > Governance], [Transport > Cycleways (Capital)]

I have a general comment to make about how decisions are made about spending, effectively locks Council into projects which are poorly costed from the start, with little or no debate around budgets, no scrutiny of cost increases and little opportunity for the more fiscally responsible Councillors to intervene and stop/re-assess projects when costs start getting out of hand.

If we take the Antigua Street Project as an example, the initial report to Council in December 2022 did not even mention the cost estimate, which was buried in a staff paper under an appendix to the main report. Concerns regarding this raised by Cr Keown were brushed aside and there was literally zero discussion about whether the \$3.7 million budget is reasonable for less than 500 metres of a road. The recommendations related to design only, there was no suggestion that Council should discuss or approve the budget, which was probably buried as a small print line item somewhere in the 500 pages or so of the LTP or AP. The subsequent budget increase to \$4.5 million, over 20%, surfaced in an Info Session in July 2024, not even a full Council meeting, with no reports to explain the increase. Those raised concerns about the increase were brushed aside and told this is not the right space to discuss costs, it's all about design again. Once again, the cost was sneaked in as a small print line item somewhere in the 500 pages or so of the AP. When the cost increased once again, now to \$5 million, approval was not sought for the increased budget, it was packaged up as "reallocation" from Wheels to Wings to squeeze it into the current financial year. Once again, the cost was assumed to be approved with no discussion or scrutiny, and those Councillors who once again tried to raise concerns about the blank chequebook approach were ridiculed in both the Council meeting and on social media .

My comment regarding the proposed spending on the transport network is therefore that the process for approving initial budgets, and any budget increases needs to be more transparent for significant projects. I implore Council to apply scrutiny to any proposed change which starts with "Adding an additional xxx" and seek ways to deliver a functional outcome without adding the additional cost to the projects.

In particular I do not support Adding an additional \$1.25 million in 2025/26 for Antigua Street Cycle Network (Tuam – Moorhouse) to support the initial design for the project. This would be rewarding reckless behaviour of some Councillors to spending ratepayers' money.

### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board requests that the 2026 budget include funding for the planning of marine structure renewals and upgrades, as outlined in the Coastal Hazards Adaptation Plan – March 2025, for the 2026-27 Annual Plan.

>>>

[Parks > Wharves and Jetties]

**Marine Structures** – The Council recently approved the Coastal Hazards Adaptation Plan for Whakaraupō Lyttleton Harbour and Koukourarata Port Levy, which emphasized the need for the Council to plan for the protection of public assets, including marine structures.

However, a significant proportion of the marine structures across all of Te Pātaka o Rākaihautū Banks Peninsula are approaching the end of their service life and will soon require extensive repairs and renewals. These structures are vital to the daily lives of the Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula communities, acting as essential lifelines during emergencies.

The Board acknowledges that many of these structures will need to be redesigned during repairs or renewals owing to the impacts of climate change/sea level rise.

The Board requests that the Council consider allocating additional funding for Te Pātaka o Rākaihautū Banks Peninsula Marine Structures to support the implementation of the approved Coastal Adaptation Plan in the Council's Long Term Plan 2027-37.

**730 - Merav Benaia** How council reports on transport expenditure, mainly cycleways needs to change. A great example is the work on Antigua Street. The cost of the cycleway and the cost of the road upgrades needs to be split out and reported separately.

Currently all spending is lumped in one number and given a title that drives the belief that our cycleways are “gold plated.” I would like to see a breakdown of the costs so it will be clear how much is spent on road improvements (water and sewage infrastructure, traffic lights etc.) and how much on the paving of the cycleway itself.

**853 - Michael Davidson**

An elected member recently wanted an audit on mobility car parks because she saw some that are not being used, saying it was crazy. Instead of wasting money on an audit when most people value mobility car parks, I would like Council to consider increasing their budget and creating a budget of \$100,000 to make a transport infrastructure more accessible for people with disabilities. Eg, cutdowns on kerbs or even existing cutdowns made user friendly.

## General/Other Comments

1018 - Grania McKenzie

Things that Council can improve:

*Inner city! Roadways, cycleways, footpaths, speed limits, buses, cars..... its a bloody mess!! Too many signs, painted bits - doesn't flow, confusing.*

1026 - Harrison McEvoy (Greater Ōtautahi)

We have serious concerns with the delays of, and financial reporting processes for cycleways at Council. Past enquiries have indicated that Council struggles to release financial data around cycleways. However, recent OIAs have shown that Council has on average received 51% co-funding from NZTA for cycleway related projects. Under this kind of funding model, we believe Council should have prioritised major programmes, rather than delaying. With the National Land Transport Programme (NLTP) no longer able to fund cycle infrastructure and Climate Emergency Relief Fund (CERF) disestablished, we believe Council has missed a critical opportunity to do more of this work. The loss of this co-funding places Council in the position that either they have to defund projects or make up funding through rates. This is unideal and represents a major loss for the city. Projects undertaken at Council often do not clearly define what is being spent within each programme. Examples of this are the Antigua Street improvements around Parakiore, where the entire expense was chalked up as cycleways, and the Puari ki Pū-Harakeke-nui Northern Line Major Cycle Route, where \$7.94 million was spent on Section 1 Railway Crossings and rolled into the total cost. Reporting on these programmes needs to be clear about what is being spent and where. Failing to report on this creates an atmosphere of distrust between ratepayers and the Council, especially when costs blowout on these projects for unrelated reasons (such as service clashes).

116 - Andrew Massie

I want to see:

Antisocial and dangerous drivers punished more.

190 - Allan Brown

We need to keep working on ever more efficient means of moving people

693 - Ethan Venmore

Town is still a pain to navigate, especiallu for the elderly and disabled.

755 - Tobias Meyer

I am concerned about the safety of our roads and the inconvenience of using public transport. Buses are often slow due to cars blocking the bus lanes. Cycling is dangerous and I am often nearly hit by cars- even when in cycle lanes.

#### 84 - Ken Tod

A recent article is the cost blowout on the Antigua streetcycleway by the Parakiore/Metro Sports centre from Tuam Street to Moorhouse Ave - an additional \$1.25m, shifting the cost of this tiny stretch of cycleway to \$5m.

The design was not integrated into the actual Parakiore site and Council staff said there had been no real appetite among councillors to explore cost-saving measures at previous briefings.

This spendthrift approach by the current councillors who voted in favour of this sort of expenditure with other people's money without a care for people struggling during the current cost of living crisis is beyond the pale.

There needs to be a real appetite across the council (Staff and representatives) for better stewardship and spending decisions that bring real value for money on core infrastructure - roads, water, waste, parks and recreation - not solely on goldplated over engineered cycleways and raised pedestrains crossings.

#### 843 - Harrison McEvoy

CCC has major accountability issues with Transport spending. The fact that it is either unable to, or unwilling to breakdown costs relating to major transport line items is unacceptable. CCC needs to be far more transparent with its expenditure in this field.

# Resource Recovery

## Resource Recovery (Operations)

### General Comments

5 submissions provided feedback on resource recovery (operations).

2 provided alternative proposals and 3 provided general comments.

### Officers Response

- Requesting assistance from council relating to Waste Minimisation initiatives in the community
- Proposing inorganic collections where residents can firstly take items of value and then council retrieve the balance of the waste at no extra charge. Suggesting that this would reduce fly tipping
- Suggesting that council increases focus from the management of recycling and waste to waste reduction through the co operation of residents, business and industry.
  - o Suggesting that council set a target for the reduction in waste going to landfill and develop a programme to achieve it
  - o That progress be monitored and reported in each year's annual plan

The Resource Recovery Team currently facilitate a range of educational opportunities within the community to support waste minimisation along with supporting community driven initiatives where resources allow.

We welcome enquiries by community groups

Inorganic collections come at a significant cost to ratepayers as most of the material left is not in a condition for reuse once it has been exposed to the elements. Cities who have introduced inorganic collections have reported that this has not eliminated fly tipping. The EcoDrop Resource Recovery Centre's provide residents with a range of free services including the ability to drop off reusable goods. Other organisations and platforms provide reuse and repurposing services including charity shops, trade me and Facebook marketplace.

Council has a per person target of waste to landfill which is reported on a monthly and is publicly available in the annual report which can be found on the public website . The resource recovery team currently facilitate a range of educational opportunities within the community to support correct wheelie bin sorting and waste minimisation. We also provide 6 monthly subsidised workshops for residents who are keen to reduce waste.



The overall waste strategy is expressed through the waste management and minimisation plan in line with the requirements of the Waste Minimisation Act 2008. The current plan was produced in 2020 and is now under review. The review considers current and future service provision. A new draft plan will be released for consultation in 2026 and adopted through the next Long Term Plan process.

## Other

### 266 - Name Redacted

rubbish everywhere (no bins), stuff getting dumped, (for crying out loud how about a free inorganic collection once a year to start with as people CANNOT AFFORD the rubbish tip fees and a lot don't have any way to get rid of "bigger" rubbish. WHY aren't you doing that? They put their stuff on the grass berm, some people would want it and remove it (very green) and then the rest gets picked up at NO EXTRA CHARGE! THAT would reduce fly tipping and is a logical idea.

### 893 - David Close (Christchurch East Labour Electorate Committee)

#### 6.0 Opportunity for savings – Solid waste and recycling

6.1 From a distance it appears that, in recent years, the Council has focussed on the management of recycling and the collection and disposal of waste. Both are expensive. It seems that reduction of waste at source is no longer an objective. Plastics continue to dominate in packaging even as scientists warn of the contamination by micro plastics of land and sea and even the organs of the human body. In time past, the Council had an objective to progressively reduce the volume per resident of waste going to landfill. This makes sense for the environment and for the ratepayer. Reduction in waste requires the active cooperation of residents, business and industry, especially the building industry.

#### 6.2 Submission

- (i) That the Council set a target for reduction in waste going to landfill and develop a programme to achieve it.
- (ii) That progress be monitored and reported in each year's annual plan.

## General/Other Comments

### 1020 - Lee Williams

[Things that I want Council to do:]

"Good rubbish days", stuff of value left on street for people to take if wanted, balance left removed by Council

465 - Andrea Davis (Sumner Community Residents Association)

We have applied to have the old gas works on Duncan and Wakefield leased to the Community to run our Zero Waste Minimisation project. We will speak to that project on April 13

[Attachments available]

842 - Murray James (We Are Richmond (Richmond Residents and Business Association)

within Richmond there are many waste minimisation activities under way. These could be paid more attention and given some love and care by CCC.

## Resource Recovery (Capital)

### General Comments

1 submission provided feedback on resource recovery (capital).

This 1 comment was in support.

### Officers Response

- Support bringing forward spending on the Bexley Landfill remediation

#### **Bexley closed landfill – Estuary drain water quality improvement works.**

The Bexley landfill operated for around 30 years and closed in 1984. The Estuary drain bisects the landfill, flows to the east, and discharges into the Avon-Heathcote Estuary. Leachate seeps have been noted (generally at low tide) along parts of the drain and the estuary bed. The effects of this discharge are observed by the presence of brown-orange iron oxide precipitate and elevated levels of nitrogen compounds in the water.

To plan for remediation of the site, CCC engaged consultants to carry out a three-stage investigation:

- Stage 1 (Completed) – Objective and target setting.
- Stage 2 (Completed) – Remediation options identification and evaluation
- Stage 3 (In progress) – Environmental monitoring.



In stage 2, a hybrid option of retention pond with aeration for iron oxide settlement, a nitrifying trickling filter and wetland planting was chosen as the preferred option. The stage 3 monitoring has been initiated to more fully inform the design of the preferred hybrid option.

Results of the monitoring are currently planned to be due around October 2025. At this stage detailed design may begin. Any physical works would likely proceed in FY2027.

## Support

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We support bringing forward spending on the Bexley Landfill remediation.

## Ōtautahi Christchurch Regional Organics Processing Facility

### General Comments

2 submissions provided feedback on the Ōtautahi Christchurch Regional Organics Processing Facility

These 2 comments were general comments.

### Officers Response

- Interest expressed in moving green waste to more rural sites, such as Kate Valley
- Prioritise, and communicate openly regarding, the closure of the processing plant

The location for the new EcoGas Organics Processing Facility is a site is in an area zoned for heavy industrial activity on the edge of the city which anticipates this type of activity. This site has been selected based on several factors including proximity to existing arterial traffic routes, minimisation of impact to the existing kerbside collection, zoning, adjacent industrial neighbours, and planning advice.

The transport of organics from the city out to a remote site like Kate Valley, has cost impacts for ratepayers as well as environmental impacts.

The procedural delays in the processing of the ECan Resource Consent, for the new EcoGas Organics Processing Facility in Hornby, have impacted the development timeline but have not stopped the progression of the project as design, procurement and building consenting workstreams have continued in parallel.

Notwithstanding that the resource consent for the new organic facility is being obtained by EcoGas not Council, Council have expressed concern to ECan at the procedural delay. ECan have acknowledged the delay and are working to progress the limited notified hearings process in accordance with the relevant statutory timeframe.

The existing operation at Bromley has changed how it processes organics. From January 2024 a two-stage process has been in effect. The first stage sees organics received and processed in the tunnels at Bromley. The ex-tunnel compost is then transferred to Kate Valley for second stage processing into a capping material. The result of these changes means that no maturing compost is now stored externally on site at Bromley.

The community continue to be informed on the operational performance of the site and the progress of the Ecogas resource consent process through the community liaison group that meets quarterly. In addition, Newsline articles and updates are provided via the council website.

## General/Other Comments

116 - Andrew Massie

I want to see:

Move your green waste plant to rural places like Kate Valley or something.

893 - David Close (Christchurch East Labour Electorate Committee)

## **10.0 Living Earth Organic processing plant**

10.1 We congratulate the Council on its work to date to progress the reduction of the odour from the Living Earth plant. Accounts from nearby residents show the smell is significantly reduced. However, as residents of the East we are concerned about delays in progressing to the final closure of the Living Earth organics composting plant. We understand the delays are due to the processing of the resource consent. The problems with the odour from this plant were for so long unrecognised as a legitimate odour problem for local residents that delays now only serve to further reduce the level of trust residents have in Council processes.

### **10.2 Submission**

#### **That the Council:**

- (i) **note that it stated at the start of the process that it would give priority to the closure of the plant**
- (ii) **ensure that a pattern of transparent communication is established and maintained with local residents during the remaining stages of closing the plant.**
- (iii) **ensure that relationships with the Regional Council are maintained at the highest level to avoid further delays in the closure process.**
- (iv) **note that similar issues arise in relation to the replacement of the trickling filters.**

# Parks

## Parks Maintenance

### General Comments

65 submissions provided feedback on parks maintenance.

24 provided comments in support and 2 provided comments in opposition.

18 provided alternative/additional proposals and priorities, and 24 provided general comments.

### Officers Response

Submissions received reflected the need to upkeep parks maintenance as the community values parks and their importance for the city. Submissions also reflected the need to keep maintenance costs to a minimum.

Several submissions praised the work of parks staff and the standard of maintenance since we moved all parks maintenance operations in-house. However, there were also several conflicting submissions who expressed their concerns for neglected weeding, inadequate mowing, overflowing bins, and inefficiencies in contractor work. Further concerns were raised around flooding issues at Spencer Park.

One submission suggested allowing local volunteers to assist with minor upkeep. Another suggested more native planting to mitigate mowing costs.

The new in-house maintenance team is constantly learning which parks require additional resourcing to achieve our Levels of Service and have been regularly adjusting their work programmes as needed. Staff consider ways to reduce maintenance with both new developments and renewal aspects of parks.

Native plantings are taking place where appropriate in a number of our parks.

There has been ongoing work to maintain the drainage of the Spencer Park Picnic ground which is currently working well. The future of the picnic ground is unknown and is likely to be prone to flooding at times due to its close proximity to a tidal lagoon. We wouldn't recommend any investment in flood management until more detailed adaptation planning has been completed.

We have a strong Community Partnership Ranger service to assist with activating volunteer efforts in local communities. New volunteers are welcomed and supported.

## Support

### 162 - Philip Richards

The maintenance of the reserve near us has improved greatly since the Council took it over from contractors.

### 203 - Richard Hall

No [comment about proposed spending]. We need to keep the maintenance up on these.

### 225 - Mark Jermy

Parks and reserves is something the Council does very well. Thank you.

### 263 - John Cumberpatch

These are a real asset to Christchurch and need to be maintained to an appropriate standard.

### 280 - Julien Gutknecht

No issues

### 283 - Sarah Kate Millar

Keep investing in parks and rec. Key to wellbeing and physical activity levels

### 357 - Mark Robinson

Great, love to see the parks in good shape.

### 362 - David Gardner

I'm happy for more to be spent on parks and reserves

### 365 - Malcolm Clark

Parks are important so happy for these to be well maintained.

### 378 - Tracy Watson

parks and reserves need to be maintained, so there needs to be funding available for that

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

While this question isn't directly related to Life in Vacant Spaces (LiVS), I believe it's important to recognise the value of well-maintained parks and reserves in creating vibrant, accessible public spaces. These areas not only contribute to the wellbeing of the community but also provide valuable spaces for creative and community-driven projects.

At LiVS, we work to revitalise under-utilised spaces, and parks and reserves can play a key role in this by offering venues for events, markets, and public art installations. I would encourage the council to continue investing in parks and reserves, ensuring they remain welcoming, versatile spaces that support local creativity and community engagement.

These areas can become integral parts of the city's urban transformation, offering both recreational and creative opportunities for residents and visitors alike.

491 - Andrew Douglas-Clifford

I value the work that Council does to keep our parks and reserves tidy, especially along the Avon River corridor and central city.

858 - Cody Cooper

The new teams are now working well and i want to say thank you ri them for their hard work.

860 - Rob Batstone

im happy to have my money spent in this area

## Oppose

608 - Ondine Kiesanowski

nothing is maintained, so it's a waste of money. I live beside a reserve, and in summer it becomes a fire tusk with the over grown weeds and grass

759 - Jeff Scandrett

The state/ maintenance of the parks and reserves is a disaster. The bringing of that infrastructure into council control was suppose to save money and improve quality outcomes. It has done neither.

## Other

### 162 - Philip Richards

I wonder if neighbourhoods could be authorised to do minor maintenance in community parks to keep pathways clear, prune plants that need it (like agapanthus and roses) and to clear dead branches etc. Such a scheme would still require the council to remove any material generated because the household bins are not likely to be big enough, but the labour content would be free

### 165 - Paul Amtman

Just one get together to look after our parks ,they should be free. Also mowing down the road at Bishopdale Reserve is cut by one contractor and the grass around the carpark by another contractor.

### 192 - Sonia Bell

Fully support the enhancing of our existing parks and reserves. New developments have houses so close you can share a coffee across neighbouring windows. Calling for volunteers or utilising those sentenced to community work, perhaps the courts could review the low level crime/ youth crime (breaking rocks of the days past), to digging and planting vegetation for the community is a possibility. Supervision isn't an issue, again one could call for retired persons with an interest in keeping the community green to mentor the naughty ones!

### 214 - Jan Edwards

[Parks > Capital (General)]

Do less. Too many planter boxes and other fancy things that then need to be maintained and never are

### 220 - Sandra Pilet

Only spend on mowing and general maintenance

### 327 - Brendan Hampton

grass cutting in dome small parks has dropped eg my.local park

332 - Steve Willman

the parks and reserves should be taken care of by council employed staff some of the parks around the city are a disgrace.

350 - Tony Smith

Maintain the parks and reserves as they are.

We have other priorities that need urgent attention as above

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Other priorities:

Cockayne Reserve Car Park renewal.

Hard Surface renewals at Rawhiti Domain – stand-alone item to be included in the LTP.

Spencer Park flooding issues need to be remedied.

>>>

The Board supports maintaining levels of service at the same levels as present in general. However, we would like to see the level of service increased in and around suburban villages such as Woolston, New Brighton, and Queenspark. For example, rubbish removal, weeding, infrastructure maintenance (pothole repairs), back-flow valve maintenance, beach access boardwalks/tracks/infrastructure being 'lifted' and made more disability-friendly.

501 - David Trent

Gainsborough Reserve isn't being mowed short enough for children to be playing on it. It needs to be reassigned to be mowed as short as lawns at Pioneer Stadium & McFarlane Park etc.

I've been mowing a section for 5 years so children can play on it. There's a soccer goal and lots of children play on it because I have mowed a section for them. It needs another soccer goal at the other end. The goal post netting is ripped. It needs goal posts like the ones at Lancaster Park. Thank you



615 - William Blair

Yes. Erica reserve and its maintenance make it unfit for purpose. The grass is left to grow too long and when it is eventually mowed they don't pick up the cuttings – which then rot in place. St James park is lovely why not our little reserve?

618 - Sebastian Marinhovich (Green Enterprises @ Co)

Yes. Spend more. Fix them. Clean them.

683 - Jan Gregor

More regular mowing of public-spaces, particularly in the spring and autumn during rapid grass growth, and particularly at Stanbury Reserve.

771 - Jake Moratti

Is the council looking into lower maintenance native plants for our parks to ease costs down the track?

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

In general the grass in parks need to kept short enough that dog owners can easily see and pickup dog poo and so that people can enjoy their local park in the winter without getting their shoes soaking wet with the long grass.

795 - Dianne Downward

In general the grass in parks need to kept short enough that dog owners can easily see and pickup dog poo and so that people can enjoy their local park in the winter without getting their soaking shoes wet with the long grass.

889 - Allan Taunt

Although do wonder if something could be done with Murchison Park? Is it possible a football field could be constructed here. A basketball court would be great as well. I also wonder if there is an opportunity for a children's mountain bike track (it could loop around the east side of the park as that area would be unlikely to be used for anything else).

935 - Kerry Neville

It's not your money, why upgrade or do anything, just mow the grass.

## General/Other Comments

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We believe Council should be ensuring that third spaces (parks, reserves, walkways in this instance) are equitable, accessible, well-maintained, and friendly. Communities benefit when shared spaces bring them closer. Christchurch is peppered with small urban parks and reserves, each with its own character and history. These represent significant investments in, and social glue for local communities. To this end, ensuring that our parks are well maintained and accessible should not only be a matter of civic pride for Council, it is also a tangible investment in community growth. Residents take pride in their local amenities, and they provide spaces for people to gather as whanau, groups, and organisations. This is of invaluable benefit to the social wellbeing of our city.

### 114 - Paul O'Connor

I believe we trust need to keep maintenance to the absolute minimum.

### 117 - Dustin Waldron

Some parks and reserves need more upkeep and maintenance than others

### 154 - Stewart Taylor

I have no problem with most of the Enhancements you do regarding Parks, Walk-ways/Cycle-ways, Rivers and Streams. **But**, I do have a huge problem with the lack of follow up maintenance. Weeding, trimming etc. If you can't maintain, **Don't** keep wasting our money on doing even more **enhancing**. A lot of it is not **necessary**!

### 171 - Melanie Kardt

Parks and reserves must be kept and maintained

### 216 - Tony Stevens

Parks and reserves are an essential part of urban living.

Access to green space is a great health benefit and a great recreational asset. It is not only calming to have green space, but medical research has found proof of the lessening of the need for treating medical problems of many kinds. The chemicals released by certain trees for instance, can reduce the risks of cancers and respiratory disease. Parks and Reserves are not just nice to have but essential. Wilding of the red zone is a low or minimal cost to rate payers and the benefits gained far outweigh the minimal expenditure. Fencing of such areas is the greatest cost and must be done to prevent fly

dumping etc.

219 - Luke Dennison

Parks and reserves need to be maintained at a cost effective rate for ratepayers.

232 - Georgina Barugh

parks and reserves should be maintained and kept tidy and lots of trees planted. Regular emptying of park bins as our local reserve often has bins overflowing with dog poo bags.

237 - Christine Nicoll

taking away rubbish bins in parks was not good.

Nunweek pk is well kept.

241 - Anna Gruczynska

I cannot really see from the Consultation Document what is being proposed, so I have no specific comments, but generally support maintaining parks and reserves to a high standard to make them safe and pleasant places to be, because with the annihilation of the tree canopy for development, parks and reserves will play an even more important role in making the city livable.

242 - Graeme Wood

We are known as the garden city however grass and weeds seemed to be neglected in some areas.

253 - Gavin Blackwell

park spaces etc are fine to spend on, just make sure value for money

260 - Jan Bierman

Parks should be maintained

262 - Da Steel

The parks and gardens must be kept in a tidy condition.

266 - Name Redacted

Are you spending money on them? Really? Seems to me that cricket pitches and rugby fields get maintained ALL the time but anything outside of that doesn't. NO edges EVER GET TRIMMED, TREES very rarely get trimmed (ESPECIALLY those on the grass berms around the city)

>>>

Trees and bushes very rarely get trimmed at all incredibly frustrating. What about all those grasses you put everywhere (horrible things) they NEVER get maintained. So much needs to be done and never is - it's all hit and miss apart for the rugby and cricket fields... WHY exactly is that please?

337 - Sandra Olliver

As a result of the earthquakes we really have too many green areas to maintain.

425 - Diane Prankerd

our parks and reserves are such an important aspect of life in Christchurch and the upkeep needs to be one of the priorities

428 - Chris O'Brien

Important to keep them maintained and looking good.

441 - Gary Robinson

I think "keeping up appearances" is a good motto in this case.

823 - Catherine Swain

Continue maintenance on our green spaces, including rubbish removal.

836 - Gerrit Venema

Just keep them tidy and accessible. We don't need spending on art & culture in these areas.

846 - Mark Fursdon

I note that parks and reserves in the Harewood area are not well maintained and are full of uncontrolled weeds which are also encroaching over footpaths. Hedges are seldom trimmed and have also encroached over footpaths to the point where trimming them back to the edges will destroy them

868 - Andrea Kofot

Christchurch is full of unique urban parks and reserves, each with its own history and character. They're not just green spaces—they're social hubs that bring people together and represent a valuable investment in community wellbeing. Therefore the Council should ensure that parks, reserves, and walkways are and continue to be accessible, well-maintained, and welcoming for everyone.

#### 878 - Peter Galbraith

As the city densifies, parks and reserves become more important for green space. Don't cut back on maintenance

## Playgrounds & Play Equipment

### General Comments

11 submissions provided feedback on parks maintenance.

These 11 comments provided alternative/additional proposals and priorities.

### Officers Response

Submissions detailed several playgrounds that submitters wished to see renewed, and asked for more toddler and family-friendly spaces.

One submission suggested Riccarton is deficit in Council-owned play spaces.

One submission requested that the QEII Play Space be moved to a separate line item within the QEII Master Plan.

We provide a variety of play spaces across the city that cater to the diverse needs of the community. While we recognise the importance of toddler-friendly areas, it's essential to balance these provisions with the needs of other age groups, given the resources available. Our play spaces are designed with input from the community, and we aim to accommodate as many preferences as possible.

All the playgrounds suggested for renewal are programmed for renewal or have upcoming consultation plans.

While there are gaps in provision in many areas of the city, priority is given to areas with the greatest need, local area planning, and opportunities to acquire suitable land.

Once the final scope of works has been identified for the QEII play space, staff might consider managing this work through a separate line item.

### Other

18 - James Mackenzie

more playgrounds need refreshed.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board wishes to highlight, QEII Master Plan (56898, 56899, 58911 and 61787). 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.

>>>

The Board requests that the QEII playspace be a separate line item.

>>>

The Board wishes to ensure that the funding for playground renewals is adequate for true like-for-like replacements and would like staff to investigate additional procurement avenues.

631 - Nicole Trayner-Smith

id still like to see more toddler appropriate playgrounds. The playground in my neighbourhood, Nepal Reserve just doesnt seem to make any sense. There is no easy access to the slides, its like youve tried to make it “more fun” but removed the practicability of it.

640 - Lance Herrick

i would love to see more parks catered to younger kids (1+) along side big kid parks, even though my kids will be older by the time anything is done i would love to see it done fo people who do have younger ones

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

The Board notes that the Riccarton Area is deficit in Council-owned community parks and play spaces and is hopeful that this will be able to be addressed in the upcoming Play spaces Network Plan.

The Board was pleased to be able to apply some of its ”Better off” funds towards creation of a “pocket park” in the upper Riccarton area.

754 - Sarah Laxton

I would ask that playgrounds have bike parking installed at them.

#### 804 - James Ridpath (Youth Alive Trust)

[Grants and Funding > Requests for additional grants and funding]

With both the increase in residents into central New Brighton, an upcoming decommissioning of play equipment in Rawhiti Domain, and a lack of play equipment for a local school, we're advocating for some council budget to be allocated for play equipment for young people in Rawhiti Domain. There is currently one small play park for small children beside the canopy, and this is coming to the end of its natural life and the children's natural playground in another area of the park. However, we at Youth Alive Trust plus the school community, PTFA and management at New Brighton Catholic School have been working on a proposal for long term, quality play equipment in Rawhiti Domain in walking distance of most of the central New Brighton residents, and within the play area of the 200 New Brighton Catholic School students who use it each day. This project has been in the works over a couple of years, and last year we presented to our local community board and councillors about the proposed project, with the CCC Parks team approval, and the board gave staff the remit to come up with designs. The school is keen to fundraise towards some play equipment costs, and we are asking if the council would consider budgeting some money into this project too.

#### 807 - Zoe Brock

Fix Lyttelton playgrounds

#### 854 - Ryan Bond

would be good to get a better playground in Simeon park

#### 855 - Sophie Bond

It would be great to see Simeon Park included in your spending plan. This is a high use park, with consistent growth in housing going in nearby. The playground is old and tired and dangerous in some places. This area needs a great playground.

#### 861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

We need better playgrounds for our Families. Hagley Park SHOULD be an icon. The Botanical gardens themselves are spectacular, but the children's play area is extremely old and outdated. Can we spruce it up perhaps? Similar to Margaret Mahy or Sumner (Scarborough) . Residential playgrounds are embarrassing. Although Abberley Park is what we need more of.

Surely we at least levy every concert, festival or Polo event that happens to help part fund these?

[Full attachment available]

# Sports Grounds & Facilities

## General Comments

8 submissions provided feedback on sports grounds & facilities

1 provided comments in opposition.

7 provided alternative/additional proposals and priorities.

## Officers Response

Submissions reflected the community's strong appreciation for adequate sports grounds and facilities across Ōtautahi Christchurch with multiple requests for upgrades.

Requested sports facility upgrades and renewals included:

- Burwood Park Cricket facility renewal
- More football fields and goal nets
- More basketball courts across the city
- New Brighton Olympic track upgrade at Rawhiti Domain
- Wainui tennis courts upgrade

Council staff are working with the Regional Sports Organisations to set the priorities for sports field development over the next 10 years through the Council-approved mechanism of the Sports Field Network Plan. Burwood Park facility may be considered in the next cycle.

The Sports Field Network Plan allows for the configuration of multi-sport zone playing spaces that meet the current and future community sports field training needs. Installation will take place over the next 10 years. Our multisport zones will include basketball courts.

The Council has invested in irrigation for the New Brighton Olympic track at Rawhiti this year. We will continue to monitor its condition.

The Wainui tennis courts were most recently assessed in 2023 as being in moderate condition and will be prioritised accordingly. Asset renewals are prioritised based on their condition and a range of other factors.

## Oppose



### 32 - Stacey Shadbolt

is this really necessary? it seems excessive for an assessment. \$75,000 for a feasibility assessment for a skate park upgrade, including a potential vert ramp at Washington Skatepark or an alternative venue, giving us the potential to host national or international skate events.

## Other

### 297 - Charles Shaw

The Wainui tennis courts are not up to scratch and need an upgrade.

### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Other priorities:

Burwood Park Cricket Facilities renewal.

New Brighton Olympic – track upgrade at Rawhiti Domain

### 674 - Aurora-rayne Dyer

We need more football goal nets. Or mowed grass in more parks.

### 683 - Jan Gregor

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

Tennis courts upgrade.

### 788 - Marie Haley (Akaroa Civic Trust)

## 5. Support upgrade of Akaroa's recreational facilities

Support the community-driven project for an upgrade to the recreational facilities, tennis courts, toilets, and development of the unused Sports Pavilion into a youth and multicultural community centre that can be used by the community. This is extremely important given the concerning high rates of suicide and attempted suicide in our rural at-risk community, across age spectrums including of highly respected community leaders. We call on Christchurch City Council for urgent support of this issue and to support community aspirations. The Akaroa Civic Trust supports the aspiration of Akaroa youth and community groups.

### 881 - Bill Cowen (Cashmere Technical Football Club)

Yes. It is 10.30 pm Friday 28th March - the last day for registering interest in this survey. I have just been made aware that the deadline is 12 pm tonight and I do not have time to properly present my concerns re the extraordinarily difficult circumstances that my community club - Cashmere Technical Football Club - the largest sports club in Christchurch and indeed the South Island with 1750 players. Briefly, I have been a community volunteer for 45 years and feel that our catchment that encompasses Woolston, Linwood, St Martins, Opawa, Roimata, Philipstown, Huntsbury, Sydenham, Beckenham, Cashmere has insufficient quality playing and training pitches. Our sport is currently the largest (and growing) in New Zealand and yet we have to pay colossal sums of money and are now recording annual losses for the first time in our over 100 years history to lease and maintain both council and private football fields, which is extremely difficult, unfair and will lead to fabulous volunteers walking away in frustration. Since the Christchurch earthquakes, we have lost access to 5 football fields in Roimata, Woolston and Linwood - our main base at Woolston Club's Garrick Park is worryingly tenuous with the poor financial position of that community organisation, who have provided their 3 football fields to the community since the mid 1950's and have made it clear to the CCC over 18 months ago that they would prefer to sell the greenspace, changing rooms, community room and supporting carpark to the CCC. Could someone please contact me to explain how I can present our story in depth as I simply do not have the time this evening.

### 908 - Rey Rosales

Things that I want Council to do:

MORE BASKETBALL COURTS

# Parks Paths & Walkways

## General Comments

8 submissions provided feedback on parks paths & walkways.

3 provided comments in support and 5 provided alternative proposals/priorities.

## Officers Response

A dominant theme in the responses was around shared paths for pedestrians and cyclists where responses were mixed. Some submitters praised the wide paths around most of Hagley Park, and requested wider paths along Harper Avenue and in other parks. Others asked for separate pedestrian paths.

Another theme was appreciation for the excellent work by the regional parks team and a request for their funding to be increased to allow more track work.

We take a balanced approach to meeting the needs of different users, aiming to cater to as many people as possible within each individual park. We design and build paths and walkways taking into account the nature of the land and available space.

Accessibility is a key priority when designing and building paths and walkways, ensuring all users can enjoy.

The Regional Parks team have operational and capital funding for ongoing track renewals and maintenance.

## Support

### 738 - Shelley Washington (Rod Donald Banks Peninsula Trust)

Thank you for the good work of your regional parks team. We appreciate the work done by CCC on creating and maintaining public access, walkways and cycleways on the Port Hills and Banks Peninsula. We appreciate the work done by CCC to protect and enhance biodiversity and to collaborate with and support the work of community groups on Banks Peninsula.

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Please keep up the good work with your reserves, walkways and cycleways on Banks Peninsula. We thank you for your progress on the Head to Head Walkway.

747 - Paula Jameson (Summit Road Society Incorporated) Support, but funding should be retained beyond 2024/25 when it is scheduled to expire:

65817 Port Hills & Banks Peninsula Track and Reserve Development

Support:

408 Head to Head Walkway

[Full attachment available]

888 - Jenny Healey (Cass Bay Residents Association)

WE appreciate and support the proposed funding for the development of the Cass Bay Reserves. Our community contributed over 2000 hours of voluntary work last year on our reserves with planting, watering and maintaining, and weed control on the reserves as well as developing new tracks, in conjunction with the park rangers. Locals are also involved in the WOPP to reduce predators which is showing results with more kereru and other native birds coming back to Cass Bay. This work is enjoyed by more than just Cass Bay residents as our reserves are very popular with walking groups and people from Lyttelton, Christchurch and further afield. The money proposed for further development of Cass Bay reserves will enable the CCC rangers and our reserves committee and volunteers to further develop these tracks and reserves for every ones enjoyment.

The money allocated for the ongoing development of the Head to Head walkway will enable the continued work to ultimately create an incredible asset for Christchurch. This walkway could bring many visitors from Christchurch, New Zealand and even overseas which will give an economical benefit to the area and create business and job opportunities.

The Reserves Committees, which operate on Banks Peninsula, provide many hours of volunteer labour to projects and thus save CCC money. They should continued to be supported.

Other

698 - Dominic McKeown

widen the footpath alongside harper ave to match the rest of hagley park

791 - Marcus Puentener

Spend more of reginal parks to maintain the standrads and make tracks safe to walk.

869 - Anne Scott

When upgrading paths, they should be widened to better facilitate mixed uses including cycling. Burnside Park paths have been recently renewed and are too narrow for their mixed use.

879 - Anne Scott (Spokes Canterbury)

Spokes would like to see:

1. Improved shared path through parks and reserves

Our parks and reserves provide shared spaces that support well-being, provide recreational opportunities and connections through communities that are used for active transport. There is a regular maintenance programme for paths in parks. When paths are renewed they should be upgraded with sufficient width to provide a safe cycling and walking route. Hagley Park is a great example of infrastructure built with everyone in mind and as a result the paths that have been widened are now heavily used for active transport and recreation.

891 - Mary O'Connor

There needs to be pedestrian-friendly paths, just for pedestrians. You are ignoring the needs of pedestrians to have many paths just for them, rather than your default being “shared paths” for all paths that don’t have steps. Yet you are happy to create more than one path/road option for cyclists, those on e-bikes, e-scooters, .... without considering the negative impact that this has on pedestrians, especially less able pedestrians who are left with no suitable path for them to use. Shingle paths are not pedestrian-friendly as they are noisy, shift under feet, and small stones get into shoes. Because they cause less force on impact they are better than asphalt, but only just.

## Foreshore

### General Comments

3 submissions provided feedback on the foreshore.

1 provided comments in support and 2 provided alternative proposals/priorities.

## Officers Response

Submissions received reflected a community desire for the Council to protect our foreshores. One submission highlighted the need to reintroduce wetland plants to the esplanade to restore the natural estuary ecosystem. Another submission requested that an adequate amount of funding is available to maintain the sand dunes at a low level in front of He Puna Taimoana. A third supported the New Brighton Pier Renewal.

Following a significant project to upgrade the revetment and esplanade, the shoulder area between the rock wall and the pavement has been seeded with grass. This is a practical surface to maintain for the time being. At some stage, we will consider introducing some low coastal amenity shrubs as well as some additional screening plants to enhance White Flipped Penguin nesting areas. This needs to be balanced with feedback we received where people asked that we didn't over plant the area.

We have recently recontoured and replanted the dunes in front of He Puna Taimoana. Due to its modified nature, this will have to be repeated on a cyclic basis as sand will continue to build up against the constructed environment behind it. Over time, the dune will build in height and require continual management in the form of reshaping and replanting with native sand-binding vegetation.

## Support

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Other priorities:

New Brighton Pier Renewal (41922)

## Other

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board would like to ensure that there is adequate funding to maintain the sand dunes at a low enough level in-front of He Puna Taimoana.

465 - Andrea Davis (Sumner Community Residents Association)

Again flagging the need to reintroduce wetland plants to the esplanade planting as a return to the natural estuary dune ecosystem

# Biodiversity & Ecological Restoration

## General Comments

10 submissions provided feedback on biodiversity & ecological restoration.

5 provided comments in support and 5 provided alternative proposals/priorities.

## Officers Response

All the submissions supported a greater amount of biodiversity work. Several praised the increased focus on biodiversity through funding and resourcing in the current LTP. Several requested greater resourcing for biodiversity rangers.

One proposed introducing cat registration and limiting cat numbers to 1 per household.

One proposed a greater focus on Canadian geese control.

The current LTP already included additional funding for biodiversity through the Environmental Partnerships fund and the establishment of a Council-wide biodiversity advisor.

Canadian geese control continues to take place annually.

## Support

### 310 - Alicia Pilkington

environment should be put first. I love the idea of the council finally giving a damn

>>>

love the work you want to do for the environment.

### 779 - Marie Gray (Towards Pest Free Waitaha)

In addition, we support increased resourcing for the teams on the ground that work to restore and protect indigenous biodiversity in CCC parks and reserves.

### 801 - Penny Carnaby

support all spending Parks and Reserves especially for biodiversity

### 817 - Justin Fletcher (Predator Free Waimairi Beach)

Strongly support spending to enhance native biodiversity including predator control and native planting/habitat restoration.

The 2024-2034 LTP adopted by CCC in 2024 included the following that must be incorporated in subsequent annual plans:

- **Strategic priority 2022-2025:** *Reduce emissions as a council and as a city and invest in adaptation and resilience, leading a city wide response to climate change while protecting our indigenous biodiversity, water bodies and tree canopy*
- **Community outcome 2024-2034:** *A green, liveable city with neighbourhoods and communities [that] are accessible and well-connected, supporting our goals to reduce emissions [net zero by 2045], build climate resilience and protect and regenerate the environment, especially our biodiversity, water bodies and tree canopy.* This includes ensuring that:
  - *Biodiversity is supported: Ecosystems supporting biodiversity are protected and restored*
  - *We improve the quality of water resources to protect ecosystem health and provide for contact recreation, food gathering, mahinga kai and cultural values.*
  - *Our urban forest thrives with healthy, diverse and resilient trees.*

It is important that the Council reflects in order to evaluate whether the proposed annual plan is fit to achieve the above strategic priority and community outcome.

It is great to see the Environmental Partnership Fund, Biodiversity Fund, Sustainability Fund and the Climate Resilience Fund as well as the appointment of the new Biodiversity Policy Lead and the continued advocacy from the CCC Biodiversity Champion and other members of Council. This resourcing is a good step towards achieving the stated biodiversity goals and it is good to see that public and private land, community and business are all being supported. Meeting our biodiversity goals will require a combination of central coordination and distributed action.

Predator Free Waimairi Beach (PFWB) is a group of volunteer Waimairi Beach residents supporting local biodiversity initiatives. As of 28/3/25 we have a membership of 149 residents and have removed 1590 rodents, possums, and mustelids from our community in the past two years. Activity is undertaken under a volunteer agreement with CCC and has been supported by \$2000 of funding from Predator Free New Zealand for trapping and \$3000 from the CCC Sustainability fund for planting. In 2025 we are on track to have more members and undertake more trapping and planting than ever before. We enjoy an excellent relationship with the CCC park ranger team and would love to see that they are supported and resourced appropriately. We also have strong relationships with sister predator free groups in New Brighton and Southshore, are engaged with the activity undertaken by Towards Pest Free Waitaha and support the proposal for total pest elimination on Southshore spit as an achievable local proof of concept project to highlight to residents the benefits of predator eradication.



PFWB recognises that we are extremely fortunate with the local environment we have access to but also accepts that we have catching up to do compared to other parts of the country when it comes to habitat restoration and predator control. We acknowledge that supporting biodiversity takes money and time but have little doubt of its economic, health, community and environmental benefits. Volunteer organisations such as ourselves will continue to contribute but collaboration with suitably resourced council teams and projects is essential.

Thank you so much for your work to date and recognition of the importance of accelerating current progress in enhancing indigenous biodiversity.

915 - Dr David Miller (Pest Free Banks Peninsula)

#### **1. Biodiversity inclusions in the Draft CCC Annual Plan**

In general, we wish to warmly commend CCC on their commitment to biodiversity work by resourcing the Environmental Partnership and CCC Biodiversity Fund, and by their financial allocation for the Banks Peninsula Conservation Trust (the legal entity supporting the PFBP Partnership).

In particular, we note with gratitude the provision in the annual plan to continue CCC support of the PFBP elimination programme with a \$60,000 grant, and CCC's commitment to provide \$100k funding contribution in the 25/26FY supporting the feral pig elimination programme.

PFBP would also particularly like to acknowledge the collaboration we experience every day, working "on the ground" with the CCC ranger team. We value this highly and we are able to also supercharge progress by collaborating with your field staff in CCC owned reserves (e.g., Misty Peaks). Not only do our colleagues work closely together, but CCC has all our gratitude for sharing their Duvauchelle depot with our Extended Wildside based field team. Thank you all for this!

## **2. PFBP successes of note that CCC PFBP investment is helping to enable**

As you know, PFBP currently has two primary operational areas working towards pest elimination on Banks Peninsula – Kaitorete, and the Extended Wildside. We have also been addressing the problem of feral ungulates across the Peninsula.

### **a. Kaitorete**

Kaitorete is the area in which PFBP is implementing a complex programme of multi-species elimination – six species in total. It is of course an area of major environmental significance with a high level of endemism. Our work there to date has seen the removal of almost 1000 hedgehogs, ~250 feral cats, ~309 mustelids. We have recently completed the installation of a hedgehog fence to prevent incursions that could undermine our biodiversity gains to date and going forward. We are expecting improvement in biodiversity outcomes for reptiles, invertebrates, and ground-nesting birds on Kaitorete, and recent monitoring results, for example, of the bio-indicator Canterbury Spotted Skinks, demonstrated a population increase of 833% between 2022 and 2025.

Kaitorete has also been a success in community terms, with a thriving community-supported volunteer trapline established to help maintain the gains made.

### **b. Extended Wildside**

The Extended Wildside involves a possum elimination programme in the South Eastern Bays and Akaroa surrounds. This area is also significant for its internationally recognised high degree of invertebrate endemism. Our work on the Extended Wildside has seen it become a project of international interest featured in the Wall Street Journal and National Geographic.

To date, over ~10,000ha has undergone intensive removal of possums, reducing possum populations to very low levels. Within this area, ~1,700ha is now under intensive monitoring and surveillance to allow us to drive the population to zero, and maintain this by promptly addressing any possum incursions from surrounding areas.

Again, such a major and impactful programme could not happen without significant support and engagement from the community – PFBP has active liaison with 470 landowners plus the urban townships Akaroa, Takamatua, and others. We love receiving continuous, enthusiastic community reports of indigenous biodiversity gains – e.g., birdsong, tui sightings, and forest canopy growth. Further, biodiversity outcomes monitoring shows, e.g., a 150% increase in Banks Peninsula Tree Weta (classed as at risk and naturally uncommon) in the area treated for possums.

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### c. Feral Ungulates

The progress of Pest Free Banks Peninsula has seen significant indigenous biodiversity (and pastoral farming) gains/recovery achieved due to feral ungulate removal. With landowner and multi-agency support, we have successfully completed **feral goat** eradication of the true

peninsula (South of Gebbies pass). Ongoing monitoring and surveillance for re-incursions and/or reintroductions is being maintained by an engaged and motivated community.

CCC and PFBP have enabled a nationally leading **feral pig** control programme (South of Gebbies Pass) with well over 2,000 feral pigs removed so far. With significant landowner support and an innovative methodology, elimination across the true Peninsula looks feasible over the next 18 -24 months.

### 3. Developing social and economic capital by investing in biodiversity

The Pest Free Banks Peninsula family is very aware that, as a community led and agency supported programme, we are in the business of strengthening biodiversity by also strengthening social and economic capital across the community. This was made very clear in our latest PFBP Annual Report, which I commend to you all:

<https://www.bpct.org.nz/images/2024/BPCT-AnnualReport-2024.pdf>

In addition to the levels of community engagement already mentioned, we see examples of such strengthening in the following:

- a. Knowledge transfer with Lincoln University is giving students valuable field experience in exchange for research outcomes informing the project management – together we are all contributing to the body of pest elimination Intellectual Property in Canterbury.
- b. PFBP is now a significant employer on Te Pātaka o Rākaihautū Banks Peninsula, employing many local people - e.g., Akaroa school leavers able to stay in their community.
- c. Sharing knowledge/training/working in partnership helping to build biodiversity/biosecurity capability and capacity with local Runanga – e.g., Koukourarata CSL training and working with Project Tawhaki on biodiversity outcomes monitoring.

Local government support is critical to securing the engagement of other funders and we have been able to leverage CCC investment significantly. For example, the total value of the work described above over 5 years is now approximately \$15M.

In sum, this submission is really a massive ‘thank you’ to Christchurch City Council, our elected representatives, and staff for your great support across so many aspects of our ambitious and world-leading, award-winning programme. We look forward to our continued collaboration as we continue to share in the gains made for all our community.

## Other

### 469 - Charlotte Nicholl

Not enough spent on keeping Candian geese fouling off the sealed paths along Avon River. Increase the culling. Cutting back on the culling last year has increased the problem. A lot of times you can't avoid it and it's disgusting on prams, bike tyre's and shoes. Many people have no choice but to keep these things inside for security. They belong in the country not in town and even then this introduced pest is a problem for farmers as well!

### 747 - Paula Jameson (Summit Road Society Incorporated)

We note that a 2023 internal Council stocktake of biodiversity management actions identified that while the Christchurch City Council's Biodiversity Strategy 2008 - 2035 sets a clear strategic direction and work programme for biodiversity management across Christchurch and Banks Peninsula, this is hamstrung by the lack of biodiversity staff operating at a strategic level. Instead, biodiversity management operates on a siloed basis through ecological staff within individual Council asset groups. Consequently, there is no single entity in Council responsible for advancing biodiversity management in a holistic, integrated manner. We consider this a significant weakness in the Council's approach to biodiversity management, and request that a team at the strategic level be established to provide a "home" to biodiversity management at the Council, and that ecological staff numbers within asset groups be increased to reflect their importance in taking frontline action to enhance our biodiversity. In addition, we are concerned that while the Council in general has good intentions in relation to biodiversity management, there is a wider problem with resourcing these good intentions. A clear example of this is the internal Pest Plant Management Plan, which is being finalised but cannot be implemented due to lack of funding. Controlling pest plants and other invasive plant species on Council land is an important first step towards enabling wider restoration of our indigenous ecosystems. While we requested that the Council add funding to the LTP to enable this plan's implementation, we could not confirm whether funding has been allocated in the current draft Annual Plan.

### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

4. We strongly support the allocations made to park/reserve development, in particular, 30588 - Estuary Green Edge Pathway and 61751 - Ferrymead Park Regional Development, projects that will protect and enhance biodiversity. The Ferrymead Park development includes an important and expanding saltmarsh restoration.

5. While we recognise that some of the restoration of biodiversity will be funded from within operations budgets, it is telling how small the allocations are for habitat restoration and pest plant management.

5.1. We strongly support the allocations made to 75711 - Coastal and Plains Habitat Restoration, 75712 - Port Hills and Banks Peninsula Habitat Restoration and 65238 - Coastal and Plains Regional Parks Threatened Species and Habitat Management.

5.2. If resources allow, we would encourage greater levels of commitment by the Council to these project areas.

**815 - Kate Burgess (Christchurch Youth Council Incorporated)**

To strengthen the Council's climate commitments, we encourage:

- Expanding green spaces and urban biodiversity projects – Enhancing native plantings, urban forests, and community gardens will improve climate resilience, biodiversity, and community wellbeing, while also providing hands-on learning opportunities for young people

**680 - Claire Coveney**

I would like the council to introduce cat registration and limits of 1 cat per household. This could raise revenue and increase biodiversity.

## Public Convenience

### General Comments

18 submissions provided feedback on public convenience.

1 provided comments in support and 1 provided comments in opposition.

16 provided alternative/additional proposals and priorities.

### Officers Response

A number of submissions requested a greater number of public toilets or requested renewals to be brought forward. Some submissions also requested more rubbish bins, more bicycle parking and more landscaping features.

While we recognise the importance of public toilet facilities, bicycle parking and rubbish bins, it's essential to balance these provisions with other community needs, given the limited resources available for new developments.

Parks regularly reviews the condition of our public toilets and plans renewals based on the greatest need.

Service levels and litter complaints have not risen since the transition away from old-style litter bins.

## Support

### 895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

1. Addington Park toilet renewal – the Board supports the renewal of the toilets at Addington Park given the Addington Farm Community Garden lease proposal. The Board also supports the renewal to include a reasonable fitout of the premises to support the activities of the proposed lease, which we acknowledge maybe against Council’s general approach to lease management. The Board sees this as a unique opportunity to increase the impact of a community-led initiative and reactivate council assets and public spaces.
2. Somerfield Park toilet renewal – the Board supports the renewal or construction of a new standalone toilets at Somerfield Park.
3. Barrington Park toilet renewal – the Board supports the renewal of toilets at Barrington Park.
4. Victoria Park toilet renewal – the Board supports the renewal of the toilets in Victoria Park.
5. Rāpaki Track toilets – the Board supports the establishment of new toilet facilities on Rāpaki Track

## Oppose

### 683 - Jan Gregor

What I have learned from asking my Community Board member is that Wainui public toilets are part of this, along with Tikao Bay and French Farm. It disappoints me to hear that new toilets are still some years away.

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

Renewal of the public toilets in Stanbury Reserve, and inclusion of a publically accessible safe drinking water tap stand. At present there is no public safe drinking water supply; the toilet block is fed from an untreated stream source.

## General/Other Comments

1035 - Jane Mitchell (Shirley Community Trust)



## Submission: MacFarlane Park

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### Introduction

MacFarlane Park is an integral part of the Shirley community. It serves as a hub for recreation, socializing, and community-building, especially for the many families who do not have their own transport. For many locals, the park is not just a green space—it is a destination for relaxation, connection and learning.

The **southern end** of the park has the community garden and pergola, and is a popular place for locals to enjoy picnics or hold family celebrations. The community garden has become a wonderful teaching space for children and a valuable edible pantry for community. The murals only add to the park. Many locals have helped at fence painting working bees or been involved in a mural, giving them an important sense of ownership of this part of the park. The toilets there have recently been repainted inside and out by locals and look great.

The **middle section** has the Birdsong Trail and a wonderful row of Totara trees all planted by locals with great support from the CCC.

The path running through the middle and southern part of the park, is a well-used thoroughfare for many on their way to and from the local primary and intermediate schools.

The **northern part** of the park has the Park Centre facing into the park. The Park Centre is well used for community activities and is also hired out to a diversity of groups. This part of the park is the sports area. There is a basketball court, playground and fields. Shirley Rugby League play their home games there. The fields are also used for school touch rugby, social touch rugby, softball and football.

However, to continue meeting the community's needs and ensuring the park remains a vital space for all, it is essential to address two key issues.

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### Key Issue 1: Inadequate Public Toilet Facilities

- **Current State:** The northern section of the park, home to the basketball court, playground and sports fields suffers from outdated and poorly maintained toilet facilities. The CCC toilets and changing shed located halfway down the park are frequently closed or in such a poor state that they are often avoided by park users. This is especially problematic given the large number of people who use the park, including many sporting groups, and locals.
- **The Need:** There is an urgent need for upgraded and more reliable public toilet facilities to accommodate the growing number of users. This upgrade will ensure a better experience for everyone who visits and helps maintain the park as a welcoming space for all.

159 - Jordan Vink

Also more rubbish bins in parks! People just drop their dog poo bags as bins are far away. I would also like to recommend that you offer free biodegradable dog poop bags at the major parks as they do in other NZ towns and cities.

25 - Jimirah Baliza



Invest more in making parks and reserves safer at night by adding more lighting and security cameras. These spaces should be accessible and enjoyable for people even after sunset, and improving safety measures will encourage more community use.

266 - Name Redacted

How about sorting out the toilets at Bishopdale Mall? They're icky and need upgrading.

297 - Charles Shaw

The toilets at Stanbury Reserve, Wainui (where I have a holiday home), are in a substandard state and need upgrading. A boarded up and abandoned changing shed at Wainui beach is unsafe and needs urgent attention, that is, repair or demolition.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board wishes to highlight, QEII Master Plan (56898, 56899, 58911 and 61787). 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.

439 - Amanda Ward

Ensure there are still rubbish bins in every park.

465 - Andrea Davis (Sumner Community Residents Association)

We need a recycling program to roll out to the Esplanade Park and a mind set shift from buying packaged food, carrying it one block to the beach and disposing of it after 10 minutes in a bin that is overflowing with glass, cans, poo bags. The visitors are enjoying a beach they can help reduce their single use plastic and glass. d

[Attachments available]

618 - Sebastian Marinhovich (Green Enterprises @ Co)

High tec toilets like Picton.

683 - Jan Gregor

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

Removal of the boarded-up changing sheds on the main beach. This is a safety hazard, potentially subject to further vandalism and exposed to destructive forces of storms which would litter the beach.

#### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

In addition, the Board has prioritised community safety initiatives in consultation with local residents. Notably, the Board's investment of Better Off funding in a Crime Prevention through Environmental Design (CPTED) report for MacFarlane Park highlighted an urgent need to address issues related to the park's public toilets as a key element in improving community safety and amenity. This may include renewing or relocating these facilities. While there is funding in the LTP for this included in a "programme", it should be shown as a separate line item to better secure the funding. This is a high priority as McFarlane Park is well used (and increasingly so), and is part of the Urban Forest Plan which is already in train.

We ask that this—and the other recommendations arising from the CPTED report—receive the Council's support to be developed and actioned / confirmed – and the Board will support this project in subsequent LTP and Annual Plans.

#### 744 - Marie Byrne

Lancaster Park needs more landscaping features. A handful of park benches as the only landscaping improvements since it was reopened is not good enough. The Phillipstown community was promised more and sooner than this. We have less greenspace than a lot of other areas of the city, so the prioritisation of this amenity should be higher on the list.

#### 851 - Fiona Bennetts

Please include a line item to increase/improve bicycle parking and public toilet facilities (ideally co-located) in parks and reserves.

#### 862 - Fnn Jackson (Somerfield Residents Association)

We are concerned at the lack of a budget line item for the renewal of the Somerfield Park toilets. These toilets are very old and unpleasant to use, and we have been told an upgrade is coming shortly for some time. We would appreciate either an explicit line item for this renewal being added for delivery within the next financial year, or clarity from the council on where it sits within the renewals pipeline.

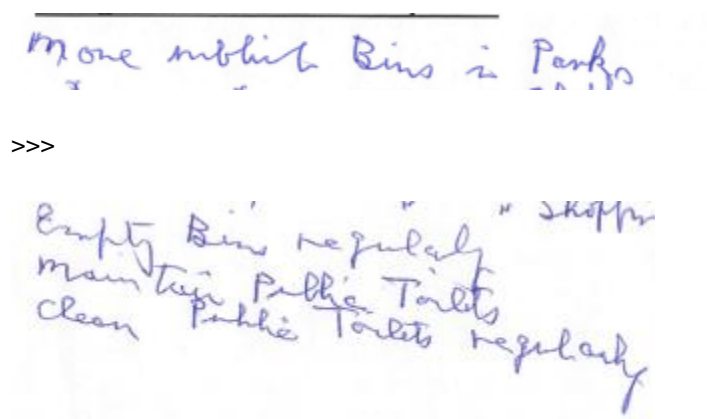
#### 879 - Anne Scott (Spokes Canterbury)

Spokes would like to see:

2. Cycle parking close to amenities

Our parks and reserves provide shared spaces that support well-being, provide recreational opportunities and connections through communities that are used for active transport. There is a regular maintenance programme for paths in parks. When paths are renewed they should be upgraded with sufficient width to provide a safe cycling and walking route. Hagley Park is a great example of infrastructure built with everyone in mind and as a result the paths that have been widened are now heavily used for active transport and recreation.

929 - Sandra Sim



## Wharves & Jetties

### General Comments

6 submissions provided feedback on wharves & jetties.

1 provided comments in support and 1 provided comments in opposition.

3 provided alternative/additional proposals and priorities, and 1 provided general comments.

### Officers Response

Submissions referred to only two items:

1. The slipway in Wainui needing rebuilding
2. The Coastal Hazards Adaptation Plan requiring significant work on marine structures

We are currently assessing all of our marine structure assets to understand the demand and priorities moving forward. Once we understand the demand, this will help us make informed decisions for future Annual Plans and Long-term Plan bids.

The Wainui slipway is currently structurally sound and will continue to be monitored.

## Support

680 - Claire Coveney

No concern over Akaroa Wharf >>> changes

## Oppose

173 - Haidee Scott

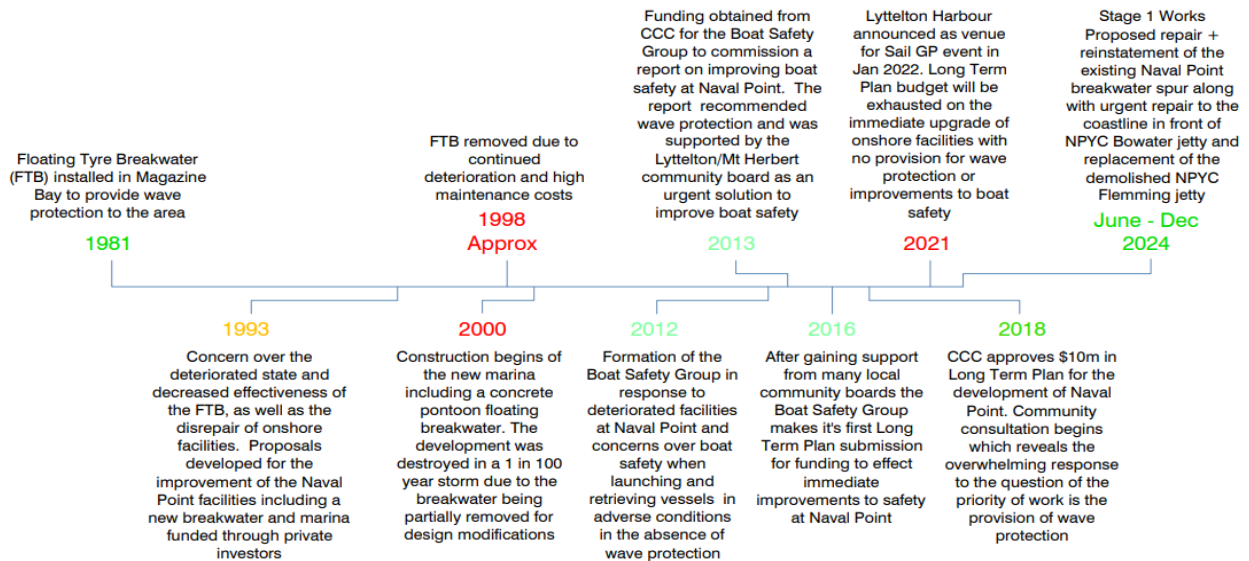
I do not support moving Community services funding to the 2026/2027 financial year.

[Coder note: based upon this submitter writing this in relation to the Three Waters and Transport Capital programme changes, I have made the assumption that this submitter is referring to Akaroa Wharf renewal which is mentioned in the CD on the same page]

## Other

1025 - James Ensor (Naval Point Boat Safety)

## Timeline of Wave Protection at Naval Point, Lyttelton Harbour



[Full attachment Available]

### 297 - Charles Shaw

The slipway breakwater at Wainui which was badly damaged in storms requires rebuilding.

### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

[Transport > Other]

**Marine Structures** – The Council recently approved the Coastal Hazards Adaptation Plan for Whakaraupō Lyttelton Harbour and Koukourarata Port Levy, which emphasized the need for the Council to plan for the protection of public assets, including marine structures.

However, a significant proportion of the marine structures across all of Te Pātaka o Rākaihautū Banks Peninsula are approaching the end of their service life and will soon require extensive repairs and renewals. These structures are vital to the daily lives of the Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula communities, acting as essential lifelines during emergencies.

The Board acknowledges that many of these structures will need to be redesigned during repairs or renewals owing to the impacts of climate change/sea level rise.

The Board requests that the Council consider allocating additional funding for Te Pātaka o Rākaihautū Banks Peninsula Marine Structures to support the implementation of the approved Coastal Adaptation Plan in the Council's Long Term Plan 2027-37.

## General/Other Comments

683 - Jan Gregor

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

Repairs/rebuild of the breakwater at the slipway, and repairs to the slipway itself. This slipway is used by many boat owners, most of whom are from out-of-bay, because it [used to be] accessible at all tides and protected from the storm winds from the south. The storm of March 2023 caused severe damage. There are no verified counts on user numbers because most do not pay slip fees (and this is not policed), but my personal observations have counted at least 50 trailers a day on the busy good-boating days.

## Heritage (Capital)

### General Comments

11 submissions provided feedback on heritage (capital).

2 provided comments in support and 2 provided comments in opposition.

4 provided alternative/additional proposals and priorities, and 3 provided general comments.

### Officers Response

There were several submissions in support of a range of heritage capital projects. Some specifically named included Sign of the Kiwi, Victoria Park Old Stone Toilets, Robert McDougall Gallery, Chokebore Lodge, Cuningham House, Richard Bush and the Canterbury Provincial Chambers.

One submission suggested the creation of a Queen Elizabeth II square next to the Town Hall.

The Parks Heritage budget has been carefully balanced against other priorities in the city to ensure that we retain our current heritage landmarks while not overspending.

## Support

### 747 - Paula Jameson (Summit Road Society Incorporated)

Support:

61692 Programme - Heritage Buildings Planned Renewals

65406 Sign of the Takahe Window Renewals (Heritage Building)

65407 Sign of the Kiwi and Lyttelton Signal Box (Heritage Building)

65403 Victoria Park Old Stone Toilets Renewal (Regional Parks)

[Full attachment available]

### 814 - Mark Gerrard (Historic Places Canterbury)

22167 Canterbury Provincial Chambers (CPC) HPC supports the CCC the allocation of funds for what we presume is the restoration of part of the Canterbury Provincial Chambers.

>>>

HPC supports the proposed expenditure of the following as outlined in the A.P. 45164- Robert McDougall Gallery Strengthening 65641 Robert McDougall Gallery -Base Isolation 3349 Chokebore Lodge 61821 Cunningham House Building Renewals 65406 Sign of the Takahe Window Renewals (Heritage Building) 65416 Delivery Package -Public Artworks Monuments and Artifacts HPC supports this and requests any work should be of international best practice. 61691 Heritage Building Reactive Renewals.

>>>

Canterbury Museum Redevelopment: HPC supports this proposed expenditure. HPC also supports Riccarton Bush Trust capital expenditure. HPC supports the following: "Group of Activities Activity" Canterbury & Akaroa Museums" "Replace Existing Assets"

## Oppose

747 - Paula Jameson (Summit Road Society Incorporated)

Deletion of LOS 6.9.1.6: To manage and maintain Parks scheduled heritage buildings  Target: Resident satisfaction with presentation of Parks scheduled heritage buildings: ≥ 55%	Oppose - this should be retained, but the scope reduced to focus on resident satisfaction with presentation of specified Parks heritage buildings including the Sign of the Kiwi, Sign of the Takahe, Sign of the Bellbird and Sign of the Packhorse.
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[Full attachment available]

874 - Grant Slade

Not really, but just no spending on irrelevant culture and art in these areas.

## Other

1007 - John Thacker

Money should be used for a special Queen Elizabeth II Square. This could be the empty space next to the Town Hall and would complement Queen (Victoria Square)

134 - Dylan Cheam

more on >>> heritage spending

536 - Christine Whybrew

[See full submission and attachment]

### General approach

3. HNZPT acknowledges the challenge of preparing this Plan in a period of change and uncertainty, with legislative reforms and current financial pressures.



4. HNZPT recognises that preparation of the Annual Plan allows the Council to review and adjust detailed budgets contained within the Long-Term Plan, and to set out how you plan to work towards your goals for the upcoming financial year. Within that, the Council has a responsibility to acknowledge the various tangible and intangible aspects of life that make up its heritage and ensure that these are appropriately represented within the Plan. Historic heritage that is cared for is essential in creating an engaging and vibrant region that fosters local identity, draws people in and helps to sustain the local economy. It is a fundamental part of the fabric of the community.

5. HNZPT supports the community wellbeing outcomes established within the Plan, in particular the pledge to plan proactively for climate change, to promote sustainable future development, and to ensure iwi engagement promotes partnership, participation, and protection.

### Initiatives

6. HNZPT supports the following proposed initiatives:

i. The Historic Buildings Fund to provide for the purchase, by Council, of scheduled heritage buildings threatened with demolition, with the intention of reselling the buildings with a heritage covenant. Derelict heritage buildings are often threatened with demolition due to the financial challenges of maintenance and repairs. As such, the Historic Buildings Fund will contribute to the Council's commitment to protect from the loss of heritage.

ii. Funding reserved for Parks, Heritage & Coastal Environment.

iii. Funding set aside for the following projects for repairs, conservation or renewal works: a. Heritage Parks Planned Hard Surfaces Renewals b. Heritage Parks Planned Green Asset Collections Renewals c. Canterbury Provincial Chambers d. Chokebore Lodge e. Heritage Buildings Reactive Renewals f. Programme – Heritage Buildings, Structures and Furnishings Renewals g. Cunningham House Building Renewals h. Sign of the Takahe Window Renewals i. Delivery Package – Public Artworks Monuments and Artifacts j. Conservation and Renewal Projects k. Townend House Strengthening l. Heritage Buildings Component Renewal Works

iv. The re-timing of funding for the Performing Arts Precinct, Robert McDougall Gallery Ōtākaro-Avon River Corridor City to Sea Shared Use Pathway and Cunningham House heritage building renewal.

v. The suspension on rates for three years for the Anglican Cathedral (i.e. up to and including the 2027/28 financial year) pending clarification on restoration plans. We consider the suspension of rates for the Cathedral is appropriate given further clarity and confirmation on the restorations plans are still required.

### Incentives

7. Christchurch has a vast range of structures which are significant because of their heritage values, and many of these are privately owned yet still contribute to the district's sense of belonging and way of life. Financing the maintenance, repairs, strengthening and upgrade of these structures can often be financially challenging for owners. In the past, Council's grant funding has incentivised investment

by private owners in the retention, upgrade and maintenance of their buildings – the loss of any form of grant funding for privately owned heritage buildings has been widely felt over the past year.

8. HNZPT encourages Council's reconsideration of assistance to heritage owners through a heritage grant scheme.

9. There are a range of other incentives that could be utilised by Council to encourage the protection and conservation of historic heritage. These may include the remission of rates for private landowners of historic heritage, free or subsidised processing of consent applications, and provision of free specialist advice to heritage property owners.

### Recommendations

10. HNZPT recommends consideration of the following methods to protect and enhance Christchurch's historic heritage:

- Council considers the reinstatement of grant funding for repairs and maintenance and seismic strengthening for private owners of heritage properties.
- Council considers further heritage incentives to facilitate the retention and seismic strengthening of heritage buildings such as free or subsidised processing of applications, remission of rates and free advice to owners of heritage properties.

### 814 - Mark Gerrard (Historic Places Canterbury)

According to media reports over a year ago (The Press, 26 May 2023), the Council has entered into public excluded commercial negotiations with an unknown commercial entity on the future / restoration(?) of the Canterbury Provincial Chambers. HPC considers it is problematic that we are being asked to participate in a consultation on expenditure without knowing the conditions of any commercial agreement and with whom it is to be spent. The Canterbury Provincial Chambers are an internationally recognised as significant Heritage Buildings.

The CCC entered into public excluded commercial negotiations without any prior public consultation or input on the future options of this building and its repair/restoration. There was no public tender or call for public expressions of interest. HPC notes there have been no announcements since we voiced our concerns at last years LTP. HPC is of the understanding that any program of work will have to be signed off by the Minister of Conservation.

HPC submits that the Council should have adopted and now has the opportunity to conduct a full robust consultative and open process in regards to the options of restoration, funding and repair of the Provincial Council Chambers.

HPC requests the Council conduct a full consultation with public input sought, with the full disclosure of options, costings, funding, restoration and any proposed commercial agreements in regards to the

future of this important building. HPC submits that Consultation should occur before any commercial agreements are entered into by the Council. Since there has been no announcement of a commercial agreement the Council there is nothing to stop the Council conducting a full public consultation on the options, including consideration of funding and commercial agreements, of the restoration of the Canterbury Provincial Chambers.

## General/Other Comments

### 219 - Luke Dennison

Furthermore, it is a bad look for the city and council to spend \$400,000 on maintenance for the Chalice Art Work in town. 99% of ratepayers would see this as wasted money for something un-important and not necessary.

>>>

Just referring back to the comment about the perceived wasteful spending on the cities Chalice artwork \$400,000 is not the best use of ratepayers money, especially in the economic environment we are in.

### 266 - Name Redacted

\$400,000.00 on the chalice? Really? Yet another waste of money like the statue in the Avon.

### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

Heritage and key city landmarks are important.

## Ōtākaro Avon River Corridor Regeneration

### General Comments

9 submissions provided feedback on the Ōtākaro the Avon River Corridor Regeneration.

2 provided comments in support and 2 provided comments in opposition.

3 provided alternative/additional proposals and priorities, and 2 provided general comments.

## Officers Response

### Support:

Submissions in support of the Plan highlighted the community's appreciation for the ongoing work being done the Red Zone, particularly valuing rewilding of the land, native planting and sustainable land use. Submitters were especially impressed with the Green Zone, Dallington Landing.

### Oppose:

Submissions opposing the Plan raised concerns about the proposed funding, as they believe it is excessive. One submitter suggested that the Avon Park development is unnecessary due to the public not using the space. The same submission also raised safety concerns about the Landing bringing a drowning risk to young children. Additionally, concerns were raised about the co-governance model poorly representing the community.

### Other:

One submission requested for more work to be done in the Red Zone East, with a focus on innovative and creative playgrounds, walking tracks and areas to play frisbee golf.

The Ōtākaro Avon River Corridor (OARC) project budget is based on delivery of the Regeneration Plan, which was worked up in consultation with the community over a period of 4 years and has been signed off by central government and part-funded through the Christchurch Regeneration Acceleration Facility fund.

The Avon Park works were partly funded by the Christchurch Earthquake Appeals Trust (CEAT). Planting of the lower terrace at Avon Park is about to get underway and the whole project is scheduled for completion in September/ October this year.

We are currently in the design and consenting phase for a number of projects in the eastern portion of the OARC. Frisbee golf is difficult to accommodate due to the space it requires and the ecological aims of the corridor. There is a frisbee golf course located behind QEII.

Rewilding has proved difficult due to site constraints, particularly compacted, infertile soils and weedy seedbanks in the surrounding areas. We are underway with a programme of efficient soil improvements now and will be monitoring the outcomes. This may lead to rewilding approaches in certain areas in the future, although the risk of weed infestation may mean that more traditional planting approaches are required.

Overall, we are making good progress and are always looking for ways to deliver it more efficiently while still delivering on the outcomes sought. Any underspend will be able to be reallocated to other projects.

## Support

HNZPT supports the following proposed initiatives:

>>>

Ōtākaro-Avon River Corridor City to Sea Shared Use Pathway

747 - Paula Jameson (Summit Road Society Incorporated)

Support:

61723 Programme - Red Zone Regeneration Red Zone Parks New Development

68837 Red Zone Ecological Restoration (excluding OARC)

61721 Regeneration Red Zone Planned Parks Asset Renewals

[Full attachment available]

## Oppose

178 - Cedric Croft

The City Council must curb its expenditure and in particular stop the wasteful expenditure it undertakes across the city.

As an example, I live in Avonside and am appalled at scale of the waste of money being spent on Avonside Park. This development is unnecessary and will in my opinion become a poorer recreational park than it was before the development began. A previous example of poor development in my area is The Landing by the bridge over the Avon River. This area is hardly ever used and apart from the toilets, the structures are dysfunctional providing little shelter and serving no purpose. The landing steps down to the river are a drowning risk to young children and should be removed or made safe. With no car parking in the area (there was an adjoining cul sac that could have been converted) it is difficult to access with barbeque or picnic hamper - I have not seen one barbeque on the back of a bicycle since it was built!. My conclusion is The Landing was a waste of money - just like the Avonside Park will be.

209 - Michael Thorley

The parks budget is unfairly focused on the avon river corridor and the heathcote corridor needs work too.

## Other

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Prioritising the Red Zone for rewilding and native planting – The Red Zone presents a once-in-a-generation opportunity to create a large-scale climate resilience project. Prioritising native reforestation and sustainable land use here would provide long-term environmental, social, and cultural benefits, aligning with youth aspirations for a greener future.

### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

in particular delight in our proximity and relationship to the OARC.

The dismissal of community representation within the co governance committee is met with disgust and anger from our committee and in general from our community. We will be polling our community on this matter in up coming events and will advise CCC of the outcome of this community survey.

### 857 - Viane Makalio

would love to see the east redzone used more for innovative and creative playgrounds, walking tracks, frisbee golf etc

## General/Other Comments

### 355 - Sarita MacGregor

We live in linwood/dallington/avonside area + as hard as it was to see the loss of so many homes, we so enjoy the 'green zone' - a huge + beautiful park to explore. The Dallington Landing is lovely. And we need to take another look at what's happening at Avon Park since we last had a peek a few months ago.

### 600 - Aaron Ghattas

Work in the red/green zone has been welcomed and great so far. We have noticed so many more people using park since the new pathways. Please contribute to green and plant and encourage nature to prevail.

## Red Zone

### General Comments

3 submissions provided feedback on red zone areas that were specifically not in the Avon River Corridor area.

These 3 provided alternative proposals.

### Officers Response

Submission received had opposing views on the use of Red Zoned land. One submitter raised concerns that Red Zoned Land is being left idle and could be better be utilised, while another suggested that the Red Zone should be turned into a bird sanctuary similar to Zealandia in Wellington.

There are four main tranches of red zone land, with work underway on each.

1. The OARC is being developed in line with the Regeneration Plan. In agreement with the Crown, the implementation Plan includes the construction of three walking/cycling bridges, the first 4km length of the City to Sea Pathway, the first stopbanking section and tidal wetland and planting of nearly 500,000 native plants.
2. Resource consents have been lodged for coastal protection, bunding, walking and cycling improvements, planting and other improvements at the Southshore red zone
3. A masterplan is under development for the Brooklands red zone
4. The Port Hills red zone has been reassessed property by property, with the result being that some can be sold back to the market and others held and revegetated (which is underway and will continue over the next decade or so as plants and resourcing allows).

Much of the rest of the corridor will be developed in a way that suits birdlife, and our rangers carry out active trapping to control pests and are upskilling the surrounding community to assist with this. A fully fenced enclosure, like Zealandia, isn't part of the OARC Regeneration Plan and is not suitable due to the roads and waterways that run through the area.

### Other

*Things I don't want Council to do:*  
*Good council days, still want people to take it away*  
*Sale of council owned assets (at all) left*  
*Rebuild Shirley Community Centre.*  
*Any building in the red zone.*

#### 611 - Claudio Veronese

What is happening to the Red Zoned land can it not be used for something, instead of being left idle not used.

#### 615 - William Blair

Wellingtons bird focused sanctuary (Zealandia?) is a brilliant idea. Tui's are everywhere! I would love to see the red zone be used for such a scheme. I know, another operational expense! Perhaps create a fund raising scheme (sell off chore properties). I think the public response to such a proposal would be significant.

## South New Brighton & Southshore Estuary Edge

### General Comments

2 submissions provided feedback on proposed expenditure on South New Brighton & Southshore Estuary Edge.

These 2 provided comments in support.

### Officers Response

We received two submissions in support of the proposed spending for South New Brighton and Southshore estuary edge. Highlighting the importance of investing in stop banks and protective structures in coastal environments.

Resource consents have been lodged with both Environment Canterbury and Christchurch City Council for the South New Brighton and Southshore Estuary Edge Project, and we are actively engaged with both consenting authorities to progress these as expeditiously as possible.

### Support



437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board) The Board has clearly outlined our priorities in our Board Plan and Long Term Plan Submissions, but our top priorities are:

Southshore Estuary Edge project to continue as consenting allows (61615).

893 - David Close (Christchurch East Labour Electorate Committee)

- (iii) **Stopbanks in Lower Avon and Estuary.** We are pleased that the Council has budgeted to build stopbanks or protective structures along about 4 kilometres of river bank or shoreline. This will prevent the flooding of some areas at risk of inundation and protect other areas from the erosion which has undermined rock mattresses installed by the Council in the 80's and 90s.

## Tree Canopy

### General Comments

17 submissions provided feedback on the city's tree canopy.

4 provided comments in support.

4 provided alternative/additional proposals, and 9 provided general comments.

### Officers Response

Submissions received were supportive of the Annual Plan and reflected a community desire to invest in green spaces and tree canopy cover across Ōtautahi Christchurch.

Submissions addressed several concerns, including reviewing the protected tree register, charging protected tree owners for maintenance costs, using underground wiring to prevent tree removal, not removing specimen trees for the sake of native trees and reducing the risk of large trees being uprooted and causing landslips.

We have an Urban Forest Tree Planting Programme focused on increasing tree numbers across our parks. Christchurch's canopy cover currently sits at approximately 13.56%. The Council's Urban Forest Tree Planting programme aims to increase canopy cover across the city to 20%.

Council is looking to review the protected tree register however we don't have a set timeframe for this yet.

In response to charging protected tree owners, the costs of maintaining protected trees on private property falls to the landowner. However, the Council has a limited fund that landowners can access to assist with the management of protected trees.

Our tree policy includes a requirement for all new underground services to be installed outside of the grass berm area.

The Council's tree policy is used to determine when trees will be removed. This does not state that Exotic Specimen trees will be removed to facilitate the planting of native trees.

Staff have a work and inspection programme which is used to monitor tree health and reduce the likelihood of trees being uprooted.

## Support

### 190 - Allan Brown

Maintain the policy of increased green space and increased tree cover as a percentage of the city area.

### 747 - Paula Jameson (Summit Road Society Incorporated)

Support:

61791 Citywide Forest Planting

61957 Plant Nursery Developments

73097 Urban Forest Implementation - Phase 1

76023 Urban Forest Implementation - Phase 2

[Full attachment available]

### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

1. We strongly support allocations made for Urban Forest planting. While this programme is in its early implementation stage, it is vital that impetus of the programme is maintained if it is to achieve its objectives in a timely manner. (73097 - Urban Forest Implementation - Phase 1, 76023 - Urban Forest Implementation - Phase 2)

### 80 - Kaylene Wakefield

I really appreciate the council striving to increase green coverage in our local parks and reserves

## Other

### 1005 - Michael Scales

More trees need to be planted, but in a more responsible manner. Too many new roads have NO trees whatsoever in the medium strips, ie the centre of the road. Hereford Street between Linwood and Fitzgerald Ave is a good example of very few trees being planted, yet at a huge cost.

### 140 - Jordan McCormick

Also a push on underground wiring should be made instead of cutting down well established trees.

747 - Paula Jameson (Summit Road Society Incorporated) Support, but it may be useful to include a target for the proportion of indigenous versus exotic trees planted, and to ensure adequate biodiversity of species.

[Full attachment available]

### 79 - Alex Dieudonne

Yes as above review the protected tree list and remove many that cause a nuisance particularly protected tree 2727/8 in the schedule.

>>>

Charge protected tree owners cost of maintenance of them.

## General/Other Comments

### 1006 - Eunice Booth

Things that I want Council to do:

Redo the footpaths in Wyon St & Hulbert  
New kerb & channel " " " " "  
trees? will they use up too much parking?

406 - Keren Pickering

Christchurch needs many, many more trees — don't allow anymore to be cut down.

417 - Julian Apse

please kore parka and trees , sonr let decelopers cut down big trees we need freen soace and trees ,  
gsrden cory?

490 - Noelene Hodder

Do not unnecessarily cut out the speciman trees just for the sake of native. The two can go hand in hand.

621 - Colin Ong

Please minimise the chances of large trees being uprooted and land slippage happening.

65 - Shane Manson

would definitely love to see more trees planted

687 - Kayleigh Patterson

More trees!!

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

Additionally, there have been recent issues, on which segments of our community are requesting a greater focus. This includes the proactive, short, medium and long-term management of street trees to increase and foster mature tree canopy cover.

852 - Fay Brorens

I love the tree planting programs.

## Parks Capital (General)

### General Comments

71 submissions provided feedback on more general parks capital matters.

32 provided comments in support and 3 provided comments in opposition.

16 provided alternative/additional proposals and priorities, and 20 provided general comments.

### Officers Response

Many responses praised the spending on parks developments, discussing how these are important for our city as spaces for physical activity, wellbeing, biodiversity and tourism. Responses described parks as particularly important given the increase in areas with small section sizes.

Conflicting submissions commented that the spending on developments was too high and that it should be re-prioritised towards maintaining what is already there rather than building new developments. One also questioned the need for any new parks.

A few suggested that the types of developments were very maintenance-heavy (e.g. planter boxes) and there needed to be stronger thought given to how these would be maintained in the long term. Another suggested the focus should be on public toilets and accessibility.

Some commented on equity, arguing that parks with greater use or those in lower socio-economic areas, should be prioritised.

Spending on new developments and renewals is carefully balanced between community needs and available budget. New parks are acquired to meet our Level of Service for provision of parks which requires 80% of urban residential properties to be <500m from a park at least 3000m<sup>2</sup> in size, and 1.9ha of neighbourhood parks per 1000 population.

Parks are planned with easy maintenance in mind. Some high amenity areas will have higher maintenance requirements and this is considered within our maintenance budget.

With regard to equity, priority is given to areas with the greatest need, local area planning, and opportunities to acquire suitable land. Community need is also a key driver of funding allocation, ascertained through community research.

### Support

Yes to investing in our parks and reserves

126 - Stephanie Innes

Agree with all

137 - Kylie McEwen

this is a good idea because some of the parks need a lot of TLC so our young people can enjoy them safely.

147 - Michael King

This is something I support your efforts on, our parks and reserves are amongst the best in New Zealand

159 - Jordan Vink

Spend plenty! I love seeing the work around the parks. As the garden city we should be happy to spend money on our gorgeous gardens

260 - Jan Bierman

further enhancements should be shelved at this time until we are in a better economic situation.

280 - Julien Gutknecht

No issues

325 - Karin Bathgate

Any money put into parks and riverbanks enhances the city for locals and tourists and is usually money well spent. Our parks staff do a fabulous job of making the city an attractive place.

328 - Corin Anderson

i think parks and reserves are good, happy with this spending

329 - Callum Davidson

happy with spending here, these are very important to our way of life

351 - Molyka Nop

agree

429 - Gordon Nairn

yes a good idea.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

We are supportive of the intention to enhance parks, reserves, and riverbanks, and the \$33M increase.

460 - Mitchell Tobin

Support

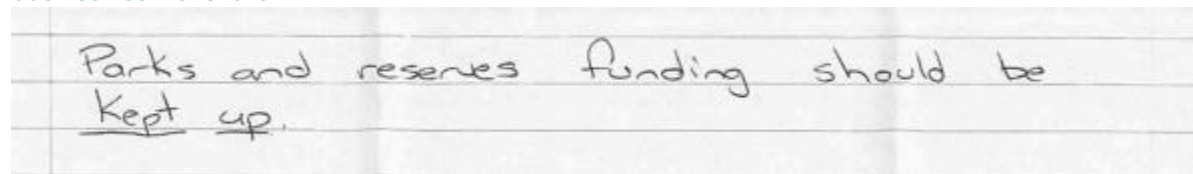
597 - Lynette Bay

I support this spending

633 - Deb Clarke

I believe the money earmarked for Parks and Reserves is high, however if it is factoring in Heritage and Coastal Environment then it appears to be proportionate to the Coastal Environment Costs for the Otakaro Avon River Corridor project and Climate Resilience Strategy and implementing the Coastal Hazards Adaption Plan.

666 - Janet E Orchard



Parks and reserves funding should be kept up.

671 - Ava Strieker

Parks and reserves are vital to our community, its essential to spend towards these.

690 - Kevin McSweeney

general purpose parks and reserves are fine.

706 - Simone Gordon

No - happy for whatever money you want to throw at the parks and reserves as they are the jewels in our crown!

707 - Richard Umbers

I support spending on the overall amenity of the city, including parks and gardens.

725 - Gary Durey

it's fine

726 - William Warren

all seems reasonable.

754 - Sarah Laxton

I look forward to using our parks in future. I hope that the city council continues to invest in parks and continues to improve them in future like adding better public toilets, more accessible and more parent friendly with simple things like fold down baby seats in toilets and baby change tables/parent rooms. I think you are doing a good job right now with the quality of the paths in parks and the quality of the playgrounds.

810 - Lee Hogsden

>>> Council seems to have the balance there.

851 - Fiona Bennetts

I support spending on parks and reserves. Green spaces are important for physical and mental health.

860 - Rob Batstone

im happy to have my money spent in this area

865 - Marie Gray

I am a strong supporter of parks and reserves, I regularly access them with my children and want to see the biodiversity of the city and wider region enhanced. To this end, I support continued (and progressively increasing) investment in our parks teams.

869 - Anne Scott

Fully support the spending on parks and reserves, including the native plantings, wetlands and water facilities.



875 - George Laxton

I really value our current parks and reserves. I am happy to spend money on them.

889 - Allan Taunt

Support the proposed spending.

92 - Rachelle Woodhouse

parks and reserves are an excellent way to spend rate payers money. Free entertainment for children and upkeep of green spaces is important

## Oppose

142 - Scott McCormick

the spending on parks is excessive, parks in London and Paris are unmown and unkept ours are like pristine billionares lawns while you continue to tax tax tax. Get your spending undercontrol

191 - Rachel Bowker

they are OK do they really need to be upgraded

214 - Jan Edwards

[Parks > Parks Maintenance]

Do less. Too many planter boxes and other fancy things that then need to be maintained and never are

## Other

100 - Jared Brookes

We should be maintaining what we have

141 - Andrew McKay

That is a lot of money given I see nothing spent on the Coast. I think the money needs to be distributed across parks differently, too much is spent on a few, and too little on most.

146 - Mark Gunther

necessary work only. to save money maintain what we have.

16 - Alex Ingrosso

Spend more on this. It makes our city beautiful.

[Coder note: general comment on spending on parks and reserves]

207 - Jordan Taylor

The spending should be increased

263 - John Cumberpatch

New Parks should only be considered when existing ones are up to standard.

297 - Charles Shaw

More attention needs to be paid to spending on parks and reserves outside the city area.

366 - Sue Marshall

Parks and reserves spending should be kept up as with decreasing section size more people are relying on these for recreation space.

395 - Susan Eleanor Peake

Keep to a minimum + maybe  
scope which parks are being  
used well + support those  
reserves

45 - Cameron Rossiter

find out what parks are actually utilised and allocate funding accordingly.

57 - Euan Gutteridge

For the time being they should be maintained - ie no capital projects.

649 - Vic Allen

Should be reprioritised as necessary to achieve an acceptable rates rise.

672 - Natasha Hagan

I want more funding for the protection of native reserves and parks! This is a beautiful part of New Zealand culture that we should invest in and preserve for generations to come.

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board's view is that any enhancements need to be backed by a robust business case demonstrating significant demand for the service, or evidence that the investment will offset ongoing maintenance costs. Otherwise the Council should focus on maintaining what it has got instead of enhancements.

761 - Molly Magid

I think spending at parks and reserves should be increased. Being able to access nature within the city is essential for physical and mental health.

935 - Kerry Neville

It's not your money, why upgrade or do anything, just mow the grass.

General/Other Comments

180 - Nathan Culevski

Its great to create more green space. Cambridge has a 'green belt' a great example of a town protecting itself from overpopulation.

19 - Riley Hamlyn

Maintaining the city's parks and reserves is vital as they are a key part of our Christchurch's identity

192 - Sonia Bell

Fully support the enhancing of our existing parks and reserves. New developments have houses so close you can share a coffee across neighbouring windows.

217 - Sue Allard

The proposed spending looks good

231 - Simon Cutler

Stick to a budget

233 - Matthew Tolan

Parks and reserves are important community assets and should be maintained.

244 - Michael Gooby

reduce the cost. What is needed is all you should spend

253 - Gavin Blackwell

park spaces etc are fine to spend on, just make sure value for money

265 - Bevan Phillipson

we need them , so am happy to go along with Improvements which can be made , within The < 5% overall Rates increase.

283 - Sarah Kate Millar

Keep investing in parks and rec. Key to wellbeing and physical activity levels

301 - Rahera Carter

just watch the balance of works

345 - Marjorie Manthei

The only reference I could find re this is on page 29 (but that's about parks/reserves deemed surplus to requirement). P 9 indicates "parks, heritage and coastal environment" combined = 9% of the rates total. Given that parks/reserves are only part of that mix, it seems to me that the amount spent is minimal. So, I don't support any cuts to this item.

355 - Sarita MacGregor

love that with all the new subdivisions, come more green spaces and wetlands (yay!).

469 - Charlotte Nicholl

Create more neighborhood parks with development contributions and spend less on the affluent suburbs, Fendalton etc and more on rundown ones and City Centre

471 - Josey Fleitas

Please continue to prioritise our parks and reserves.

549 - Antony Gough

You need to be careful to stay under current inflation.

62 - Diane Mulholland

This needs more focus rather than cycle ways. There are so many community parks that are very poorly maintained despite many suggestions the issues get ignored.

67 - Kieran Rogers

No problem with it as long as there is council oversight on budget spending and that the money is being prioritised from need to nice to have and that budgets are kept in check.

835 - Robert Fleming

The of service here needs to be maintained. Green space is crucial if we're to attract people to live in the city and green public space must be retained and maintained to a good level. Once built on, green space is gone.

887 - Sonya Hodder (Spreydon Neighbourhood Network)

We believe the money earmarked for Parks and Reserves is high, however if it is factoring in Heritage and Coastal Environment then it appears to be proportionate to the Coastal Environment Costs for

the Otakaro Avon River Corridor project and Climate Resilience Strategy and implementing the Coastal Hazards Adaption Plan.

## Parks Other

### General Comments

46 submissions provided feedback on other parks matters.

8 provided comments in support and 2 provided comments in opposition.

13 provided alternative/additional proposals and priorities, and 23 provided general comments.

### Officers Response

Many submissions praised Council's work in parks due to their importance for clean air, biodiversity, nicer atmosphere, wellbeing and recreation.

Positive feedback was received for the following individual projects:

- The Lancaster Park redevelopment
- Beckenham Loop of the Heathcote River
- MacFarlane Park

Specific submissions discussed:

- Lack of toilets and rubbish bins
- The South West dog park and dog controls generally
- Re-instating the Mid Heathcote Masterplan in the next LTP
- Funding needed for replacing the Disraeli Reserve Art
- Funding for the Port Hills Management Plan
- Funding for the Sydenham Cemetery unmarked graves
- Removing powerlines to allow tree planting
- Reinstatement of the Papanui youth facility/skate park as a line item
- Using Development Contributions (DCs) from that area for relocating the kart club
- Supporting community groups to help maintain reserves and educate
- Some submission argues against spending on "irrelevant" culture, with one specifically questioning the \$400, 000 allocated to the maintaining the Chalice artwork.
- The need for a comprehensive Master Plan at MacFarlane Park

The majority of the submissions are commentary regarding current activity already in progress or within the current LTP:

- While we recognise the importance of public toilet facilities and rubbish bins, it's essential to balance these provisions with other community needs, given the limited resources available for new developments.
- The first year of funding for the South West dog park is allocated in FY27. Additional capital funding will be drawn down from programme level to deliver the project.
- There was recently a review of the dog bylaw which considered stricter controls on dogs.
- Re-instating the Mid Heathcote Masterplan can be considered for the next LTP in two years time.
- The removal of the Disraeli Reserve Artwork was unplanned as it was a response to an engineering assessment. Because the removal was unplanned, there is currently no funding allocated for its replacement. However, we will be planning for a new artwork at this site in the next LTP.
- The Port Hills Plan is in early stages but is underway
- Funding is in place for the Sydenham Unmarked graves through a government grant scheme.
- Our tree policy includes a requirement for all new underground services to be installed outside of the grass berm area
- The Papanui/Redwood Youth Play Space has been set up as an individual project with the first two year's of funding allocated in FY26/27. Additional capital funding will be drawn down from programme level to deliver the project.
- DCs are currently collected city wide
- Community Partnership rangers are able to support the community with community gardens and other initiatives, and facilitate education.
- The Chalice is a large artwork that required significant maintenance, since it was installed 25 years ago.
- MacFarlane Park: we are currently looking into completing a landscape concept plan with the community.

## Support

### 305 - John Veitch

im pleased with the parks policy.

### 536 - Christine Whybrew

HNZPT supports the following proposed initiatives:

>>>

Parks, Heritage & Coastal Environment

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board seeks retention of funding for a new dog park in Southwest Christchurch as this is a recurring request of locals.

717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board continues to support:

- The submissions and funding of Te Pātaka o Rākaihautū Banks Peninsula Reserve Committees, recognising the outstanding work they do.
- The Head to Head Walkway Working Party.

747 - Paula Jameson (Summit Road Society Incorporated)

The Summit Road Society strongly supports the development of a comprehensive, integrated Port Hills Plan. Having advocated for this over the past several Long Term Planning cycles, we were pleased to note that the Parks and Foreshore Activity Plan stated that this will be developed over 2024. An integrated plan is essential to protecting the landscape, ecological, recreation, and heritage values of the Port Hills, while accelerating ecological restoration, reducing anti-social behaviour and improving water quality in Te Whakaraupō/Lyttelton Harbour and the Ōpāwaho/Heathcote River. As a large landowner on the Port Hills, we look forward to being involved in this process.

Support:

405 Coronation Reserve Development

61744 Programme - Regional Parks Port Hills & Banks Peninsula New Development

61753 Regional Parks Planned Mutual Boundary Fence Renewals

61757 Programme - Regional Parks Port Hills & Banks Peninsula Planned Assets Renewals

65874 Regional Parks Port Hills & Banks Peninsula Planned Assets Renewals Delivery Package

69218 SW Port Hills Revegetation and Sediment Control Stage 1

Support, but funding should be retained beyond 2024/25 when it is scheduled to expire:

51453 Regional Parks Fencing Development Project



Support, but this should be brought forward from 2028/29:

60356 Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment

[Full attachment available]

849 - John Forbes

I am generally in favour of spending on parks and reserves - they are a big part of what makes the City a pleasant place to live.

857 - Viane Makalio

i think this is important we have beautiful parks

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Port Hills Management Plan implementation – the Board supports funding to be made available to plan towards the implementation of the Port Hills Management Plan.

Sydenham Cemetery Unmarked Graves – the Board supports funding being made available to acknowledge the unmarked graves at Sydenham Cemetery. We need to ensure that appropriate resource is dedicated to continuing this important work.

## Oppose

114 - Paul O'Connor

I believe that consideration should be given to cutting some of the wacky councillors wish lists for their areas. Haswell does not need a \$100,000 dog park.

896 - Peter Tuffley

Like the first South Library, the Masterplan was the subject of extensive local public consultation in which the BNA was actively involved. It was on the verge of being implemented at the time of the 2010 earthquake, and has now languished in limbo for almost 15 years – far beyond what I regard as a reasonable delay. It is therefore deeply disappointing to see only a token funding provision for

2025/26 with nothing thereafter. In our view, our community has been short-changed more than long enough, and I would earnestly plead for a revival of this project no later than the next LTP.

## Other

1035 - Jane Mitchell (Shirley Community Trust)

### Submission: MacFarlane Park

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#### Introduction

MacFarlane Park is an integral part of the Shirley community. It serves as a hub for recreation, socializing, and community-building, especially for the many families who do not have their own transport. For many locals, the park is not just a green space—it is a destination for relaxation, connection and learning.

The **southern end** of the park has the community garden and pergola, and is a popular place for locals to enjoy picnics or hold family celebrations. The community garden has become a wonderful teaching space for children and a valuable edible pantry for community. The murals only add to the park. Many locals have helped at fence painting working bees or been involved in a mural, giving them an important sense of ownership of this part of the park. The toilets there have recently been repainted inside and out by locals and look great.

The **middle section** has the Birdsong Trail and a wonderful row of Totara trees all planted by locals with great support from the CCC.

The path running through the middle and southern part of the park, is a well-used thoroughfare for many on their way to and from the local primary and intermediate schools.

The **northern part** of the park has the Park Centre facing into the park. The Park Centre is well used for community activities and is also hired out to a diversity of groups. This part of the park is the sports area. There is a basketball court, playground and fields. Shirley Rugby League play their home games there. The fields are also used for school touch rugby, social touch rugby, softball and football.

However, to continue meeting the community's needs and ensuring the park remains a vital space for all, it is essential to address two key issues.

## Key Issue 2: Need for a Comprehensive Master Plan for the Park

- **Current State:** While the park is divided into three sections, each offering valuable community benefits, there is currently no cohesive master plan that addresses the park as a whole. The park's different areas—the southern, middle, and northern parts—complement each other well, but without a long-term vision, the potential of these spaces is not fully realized.
- **The Need:** Any plan for this park needs to take into account the park's current uses but also look at the park's development over the next 5, 10, 15, 20 years. When existing facilities such as the playground and basketball court (which needs resurfacing and lacks lighting), are upgraded, they are likely to need to be relocated to comply with current bylaws, especially regarding the distance from homes. This plan should also explore accommodating the Shirley

1035

League Clubrooms on the park should that be the best option for them.

134 - Dylan Cheam

more information board for learning

209 - Michael Thorley

Funding for the implementation of the Mid Heathcote Masterplan should be reinstated and be done as part of street renewals and the south library project. Main Pumps park should go ahead as part of the library rebuild.

>>>

South library rebuild should also include the creation of the park across the Main Pumps site and opening of the area in accordance with the mid heathcote masterclass.

239 - Nick Carvel

There needs to be BBQ areas and much stricter controls on dogs in parks which are not specifically designated as being “dog parks”.

543 - Brian Williams

Keep budget as previous.

680 - Claire Coveney

Looking after established reserves and older trees requires ongoing maintenance. Supporting community regeneration projects with local community conservation groups and schools develops a respectful attitude to nature, to protect. Education of young people to connect with nature and understand the important role trees, native species too and biodiversity play in keeping us healthy, enhancing our wellbeing.

Wild flower gardens and community gardens should be everywhere because:

The intensive housing developments are creating more heat, less shade, less biodiversity.

Nothing here to stop the ongoing clear felling of sections. I hoped council could stop the felling of healthy trees and shrubs on housing section borders.

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

The Board remains committed to exploring a youth facility in the Papanui/Redwood area as outlined in its Board Plan. The Council resolved in its LTP 2021-31 to specify the project (noted as a Papanui Skate Facility at that time) as a separate line item. This should be reinstated and also show the construction component of the budget in the same line item.

This will help lock in a budget for a fit-for-purpose facility in the future. The Board notes that there is a youth audit underway in the Papanui area, planned for this year.

While the Board recognises the challenge of finding suitable space in central Papanui for new recreational facilities, it urges the Council to continue to prioritise the identification of green and recreational spaces in areas earmarked for new housing developments so these issues are not having to be managed retrospectively – once housing is already built. In light of the increased intensification and higher density in Papanui, clear planning and budgeting for youth spaces is essential.

762 - Margaret Noble (The Ferrymead Trust)

The park/reserves around Ferrymead are an important recreational amenity for residents of Christchurch. We are keen to be fully cooperative to ways Ferrymead Heritage Park can collaborate with the Council on surrounding parks

858 - Cody Cooper

[Revenue > Development Contributions]

Dont sell Carrs Road Reserve.

The Kart Club move should be funded by DCs in that development area only (not the entire west).

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

we need ecosanctuaries like every other part of NZ has. we are missing out and it is bad for our citizens identification with our unique and iconic wildlife.

>>>

We need a constellation of **halo-generating ecosanctuaries** here – as per Press article. We are missing out & huge investment has been made in North Island for these. It's way past our turn.

## Mainland Island Sanctuaries

Habitat not enough on its own!

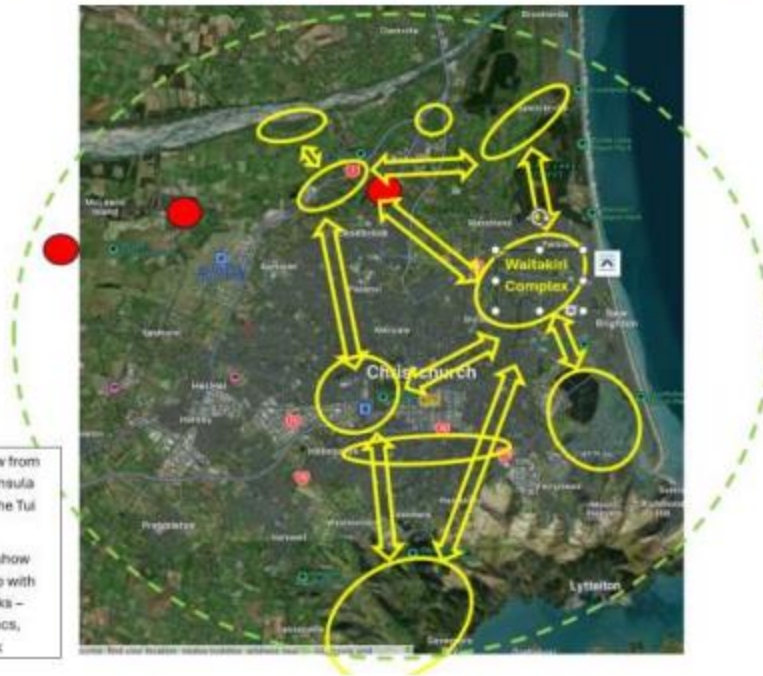
*Maungatautari – 3600 ha*



**Riccarton Bush - Putaringamotu**



*Zealandia  
200ha*



2-way arrow from Banks Peninsula to Pūtea is the Tūi Corridor.  
Red blobs show relationship with wildlife parks – Orana, Isaac's, Willowbank

- (i) **Intensification of housing in New Brighton.** There has been unprecedented building of numerous multi-storey flats in Marine Parade and Beresford Street. This concentration of dwellings has created **a need for sheltered pocket parks** where people can relax in a garden setting. Rawhiti Domain and Owles Terrace Park are both at a distance, and the beach, though much enjoyed, is inhospitable on windy days. Funds from the development levy from the new dwellings should be allocated to the provision of sheltered pocket parks.

894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

At the same time, we would also remind the Council that the Masterplan, which was practically ready for implementation at the time of the 2010 earthquake, having been the subject of extensive local public consultation in which the BNA was actively involved, has now been deferred for almost 15 years. Although the Masterplan was completed some time ago, its broad principles (including better pedestrian and cycle links along the river, riverbank planting, and waterway enhancement) are if anything more relevant and more widely accepted now. We acknowledge that it is in accordance with the current LTP that the DAP contains only a token funding provision for 2025/26 with nothing thereafter; however, in our view, it would be timely to revisit the Masterplan with a view to including funding provision for its implementation in the next LTP.

895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Replace Disraeli Reserve Art – the Board requests funding to replace the decommissioned art at Disraeli Reserve in Addington

## General/Other Comments

130 - Gaynor James

Christchurch is well known for its great parks, botanic gardens, wetlands etc

355 - Sarita MacGregor

We love the parks!

>>>

Often go to the Botanic Gardens + Mona Vale; Halswell Quarry

>>>

I think parks + reserves are a really good way to share the collective rates we pay for all to enjoy.

390 - Stuart Batty

Impose a user/pay levy

59 - Devon Stewart

its brilliant

we have a bew park at our reaerve for children

thank you

keep it up

636 - Brett Fellows

Overhead powerlines to be removed if possible to allow for better planting of trees.

648 - Joshua Van Eeden

I would strongly consider the value of open spaces available for recreation as housing condescences reducing the space to conduct out door activities. Before looking at closing or sale of parks and reserves.

655 - Josephine Tanner

Love that CHC have lots of gardens etc especially being the garden city.

673 - Rosie Paul

We need to make sure lots of green spaces are available for the public - spending needs to be prioritised on making parks cleaner, greener and safer.

675 - Bluebell Barr

Keep them clean and protected please. I personally think it's very important for Christchurch to have green spaces.

678 - Eva Wilson



I value parks and reserves and think time money should be spent on protecting and maintaining these green spaces.

679 - Olive Locke

Parks and reserves are important for the city because they clean the air, bring more biodiversity and make the city a nicer place to be, so there should be more funding put towards parks and reserves.

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

In its Board Plan, the Board advocates for incorporating essential amenities—such as greenspace, recreational, sports, and community facilities—into future development areas. This approach is intended to support the needs of our fast-growing population, and enhance community quality of life in the Papanui-Innes-Central wards.

740 - Jacquelyn Cooper

parks & reserves are true taonga in our city

794 - Joy Burt

Important places, particularly as so many people are living in flats and apartments with very limited green space. Great for mental health.

820 - Helen Pickering

These are essential elements of council

83 - Erin Cowlshaw

Having a nearby park or reserve is nostalgic to many New Zealanders. It's heartbreaking to see that red tape is literally on play equipment when common sense would prevail in all of the circumstances.

Children and their families need a local place to go to kick a ball and swing/slide. Don't take that away. If there are a few in a short distance of each other then fair enough. But ensure there are 'Green' spaces and ensure families and communities can access and use them.

Overtime pretty much everything has been taken away from parks/reserves. Most now have no toilets. No rubbish bins. Many are losing play equipment and now you want to take the parks too.

Do better and ensure communities have access to at least a nearby park with at least some play infrastructure.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))  
We are blessed with many green spaces and reserves within Richmond

864 - Graham Robinson (Addington Neighbourhood Association)  
Are there enough parks and reserves to cater for the increase in population..

873 - Jane George  
I am very grateful for the parks and reserves around our city. I think the council and volunteer groups do an amazing job maintaining them. There is a significant body of evidence about the benefits of parks and reserves - common spaces - including health, wellbeing, inclusion and connectedness.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

Promote **NZ's first Urban Great Walk** – as a marketable celebration of that diversity

The screenshot displays the website for the Christchurch 360 Trail. At the top, a navigation bar includes links for 'THE TRAIL', 'TRAIL SEGMENTS', 'ABOUT', 'NEWS & INFO', 'HOW TO SUPPORT', and 'CONTACT US'. The main heading reads 'The Christchurch 360 Trail - Te Ara Otautahi Showcases the City's Natural & Cultural Diversity In a shared experience'. Below this is a large map of Christchurch with the trail route highlighted in red and green. To the right of the map, there is a sidebar with the 'Naturalist NZ' logo and a list of events, each with a date and location. Below the map, a section titled 'What is the Christchurch 360 Trail?' provides a brief description of the trail. On the right side of the website, there are two photographs: one showing a group of people walking on a dirt path, and another showing people walking along a riverbank.

**The Christchurch 360 Trail - Te Ara Otautahi Showcases the City's Natural & Cultural Diversity In a shared experience**

Submit observations and photos more guided by others in the Māori Walk Project on: [Naturalist NZ](#)

**Naturalist NZ**

eventing, 10:00am, immediately, every day 10:00am - 10:00am, Pacific South, Pacific South, Auckland, New Zealand, Canterbury, NZ

eventing, 10:00am, immediately, every day 10:00am - 10:00am, Pacific South, Pacific South, Auckland, New Zealand, Canterbury, NZ

eventing, 10:00am, immediately, every day 10:00am - 10:00am, Pacific South, Pacific South, Auckland, New Zealand, Canterbury, NZ

**What is the Christchurch 360 Trail?**

The Christchurch 360 Trail showcases the wonderful diversity of Christchurch, featuring not just the flora and fauna but also historical, architectural, and cultural aspects of Christchurch. It is approximately 130km long.

891 - Mary O'Connor

Many decisions made regarding parks and reserves require no consultation and no involvement of elected representatives (Mayor and councillors). Staff makes decisions. This situation is concerning when changes are made to the reserves that cannot be reversed – cutting into volcanic rock, bring in shingle from Springfield to the Port Hills rather than using materials local to the area. The natural spaces need to be retained as close to nature as possible, for future generations as well as now. Maintenance using natural materials local to the area and not cutting into rock without higher level approval and consideration of all options and differing requirements of users' needs to occur instead. Often the possible negative impact of non-targeted groups is not considered. As well as management plans for individual parks and reserves there needs to be management plans for groups of reserves – beaches, Port Hills, wetlands, ... to get an overall balance for conflicting activities.

894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

The Beckenham Loop of the Heathcote River is a defining feature of our neighbourhood's residential environment and constitutes a major factor in what makes Beckenham an enjoyable and attractive place to live. We would like to place on record our appreciation of the work and resources that the Council has devoted to the care, upkeep and enhancement of "our" part of the river, and of the enjoyment our residents derive from the results of all these efforts.

90 - Kathryn Brown

I love the Lancaster Park redevelopment!

# Libraries

## Libraries (Operations)

### General Comments

10 submissions provided feedback on library operations.

6 provided comments in support and 1 provided comments in opposition.

1 provided alternative/additional proposals and priorities, and 2 provided general comments.

### Officers Response

**Support:** Four submitter were in support of libraries and the services and resources being retained. Historic Places Canterbury advised that Canterbury Stories is a great initiative by the library and supported "continued funding of this community participation project". One submitter asked that we continue to make libraries free. One submitter supported maintaining and enhancing the level of service at Akaroa Museum, Service Centre, School and Community Library; and they noted that Akaroa library offers "considerably less than other Council libraries in terms of opening hours, items and activities. One submitter saw community facilities as a critical piece of infrastructure, and supported the Ōmōkihi library and service centre project.

**Oppose:** One submitter suggested cutting down on library staff and opening hours.

Other: One submitter suggested leasing suburban library buildings rather than owning them, and also reviewing opening hours to meet current demand.

#### **Support responses:**

Akaroa Library is open from Monday to Friday from 10am to 4.30pm and on Saturdays 10am to 1pm. The hours closely follow what is available for a library of this size in the Christchurch. Little River Library is open Monday to Friday 8.30am to 12.30pm and 1.30pm and 4.30pm, and on Saturday from 10am to 12pm. We believe Akaroa Library is right-sized for the population it serves. Any consideration to changes to Library hours of opening would be through the Long-Term Plan process.

There are no plans to cut services in libraries.

The Library is committed to providing continued access to Digital Heritage collections.

#### **Oppose response:**

There are no plans to cut services in libraries. Any consideration to changes to Library hours of opening would be through the Long-Term Plan process.

**Other responses:**

Christchurch City Libraries has leased sites that include Linwood Library in the Eastgate Mall and Akaroa Library on the site of Akaroa Area School. South Library is temporarily located at the Colombo Mall while Ōmōkihi is being built. Leasing does incur additional operational costs and would add significantly to the operational budget if Libraries did this at scale.

There are no plans to cut services in libraries. Any consideration to changes to Library hours of opening would be through the Long-Term Plan process.

## Support

486 - Lara McMurray

Keep our libraries open for weekend and evenings, important for all residents. The 40 hour Mon-Friday opening hours doesn't work in today's society.

731 - Victoria Andrews

**The Main Points of My Submission Are**

I support maintaining and enhancing the level of service for the Akaroa Museum, Service Centre, School and Community Library.

>>>

**The Akaroa Area School and Community Library**

The Akaroa Library is part of the council's library system.

The Library is a shared facility with the school which is located next to the library. It is an excellent, although small, facility which is professionally staffed by skilled librarians. It is open Monday – Friday and Saturday between 10am-2pm.

- I again wish to note that what is readily available is considerably less than other council libraries in terms of opening hours, items and activities.
- Staff are skilled, well trained and helpful to all who visit the facility.

The library is a community meeting point which is always welcoming and free of charge. It is an important council facility for residents and their children because the town lacks the diversity of activities which are largely taken for granted in Christchurch.

Removing reserve and transfer fees has been greatly appreciated because residents have been able to get a range of material sent to Akaroa at no charge thus opening up opportunities for those living on a budget and limited income.

[Full attachment available]

754 - Sarah Laxton

I think you are doing a great job with libraries, please continue to fund these amazing resources.

814 - Mark Gerrard (Historic Places Canterbury)

Canterbury Stories: HPC considers this is a great initiative by the Library and supports the continued funding of this community participation project

851 - Fiona Bennetts

I love libraries, swimming pools, and other community facilities like halls. Please don't cut these services.

873 - Jane George

I am also extremely grateful for the libraries across the city. Libraries provide opportunities for education, connection, escape and safe haven (through stories and the facilities themselves).

## Oppose

191 - Rachel Bowker

I often wonder why the libraries have 3 or more staff in our local library abs the hours they are open ste to long. Cut down the staff and the hours they open.

## Other

549 - Antony Gough

The council owns numerous assets that are not critical to running the city and its services. Its debt sits at around \$2 billion, leading to significant interest costs.

Selling off non-essential assets could help reduce debt without impacting core operations.

Some potential assets for sale include:

**Suburban Libraries** - These could be leased rather than owned by the council. Currently you have a temporary library in the Colombo.

>>>

### Opening hours of Council assets.

The opening hours of libraries >>> need to be reviewed to meet the current demand.

I am sure many could have their hours reduced with little impact for residents. Matching service hours will then likely reduce wage costs significantly. Wage and salary expenses are a major cost for council.

## General/Other Comments

868 - Andrea Kofot

It's essential to maintain and improve community facilities. Everyone should have access to libraries, service and community centers, and recreational facilities—they play a key role in making Christchurch a great place to live.

935 - Kerry Neville

Question for you: I still cannot find the Holleston library, can you help

Trade waste

## Libraries (Capital)

### General Comments

8 submissions provided feedback on libraries (capital).

3 provided comments in support and 2 provided comments in opposition.

3 provided alternative/additional proposals and priorities.

## Officers Response

**Support:** Two submissions supported the rebuild of south library and service centre, one of those said "I hope the project will proceed to a successful conclusion without falling victim to delays". One submitter thought less should be spent on sporting facilities and more spent on libraries. Another submitter thinks "libraries are our most value assets" and would love to see "more libraries provided with the funds to invest in cool things like Imagination Station at Tūranga". One submitter loves libraries, swimming pools and other community facilities and doesn't want these service cut.

**Oppose:** One submitter wondered about the decision to rebuild South library and why the cost to repair was so high, suggested it was due to "all the bells and whistles". One submitter thought we should scale back on our new buildings.

Other: One submitter suggested removing the \$3 CD borrowing charge, and mentioned that most other libraries who have music CD do not charge for them. One submitter would like the Shirley library relocated to 10 Shirley Road.

### **Support response:**

The construction contract for the rebuild of Ōmōkihi has been awarded. Construction will begin in the coming months following demolition of the current building.

### **Oppose response:**

The South Library and Service Centre was badly damaged in the 2010/2011 earthquakes. Temporary strengthening has made it safe to occupy since then, but a permanent solution is needed that will future proof the facility for decades to come. The resilience and lifespan of the facility were big factors in the decision to rebuild, noting the current capacity is 34% NBS which is the minimum required by the Building Act to avoid the need for mandatory strengthening. However, this is close to the threshold for closure in the case of any further damage to the structure from a future seismic event. Industry best practice is to achieve a minimum of 67% NBS as recommended by the New Zealand Society for Earthquake Engineering (NZSEE). The scale of a repair would have been extensive and a more costly option than a rebuild.

The new facility will offer the same services as provided from the South Library and Service Centre and will be on the existing site.

### **Other responses:**

There are no plans through the current Annual Plan process to cut services in libraries.

At this stage there is no intention to remove the \$3 per CD charges. Fees and charges are reviewed annually.

As well as having the lego area and some programming in Tūranga, the Imagination Station Team also offer programmes/activities at a variety of other locations, including some community libraries.

At this stage there is no plan to move the Shirley Library from its current location.



## Support

### 1026 - Harrison McEvoy (Greater Ōtautahi)

Council facilities often represent a critical piece of infrastructure for the ratepayer. Without them, many ratepayers would see significant losses of service. Libraries, Service and Community Centres, and Recreational Facilities are one of the largest benefits the Council provides to its residents. These facilities are absolutely necessary in building the fabric of communities and represent one of the most valuable investments Council could make. The replacement of the remaining earthquake damaged or demolished facilities should be a priority for Council, so it is reassuring to see both the Ōmōkihi South Library and Customer Service Hub and the Shirley Community Centre projects get underway. Facilities like these are the beating hearts of our city. Without them, residents would be deprived of affordable and well-maintained spaces to meet, associate, and socialise. Community events would not be as successful, and our city would suffer. Prioritising filling gaps here is a must if we want a healthy, vibrant city.

### 894 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)

We would remind the Council that, from the choice of a site through to completion of the design, the creation of the first Christchurch South Library and Service Centre was the fruit of intensive and extensive public consultation and initially steered by a reference group involving representatives of community organisations (including the BNA) drawn not only from within Beckenham but also from further afield (especially Spreydon), with a number of well-attended and highly enthusiastic public meetings held in the design stage of the project. Since its opening in 2003 the Library/Service Centre has come to be a widely treasured public facility whose temporary loss, while accepted as a necessity, is undoubtedly also a source of widely felt pain, especially to those many community members who played a part in its creation. We welcome the start of work on the demolition and rebuilding and thank the Council for confirming the requisite funding provision in the DAP, and for the extensive public consultation up till now on the current rebuild plans. We look forward hopefully to the project being carried through without delay to a successful conclusion, so that the local communities who for more than two decades have enjoyed using the first South Library should not be deprived of a replacement facility for a day longer than necessary. We will follow progress towards this goal with keen interest

### 896 - Peter Tuffley

I should declare a strongly felt interest in this matter, since I was personally involved in the process of intensive and extensive public consultation that, from the choice of a site through to completion of the design, culminated in the creation of the first Christchurch South Library and Service Centre. The process was initially steered by a reference group (on which I served, representing the BNA) involving representatives of community organisations from across the Spreydon-Heathcote area. In the later stages a number of public meetings were held to consider design proposals and ideas regarding what features and facilities the community wished to see in the building. The memory of these public

meetings is still quite vivid for me and no doubt for others who took part; they were striking not only because of the large numbers of local residents who attended but also in the excitement they demonstrated and the energy, enthusiasm and articulacy that they brought to proceedings. Not only has the Library/Service Centre come to be a widely valued and cherished local amenity since its opening in 2003; for anyone who was in any way involved in its creation, its loss, however necessary, can only be especially hurtful. The more speedily its replacement is accomplished, the more that pain will be alleviated. I am sure that the replacement building will be welcomed with strong and widespread appreciation, and I welcome the start of work on the demolition and rebuilding and the provision of requisite funding in the DAP. I very much hope that the project will proceed to a successful conclusion without falling victim to delay. Once completed, I have no doubt that the new facility will be at least as well patronized as the old.

## Oppose

### 162 - Philip Richards

I really wonder about the decision to rebuild the South Library. Hard to understand why the repair cost was so great, and I wonder if it was because it was an all the bells and whistles job. The new library also is maybe the same; a lot of bells and whistles, nice to have, but unaffordable if we really want to keep rate increases down

### 266 - Name Redacted

Scale back on your fancy new buildings (aka hoonby, etc) don't need fancy just need operational so WHY do you spend so MUCH on these places? Is it necessary? Really? is it a want or a need?

## Other

### 749 - Michael Jason Smith

I think less should be spent on sporting facilities and more should be spent on libraries.

### 872 - Joanna Gould

Relocate the Shirley Library to Shirley Road:  
Shirley Community Reserve, 10 Shirley Road, Richmond, Christchurch.  
<https://www.10shirleyroad.org.nz/shirley-centre-report/>

[Full attachment available]

875 - George Laxton

I think our libraries are our most value assets, places to meet with friends, borrow books, and now as a parent a place where I can take them when they grow up to things like the imagination station at Tūranga. I would love to see more libraries provided the funds to invest in cool places like this.

# Community Facilities

## Community Facilities (Operational)

### General Comments

12 submissions provided feedback on community facilities operations.

1 provided comments in opposition.

6 provided alternative/additional proposals and priorities, and 5 provided general comments.

### Officers Response

The majority of submissions are locally-focused and support the ongoing provision and maintenance of local community facilities, primarily due to their role in building stronger and connected communities.

Individual submitters tended to advocate for the retention and maintenance of specific facilities.

Two submitters asked the Council to purchase land next to Roy Stokes Hall in New Brighton as parking for the facility. The response to this issue is covered in the Halls and Community Facilities Capital subgroup.

Current levels of service toward the provision of community facilities are governed by Council's Community Facilities Network Plan 2020 and the Strengthening Communities Together Strategy 2023, they are often informed by Community Board Plans. New builds are specifically detailed in the 2024/34 LTP.

The Community Facilities Asset Management Plan provides for maintenance and cyclical renewal of facilities based on condition, use, strategy and priority. This Plan is continually informed by current information, and community views and forms the basis of Council's annual work programme. There are no planned changes to levels of service regarding community facilities including the current development projects.

### Oppose

#### 299 - David Palmer

Facility maintenance should not be cut. Keeping our facilities in good condition so they never feel shabby or run-down is an important part of making them attractive places for people to use.

## Other

### 437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

Other priorities:

South Brighton Community Centre carpark renewal.

### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

**Community Facilities** – The Board fully support the Koukourarata Port Levy and Wakaroa Pigeon Bay Halls to continue as valuable facilities for those communities. Both facilities are earthquake prone.

**Koukourarata Port Levy Community Hall**, located at 1708 Western Valley Road, is over 150 years old and is the Council's oldest community facility. In 2020, the Hall was assessed by the Council and rated as being in fair condition with being 16% of National Building Standards, the building is considered earthquake prone. Additionally, the toilets in an adjacent building are substandard, with small doors that have gaps above and below, compromising privacy. The Board provided \$100,000 of Better Off Funding for the hall committee to upgrade the adjacent men's toilets and the kitchen. The facility serves as a community resilience hub. The community has been very active in fundraising and activating the facility. The hall needs to be strengthened prior to 24 November 2031.

**Wakaroa Pigeon Bay Settlers' Hall** – located at 40 Wharf Road, is approximately 124 years old. In 2020 the hall was assessed and rated as being in poor condition with being 29% of National Building Standards the building is considered earthquake prone. The building serves as a community resilience hub. The building needs to be strengthened prior to 1 February 2037.

The Board requests that the Council consider allocating funding in the Council's Long Term Plan 2027-37 towards earthquake strengthening and upgrades of Koukourarata Port Levy Community Hall and Wakaroa Pigeon Bay Settlers' Hall, as they are both well utilised and highly valued by these remote communities.

### 727 - Chris Carrow

[Transport > Roads]

I am a user of the Roy Stokes Community Hall in New Brighton Christchurch,

The Community hall is a hub for activities in our area.

Chch city council has a plan to renew the road entrance into Seaview Road from the ring road. Rebuilding the bridge over the river and creating a limited street frontage parking zone, this will effect our current patrons and future users for events and bookings.

The community hall is available for all community events. The School site, its former home, was sold to a developer and they have consent to complete a total of 74 houses with minimal parking, the site has 14 houses currently completed.

When the subdivision is complete the available parking will be marginalised as any parking on the street will potentially be occupied by the new apartment owners

The Roy Stokes Community Hall was historically funded and run by the community as a hub. FYI it was used as the Central New Brighton emergency hub during the earthquakes.

When Chch city council CNZ sold the old school site, our community petitioned to have the community hall subdivided off from the sale. This was successful, but no extra land was considered for parking around the hall. If there are any big audience events, patrons are forced to park sometimes 2 or more blocks away, this will only get more intense with the continuing development of New Brighton. At this time there is still an empty section of land behind the Roy Stokes Community hall, which would be ideal as a parking lot for all the currnet and future hall users. A potential space for 40 to 60 car parks.

In a conversation with the current developer, he is open to negotiate selling this land for a proposed car park.

Please Christchurch city council, this would be a future solution for a current and future problem.'Thank you for your time and consideration.

809 - Jan Cook

[Other/Special Interest Topics > Engagement and Communications]

I would like the Council to provide Wifi service at the Gaiety Hall, Akaroa. This is an important venue for community meetings and hearings. Wifi would facilitate such events and assist public participation.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

Public spaces and services for young people: Maintaining and expanding funding for libraries, recreational facilities, and community hubs, including reconsidering library opening hours and keeping pool costs low to support accessibility.

>>>

Youth-Friendly Spaces & Services Public spaces and community services that cater to young people contribute significantly to our city's vibrancy and wellbeing. Ensuring that young people have safe, accessible, and engaging places to connect, learn, and relax is essential for fostering a sense of belonging and participation in Christchurch. To strengthen this, we urge the Council to:

- Maintain and enhance funding for libraries, community centres, pools, and recreational facilities that provide safe and accessible spaces for young people. Tūranga has been a key hub for study, social connection, and youth-led events, and extending its hours—particularly on school days—would ensure young people have more opportunities to access free and safe study spaces. Libraries are more than just book collections; they are essential community spaces that provide safety, learning opportunities, and a place for social connection. Additionally, we urge the Council to keep pool costs down, particularly for children and young people. Learning to swim is a vital skill in an island nation like Aotearoa, and rising costs could become a barrier to access. Affordable entry fees ensure that all young people, regardless of background, can develop water safety skills, stay active, and enjoy recreational spaces

[Fees and charges > Rec and Sport]

#### 859 - Chris Carrow (Christchurch Circus Trust)

[Transport > Carparking]

The Christchurch Circus Trust is a tenant of the Roy Stokes Community Hall in New Brighton Christchurch,

The Community hall is a hub for activities in our area.

The Circus Trust is a provider of Social Circus for CHch east community

We teach circus skills and performance, provide training space for circus practitioners.

We work with young people and adults and nurture social skills, coordination, fitness, strength and flexibility.

We have 3 to 5 productions per year that are for the public, we have a high level community of involvement, and have been in the Roy Stokes Community hall for 11 years.

Our shows have audiences of between 100 to 300 people. This equates to 20 to 100 car parks. When we have a show the collective audience park around New Brighton, and walk to the hall. While this parking option has worked with few having to park 3 or 4 blocks away, we see the continuing development of our area as a future car parking problem for our events and other users.

The following is some reasons why.

Chch city council has a plan to renew the road entrance into Seaview Road from the ring road. Rebuilding the bridge over the river and creating a limited street frontage parking zone, this will effect all current patrons and future users for events and bookings.

The community hall is available for all community events. The Old central New Brighton School site, its former home, was sold to a developer and they have consent to complete a total of 74 houses with minimal parking, the site has 14 houses currently completed.

When all the subdivision is complete the available parking will be marginalised as any parking on the street will potentially be occupied by the new apartment owners. And there are other subdivisions built or being built in New Brighton most of these developments have no onsite parking, so as they are being completed competition for the available car parks on the street will increase exponentially.

The Roy Stokes Commuity Hall was historically funded and run by the community as a hub. FYI it was used as the Central New Brighton emergency hub during the earthquakes.

When Chch city council CNZ sold the old school site, our community petitioned to have the community hall subdivide off from the sale. This was successful, but no extra land was considered for parking around the hall. If there are any big audience events, patrons are forced to park blocks away, this will only get more intense with the continuing development of New Brighton.

At this time there is still an empty section of land behind the Roy Stokes Community hall, which would be ideal as a parking lot for all the currnet and future hall users. A potential space for 40 to 80 car parks.

In a conversation with the current developer , he is open to negotiate selling this land for a proposed car park.

The Christchurch Circus Trust are trying to find a solution for a future car parking problem in New Brighton. Christchurch City council has the potential to help solute this problem

Please Christchurch city council, we need you to get behind this proposal, a future solution for a current and future problem.'Thank you for your time and consideration.

**General/Other Comments**



#### 1026 - Harrison McEvoy (Greater Ōtautahi)

Council facilities often represent a critical piece of infrastructure for the ratepayer. Without them, many ratepayers would see significant losses of service. Libraries, Service and Community Centres, and Recreational Facilities are one of the largest benefits the Council provides to its residents. These facilities are absolutely necessary in building the fabric of communities and represent one of the most valuable investments Council could make. The replacement of the remaining earthquake damaged or demolished facilities should be a priority for Council, so it is reassuring to see both the Ōmōkihi South Library and Customer Service Hub and the Shirley Community Centre projects get underway. Facilities like these are the beating hearts of our city. Without them, residents would be deprived of affordable and well-maintained spaces to meet, associate, and socialise. Community events would not be as successful, and our city would suffer. Prioritising filling gaps here is a must if we want a healthy, vibrant city.

#### 425 - Diane Pranker

The community facilities are a valuable resource for all of the community and need to be maintained but always with an eye on efficiencies

#### 457 - Scott Campbell

Community facilities and access to them are a major enabler for so many groups to operate successfully, and therefore contribute to the social capital that helps form our community.

I support a sensible level of maintenance and development for these facilities.

#### 805 - Geoffrey Sugden

It's important that community facilities are maintained at their current, or greater levels. Everybody should have the right to access Libraries, Service and Community Centres and Recreational Facilities.

#### 868 - Andrea Kofoet

It's essential to maintain and improve community facilities. Everyone should have access to libraries, service and community centers, and recreational facilities—they play a key role in making Christchurch a great place to live.

## Halls & Community Centres (Capital)

### General Comments

25 submissions provided feedback on halls & community centres (capital)

3 provided comments in support and 1 provided comments in opposition.

15 provided alternative/additional proposals and priorities, and 6 provided general comments.

## Officers Response

Submitters discussed the importance of retaining community facility development projects currently in the 2024/34 LTP. These included Shirley, Philipstown, Preston's/Marshlands and Coronation Library Wairewa.

There were requests for new facilities, developments and minor upgrades. These included a youth-focused multicultural/cultural centre in Akaroa, a youth facility in Papanui/Redwood, the purchase of land for a car park next to the Roy Stokes Hall in New Brighton and a community centre in Cass Bay. Conversely other submitters felt that Council should not develop new facilities as the City has sufficient. Some felt that Council should dispose of facilities surplus to need and/or at end of life. Current levels of service toward the provision of community facilities are governed by Council's Community Facilities Network Plan 2020 and the Strengthening Communities Together Strategy 2023, they are often informed by Community Board Plans. New builds are specifically detailed in the 2024/34 LTP. The Community Facilities Asset Management Plan provides for maintenance and cyclical renewal of facilities based on condition, use, strategy and priority. This Plan is continually informed by current information, and community views and forms the basis of Council's annual work programme.

There are no planned changes to levels of service regarding community facilities including current development projects and new builds.

The proposed youth-focused multicultural/cultural centre in Akaroa is not a community board priority and not envisioned within Council's Community Facilities Network Plan 2020. There are potentially viable alternative venues in Akaroa such as the Gaiety Hall which has a broad range of facilities in a historic and culturally important building. It has a current utilisation rate of under 10%. Other sporting and recreational facilities are available for use in Akaroa.

Locally based community teams have the capacity to work with the relevant community board and local stakeholders over the Cass Bay Community Centre and Papanui/Redwood Youth proposals. Council does not own the Roy Stokes Hall. At this time there is no identified strategic need to purchase land next to the building for car parking.

## Support

### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

Similarly, the Board reaffirms that Shirley Community Reserve (formerly the Shirley Community Centre site) remains a top priority. The community has been consulted several times over the last three terms (nine years) around the use of the sited. We as a Board and the wider council must

give certainty to the community that this key space will be developed so it can be successfully activated, as soon as possible.

>>>

Finally, the Board stresses the importance of retaining current funding for a Philipstown Community Centre as a key investment in maintaining that community's heart.

#### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board continues to support:

- The refurbishment of the Coronation Library in Wairewa Little River.

#### 744 - Marie Byrne

Please keep the Phillipstown Community Centre budget item in the plan.

## Oppose

#### 241 - Anna Gruczynska

[Recreation, Sports & Events > Recreation Centres (Capital)]

I think Council should stop building and acquiring community facilities which it then cannot afford to operate and maintain, and look at decommissioning some facilities it already owns, which cost a lot to own, but do not deliver benefits to justify the expense. There are some eye-watering costs anticipated for renewals and replacements in the outer years of the LTP (e.g. lines 59931, 59922, 65433) which look to be much higher p/a than spending in this and next year. I think a good stocktake is needed now to identify and consider de-commissioning those community facilities that "don't wash their face", have limited usage, bring inadequate income from user fees and cannot demonstrate sufficient benefit to the community to justify ongoing investment in their upkeep and to avoid future maintenance costs when they can still be avoided, rather than face these costs further down the line when they have become unavoidable.

## Other

1020 - Lee Williams

Things I don't want Council to do:

*Good Russian days, still of people to take if want left*  
Sale of council owned assets (at all)  
Rebuild Shirley Community Centre.

117 - Dustin Waldron

more money needs to be spent on these

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board has clearly outlined our priorities in our Board Plan and Long Term Plan Submissions, but our top priorities are:

Prestons and Marshland Community Centre – we would like this funding brought forward if possible.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board priorities in Halswell and Riccarton include projects to support youth in the areas. These areas also have significant multicultural communities. The Board requests that the council gives special consideration to funding any proposals in the Annual Plan for youth or multicultural communities initiatives.

684 - Garry Brittenden

As a staff member at Akaroa Area School I would like to add my voice to the proposal to create a Youth and Multi Cultural facility in Akaroa, using the Recreation ground building. As a teacher at the school for the past 17 years, and a community member for 40 years, I have strong views on our young people and the importance of keeping them connected, engaged and involved in their local community. A facility such as is being advocated for could be a centre for our younger members to find mentors, develop social skills and just have fun-away from their screens. I also believe that the increasing cultural diversity in Akaroa should be recognised. Diversity brings only benefits to a community and it often these folk do not have the means, connections or confidence to publicise their needs. They need and deserve our support.

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

The Board remains committed to exploring a youth facility in the Papanui/Redwood area as outlined in its Board Plan. The Council resolved in its LTP 2021-31 to specify the project (noted as a Papanui

Skate Facility at that time) as a separate line item. This should be reinstated and also show the construction component of the budget in the same line item.

This will help lock in a budget for a fit-for-purpose facility in the future. The Board notes that there is a youth audit underway in the Papanui area, planned for this year.

While the Board recognises the challenge of finding suitable space in central Papanui for new recreational facilities, it urges the Council to continue to prioritise the identification of green and recreational spaces in areas earmarked for new housing developments so these issues are not having to be managed retrospectively – once housing is already built. In light of the increased intensification and higher density in Papanui, clear planning and budgeting for youth spaces is essential.

#### 804 - James Ridpath (Youth Alive Trust)

Youth Alive Trust took on the custodianship of the Roy Stokes Hall at the end of 2023, after an open tender by Christchurch Development Limited, who wanted to place the hall back into the possession and ownership of the local community. We look after the many groups who use the hall including a circus trust, dance groups, arts classes, events, cultural groups and one off markets. One issue we often have is the lack of parking for visitors to the hall. There is very limited street parking, and only a small area behind the hall where approximately 6 cars can park, after driving down a very narrow path to access it. If we had been involved in the original decision when the hall was split from the private land sale, then we would have heavily advocated for a proper car park on the back of the hall, where the many users and visitors could park off the local streets. Now there are plans for the development of the road outside the hall, and even more public parking is proposed to be lost. We would like the council to consider approving some funding to re-purchase a small piece of land currently unused by the current developer to create a purpose built car park. We believe the land owner is open to this option, and with careful negotiation it could be possible. Some of the funding needed for the purchase could be transferred from the budget tagged for the development of Seaview Road, as I understand some of that budget is allocated to creating more parking spaces for hall users through road development. We are asking council to ask staff to investigate this option and tag some budget to this possibility.

#### 806 - Asif Hussain

In late 2024, Christchurch City Councillor Tyla Harrison-Hunt met with the Banks Peninsula Community Board to discuss project ideas related to his Youth and Multicultural Portfolio. While our communities have long recognised this gap, we see this as a crucial opportunity to address the need for local facilities. While tourism plays a vital role in the region, the needs of the local population are often overlooked.

I have followed the development of Ōtautahi Christchurch's Multicultural Recreation and Community Centre over the years and had the privilege of attending its opening in March 2024. Described as "a symbol of hope and progress," the Centre is designed to be a welcoming, empowering, and safe space for people of all backgrounds. Offering a dedicated venue for cultural and recreational activities plays a vital role in fostering social cohesion and celebrating Christchurch's rich cultural diversity.

Currently, Akaroa and the Bays lack such facilities, forcing residents to travel to Christchurch at considerable cost and inconvenience. This lack of local access limits youth engagement opportunities and negatively impacts mental well-being and social inclusion.

Akaroa is home to a diverse range of families, including those of French, Swiss, Japanese, German, Indian, Pakistan, Pacifica and Thai descent, which enriches the community and fosters greater tolerance. A community centre celebrating this diversity would enhance the sense of belonging and unity among residents.

The lack of accessible recreational spaces has serious consequences for our youth. *[Redacted]* This highlights the urgent need for local support systems. Research consistently shows that participation in sports and structured activities is linked to lower rates of suicidal ideation and suicide attempts among adolescents. Such activities provide young people with a safe, supportive environment to build social skills, and confidence, and maintain their mental well-being.

There is also a growing gap in social infrastructure for teenagers. Many local events revolve around alcohol, leaving few safe, drug-free spaces for youth. The recent tragedies underscore the need for spaces where young people can feel safe, supported, and valued. Providing recreational spaces can reduce mental health risks such as depression and substance abuse.

A dedicated youth and multicultural centre would offer structured activities, social connections, and support services in a non-commercial, alcohol-free environment. This initiative aligns with the Christchurch City Council's Strengthening Communities, Youth, and Multicultural Strategies, promoting social cohesion, mental well-being, and cultural inclusivity. It also enhances Akaroa's appeal as a family-friendly destination, supporting local economic and tourism objectives.

[Appendix A available containing information from [BPMatters.co.nz](http://BPMatters.co.nz)]

#### 808 - Pam Richardson

Kukupa Hostel has been included in the Longterm Plan and has an allocation of some funding , for some time. It is time to consider a far more affordable option for this building . There have been a number Expressions of Interest called for and I believe a proposal maybe being considered underway a number of years ago. An old early building , Cora Wilding Hostel is surrounded by a relatively small area surrounded [enclosed almost enclosed ] by large trees . The building has no maintained infra structure including maybe no power on site .The building could be deconstructed etc and the land area retained as a reserve for this catchment of houses in the top end of Pigeon Bay . Pigeon Bay already has 2 CCC facilities Pigeon Bay Reserve and the Pigeon Hall and a historic Church that are managed by the community and we do not have the capacity to manage of fundraise for another building . Robinsons Bay have an ideal example that could be considered. The old school building site has information boards , an outline of the building and have improved the plantings and a small walkway .

#### 840 - Renan Cataliotti Valdina Del Grano (Akaroa Voices for Peace)

On Behalf of Akaroa voices for Peace I would like to express my support for the proposal of a youth and multicultural community centre and ask the community board to include this proposal to the annual plan 2025/2026.

Our community is very rich in diversity with many origins and culture: From Māori and British to French, Germans, north and south Americans, Africans, Czech, Indian, Pacifica, Asians, eastern and southern Europe, Pakistan, Indonesians, etc..

This great diversity could be celebrated and benefit our community even more through cultural events like cooking and sharing meals, teaching cultural traditions, a place where we can all meet and celebrate each other culture during important events throughout the year like matariki, Ramadan, Bastille day, etc...

We recently went to a fund raising event in Christchurch where a group of people were cooking meals from their home land for about 200 people. That evening was a great success and we thought this is something we could organise for our community to help other communities in the world.

But the lack of venue and commercial kitchen usable by the public would make that planning very difficult. That is when we realised Akaroa needs a COMMUNITY CENTRE with a commercial kitchen, enough room to accommodate conferences, fund raising events and local groups activities like dancing clubs, art, music, reading, games, cooking, etc.. a public, functional and safe place for everyone to use.

Also a place, in collaboration with heartland, that can facilitate mental health help and treatment from counsellors, psychologist coming from out of the community and groups that help others in need to succeed through everyday challenges in life.

A place where our youth can meet and gather to do activities or just catch up away from home or school but in a safe environment.

A sport complex, where everyone can come and do yoga, basketball, tennis, swimming, relax in hot pools and then have a shower. These services can also be available for tourists and visitors. Especially in winter on a rainy day when there is not much activities available in out town. This will boost our local economy.

A HUB that goes from the freedom camping area ( which will improve it) to the main road and across the green.

A place that will link all of us, from all different origins, ages or interest together. One community in our diversity.

Also a community food forest and garden involving local residents and their Tamariki with a market area and conservation centre which will be explained in the next presentation on behalf of Regenerate Banks Peninsula.

#### 844 - Josephine Cataliotti

I'm currently the head education ranger at Pohatu Penguins. I'm responsible for creating and running conservation based education and activities for children and teenagers. I work with Ave Parthonnaud and other members of the community to raise awareness through holiday programs on site at Pohatu. We also run a local Akaroa based kids conservation club which is run outside of Pohatu penguins where we teach and run activities based around conservation initiatives and sustainable living. This has been run in the sports pavilion with great success.

I also run the Akaroa Community Dance club, assistant coach for the Akaroa Karate club and also helped for many years to teach for the Littleriver gymnastic club. Working with children and teenagers in my community is something I'm very dedicated to offering my free time to.

We are purposing a youth and multicultural community centre in Akaroa, built around the existing rec-ground and sports pavilion.

For the youth of Akaroa we feel there is a gap and a need for a multi-functional space to focus on the health of our Tamariki and teenagers outside of school and homes where they feel safe and valued. A place where they can unwind from pressures of school and exams. Where they can be with their peers away from alcohol and drugs.

This space can be run and organized by myself and others with experience and time. We would run activities through our already existing clubs and groups but we would also like to offer a space for the youth themselves to run and have a bit of freedom.

The image we have is a common area with sofa's, desks, tables and tech.

Provided games like adventure card games, board games or Dungeon and dragons with possible tournament evenings. This is super popular at the moment and can also raise money.

Another idea is to have some video gaming allowed, controlled of course with pre chosen and downloaded games set up for multiple players. No games involving violence or lawlessness.

One of the most damaging things for our youth today is isolated gaming of violent and lawless themes, disconnecting players from each other and creating a lack of a personal accountability of ones actions. For this reason it is so important to promote interaction and team work without taking away what they enjoy doing.

This of course would need a staff member to be on the premises while area is open. It would be a good idea to add a small office space with open door and window facing into the room as not to disturb but to keep an eye. While also been able to work.

The already running Conservation club would utilize this space once a week, offering activities and education programs and would also set up a tree nursery somewhere on site.

The Akaroa Community dance club would also use this space once a week, running classes for all ages plus inviting others in the community with different dance styles from different cultures to come and



teach. I would also support any youth who might want to start their own dance troop and need a practice space.

The Akaroa Arts council, of which Ave is a member would also use this space to run workshops for Tamariki, teenagers and all ages, in a wide area of the Arts, which promotes creative thinking.

All would need a storage area for equipment and materials.

I believe a space like this would encourage people all over the community to contribute their time and experience to support our children and youth. When people get involved and contribute to their community it gives them a sense of value within themselves which helps with mental health. Most importantly our kids need to see leaders and have good mentors.

Recently our small community has had a run of suicides. We have lost valuable, talented, amazing people to mental health problems. [redacted]. This has shocked us and been a deep loss felt in every corner of our community. This can be avoidable.

We need a space for people to come together, share, teach and show support. A place to celebrate or watch sports events without alcohol present. A healthy place for all ages outside of the pub experience.

We feel like a space like this is a necessary investment. Invest in our Tamariki and teenagers. Invest in the people who have and will continue to offer our time and passion to keep it all going.

#### 888 - Jenny Healey (Cass Bay Residents Association)

The Cass Bay Residents Association have been trying to work with CCC staff to get a site to build a badly needed community facility for our bay for over 4 years. This is even more essential as we work with Civil Defense in developing our Emergency hub for Cass Bay, like the other bays in Whakaraupo. The Banks Peninsula Community Board have given us support for a site to be found but we are continually asked for more information and in the meantime the costs of building has risen significantly. Please give us support in getting the situation sorted so that we can move on to fundraising and getting this much needed facility.

#### 900 - Mikayla Connolly (Akaroa Playcentre )

In response to Councillor Tyla's presentation to the Banks Peninsula Community Board on 11th November 2024, Akaroa Playcentre strongly supports the proposed Youth and Multicultural facility and urges the Banks Peninsula Community Board and Christchurch City Council to prioritise this investment by its inclusion in the Christchurch City Council's Annual Plan 2025/26.

This initiative aligns with the council's Strengthening Communities, Youth, and Multicultural Strategies by promoting social cohesion, mental well-being, and cultural inclusivity. It also enhances Akaroa's appeal as a family-friendly destination, supporting local economic and tourism objectives.

Akaroa and the Bays are in dire need of a dedicated youth and community facility to provide essential recreational and cultural spaces for young people and families. Currently, the area has no equivalent facilities, forcing residents to travel to Christchurch at significant cost and inconvenience. This lack of access not only limits opportunities for youth engagement but also has serious consequences for mental well-being and social inclusion.

>>>

Akaroa Playcentre supports the Youth and Multicultural facility proposal in the 2025/2026 CCC Annual Plan.

>>>

Akaroa Playcentre currently leases about one-third of the existing Sports Pavilion site for early childhood sessions on Tuesdays and Thursdays. Space is limited, and during these sessions, the Playcentre also uses the community hire area of this building, which includes the kitchen and adult toilet facilities. Akaroa Playcentre supports the proposal to expand and modernise the sports pavilion building with a design that better meets the needs of the resident and visitor community. The current facility requires more usable space, safer storage for excess equipment, improved disability access, and upgraded kitchen and bathroom facilities. Additionally, the inclusion of modern multimedia facilities would improve the desirability of the hire space for meetings and functions. The proposal envisions the recreation grounds flowing from this facility to become a key gathering point and engaging environment for youth and recreation. It includes creating a disability-inclusive outdoor space with extensive exercise equipment for all age groups, a revitalised skateboard area, a new playground, and bike and pump tracks. These areas are intended to meet modern standards in terms of inclusive access for those with disabilities, as there are children within Akaroa Playcentre and the wider community with both physical and neurodivergent disabilities, and current facilities within Akaroa are poorly suited to their needs.

[Full attachment available containing information from [BPMatters.co.nz](http://BPMatters.co.nz)]

901 - Joanne Marie Rolley (Le Bons Bay Reserve Management Committee )

The Le Bons Bay Reserve Management Committee have via staff earlier submitted for a re-jig of our toilets in the hall to allow for hot water to be available at the hand basins, toilet water system to be re-plumbed so that toilets can be flushed when power is out {resilience planning} the old urinal replaced and for better usage of the area available.

We applied for funding for some acoustic panels to be fitted in ceiling to address noise issues as the hall has no noise attenuating materials and a wooden floor.

We also applied for two to three sweep fans and LED lighting upgrade. The hall can be extremely hot in summer and very difficult to heat in winter. It makes sense to us to include the lighting upgrade with dimmers at the same time as the acoustic panels and sweep fans as scaffolding will be required for these installations.

Further to these requests via staff we also seek funding of the following;

- 1] rewiring of the electrical system in the hall so that generators can be safely run in times of emergency {resilience planning}
- 2] installation of a radio system for emergency communication
- 3] installation of a solar panel for re-charging cellphones in times of emergency

#### 912 - Heather Walls

I support funding for a youth & multicultural hub in Akora and welcome the initiative to upgrade existing facilities. This could become a multi use facility for other user groups.

### General/Other Comments

#### 159 - Jordan Vink

i have no issues with facilities as such. Just a lack thereof.

#### 429 - Gordon Nairn

no explore cost reduction s

#### 462 - Kirsty Rose

never, ever, invest money in buildings that will not be owned by CCC

#### 687 - Kayleigh Patterson

Just to help the community

#### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

WAR has been invited to join the working committee for the capital project planned for 10 Shirley Road. We will engage with vigor to support and enhance our community engagement with respect to this investment proposal

851 - Fiona Bennetts

I love libraries, swimming pools, and other community facilities like halls. Please don't cut these services.

## Service Centres (Operational)

### General Comments

6 submissions provided feedback on service centre operations.

4 provided alternative/additional proposals and priorities, and 2 provided general comments.

### Officers Response

3 submitters made comments on the review of Akaroa Service Centre trading hours.

1 submitter made a comment on the review of opening hours of Council assets to meet the current demand.

2 submitters made comments on maintaining and improving Council facilities.

Regular review of citizen/customer demand for Council first point of contact face to face services form's part Citizen & Customer Services monthly performance review.

Monthly reviews inform real time resource planning and scheduling. Annual reviews are completed to address ongoing demand changes and impacts of additional services for consideration as part of annual and LTP planning.

For example, further analysis is currently underway to inform hours of opening options for the Akaroa Service hub as a result of the September 2024 introduction of NZ Post services.

### Other

549 - Antony Gough

**Opening hours of Council assets.**

The opening hours of >>> offices and the like need to be reviewed to meet the current demand.

I am sure many could have their hours reduced with little impact for residents. Matching service hours will then likely reduce wage costs significantly. Wage and salary expenses are a major cost for council.

#### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

**Akaroa Service Centre** – The Board requests a review of the Council's Akaroa Service Centre's opening hours to assess whether they effectively meet the community's needs. Several community members have notified Board members that they are unable to visit NZPost due to the current hours. The Board questions whether the existing hours (10am – 2pm) are adequate or if adjustments are needed.

#### 731 - Victoria Andrews

##### **The Main Points of My Submission Are**

- I support maintaining and enhancing the level of service for the Akaroa Museum, Service Centre, School and Community Library.

>>>

##### **Introducing the New Akaroa Volunteer Visitor Centre**

The Akaroa Service Centre and new Visitor Centre are housed in the historic 1914 Post Office building in the heart of historic Akaroa. The office space is a perfect location for the volunteer Information Centre, it is easy to find and centrally located in the heart of historic Akaroa. In addition, buses and vans drop off passengers on a daily basis at its doorstep.

The Post Office building was fully earthquake strengthened, however staff decided to shut the facility in December 2020 without consulting the Banks Peninsula Community Board or residents. The service centre was downsized and moved into the Akaroa Area School and Community Library as a cost saving measure. However, as a strategic asset listed in the District Plan public consultation was required. Consultation evidence made it clear that ratepayers demanded the return of the Service Centre to its former location on the main street of the town. At the time the council viewed the Service Centre as being underutilised since Covid closed many facilities.

When NZ Post relocated to the Service Centre in late 2024 staff continued to work diminished hours Monday-Friday from 10:00 a.m.-2:00 p.m. Little River and Service Centres in the city are open 9:00 a.m. – 5:00 p.m. while Akaroa has been forced to accept a lower level of service than that provided elsewhere. \*Activity within the Akaroa Service Centre activity has greatly increased over the past 12 months due to the addition of NZ Post, the new Akaroa Information Centre and the rental of the upstairs area.

Akaroa is a remote and isolated community 90 kilometres from Christchurch and there is no public transport to Little River or Christchurch. It is essential the level of service be reinstated due to increased activity.

The Akaroa Service Centre is the first point of contact for ratepayers and it requires adequate staffing as well as funding.

[Full attachment available]

788 - Marie Haley (Akaroa Civic Trust)

**3. Extend operating hours of the Akaroa Service Centre/Postal agency**

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We call for an extension of the Akaroa Service Centre and Post Office hours, currently open from 10am to 2pm weekdays. The service centre undertakes vital roles for the community and is a highly utilised service.

## General/Other Comments

1026 - Harrison McEvoy (Greater Ōtautahi)

Council facilities often represent a critical piece of infrastructure for the ratepayer. Without them, many ratepayers would see significant losses of service. Libraries, Service and Community Centres, and Recreational Facilities are one of the largest benefits the Council provides to its residents. These facilities are absolutely necessary in building the fabric of communities and represent one of the most valuable investments Council could make. The replacement of the remaining earthquake damaged or demolished facilities should be a priority for Council, so it is reassuring to see both the Ōmōkihi South Library and Customer Service Hub and the Shirley Community Centre projects get underway. Facilities like these are the beating hearts of our city. Without them, residents would be deprived of affordable and well-maintained spaces to meet, associate, and socialise. Community events would not be as successful, and our city would suffer. Prioritising filling gaps here is a must if we want a healthy, vibrant city.

868 - Andrea Kofot

It's essential to maintain and improve community facilities. Everyone should have access to libraries, service and community centers, and recreational facilities—they play a key role in making Christchurch a great place to live.

# Recreation, Sports & Events

## Rec and Sport (Operational)

### General Comments

7 submissions provided feedback on rec and sport operations.

1 provide comments in opposition.

3 provided alternative/additional proposals and priorities and 3 provided general comments.

### Officers Response

There were two submissions to reduce opening hours of pools to save on personal costs, one submission to sell or lease out the metro sports centre (Parakiore Recreation and Sport Centre), one to finish the stadium then stop spending money on sport.

There were three submissions supportive of the contribution to the health and wellbeing of residents and provision of spaces for physical activity and social connection.

Reducing the opening hours of the Recreation and Sport Centres has previously been considered by the Christchurch City Council.

Play, active recreation, and sport is a cost-effective investment towards local government wellbeing outcomes. Sport NZ estimate that overall for every \$1 spent on play, active recreation, and sport, there is \$2.12 of social return is generated and recreation and sport facilities contribute to this. This means that for every dollar invested in play, active recreation, and sport, the social return is more than doubled.

### Oppose

#### 191 - Rachel Bowker

I often wonder why the libraries have 3 or more staff in our local library abs the hours they are open ste to long. Cut down the staff and the hours they open. Also the same goes for places like qe2 abs the recreation centre's do they need so many staff behind the counter. I saw one playing wordle on the work computer. Also cut the hours down those facilities are open do they really need to stay open late on Friday and Saturday nights. Also don't let people wear clothes in the pools and spas it must wreck the filters abs cost more money. They should only be able to wear lucrative.

## Other

### 1007 - John Thacker

Sell Metro Sports Centre or lease out the complex to sports bodies. This will be a better option than Council spending more money on this.

### 1018 - Grania McKenzie

[Things i dont want Council to do]

Don't spend any extra money on SPORT - finish the bloody stadium & stop!

### 549 - Antony Gough

#### **Opening hours of Council assets.**

The opening hours of >>> swimming pools and the like need to be reviewed to meet the current demand.

I am sure many could have their hours reduced with little impact for residents. Matching service hours will then likely reduce wage costs significantly. Wage and salary expenses are a major cost for council.

## General/Other Comments

### 1026 - Harrison McEvoy (Greater Ōtautahi)

Council facilities often represent a critical piece of infrastructure for the ratepayer. Without them, many ratepayers would see significant losses of service. Libraries, Service and Community Centres, and Recreational Facilities are one of the largest benefits the Council provides to its residents. These facilities are absolutely necessary in building the fabric of communities and represent one of the most valuable investments Council could make. The replacement of the remaining earthquake damaged or demolished facilities should be a priority for Council, so it is reassuring to see both the Ōmōkihi South Library and Customer Service Hub and the Shirley Community Centre projects get underway. Facilities like these are the beating hearts of our city. Without them, residents would be deprived of affordable and well-maintained spaces to meet, associate, and socialise. Community events would not be as



successful, and our city would suffer. Prioritising filling gaps here is a must if we want a healthy, vibrant city.

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board is pleased to note the very positive use of the Matatiki Hornby Centre – pool,, library and Service Centre In operation since 15 April 2024. It is a great asset to the Board area and city.

868 - Andrea Kofot

It's essential to maintain and improve community facilities. Everyone should have access to libraries, service and community centers, and recreational facilities—they play a key role in making Christchurch a great place to live.

## Events

### General Comments

7 submissions provided feedback on events.

5 provided alternative/additional proposals and priorities and 2 provided general comments.

### Officers Response

There was a variety of feedback received consisting of:

- Two submissions suggesting that rate payer money is not used to fund events
- A request for more free events
- A request for multiyear funding partnership for Specifically Pacific Collective (SPACPAC)
- Two submissions suggesting that pride month and religious celebrations are not funded by CCC.

These was mixed feedback to decrease / increase funding for events and two submissions suggesting that pride month and religious celebrations are not funded by CCC.

Staff will continue to evaluate applications for contestable funding and make recommendations as per council delegations. This includes considering multiyear funding for Specifically Pacific Collective (SPACPAC) initiatives.

## Other

### 171 - Melanie Kardt

trim community group/event funding, streetart payouts have to stop and take a serious look at other frivolous festivals and the likes.

### 225 - Mark Jermy

The Council should not be putting money into events.

### 303 - Name Redacted

We don't need pride month.

Bring back parenting week in September which benefitted alot more ratepayers.

### 407 - Viviana Zanetti (Multicultural Recreation and Community Centre Charitable Trust)

We urge Council to include a dedicated line item in the annual budget for the Culture Galore event. This multicultural celebration has been a cornerstone of our multicultural and ethnic communities for over 20 years, fostering unity and showcasing the rich diversity of Christchurch.

Culture Galore has outgrown its current location - Ray Blank Park - and is set to move to a new venue, likely the Multicultural Recreation and Community Centre. This relocation is necessary to accommodate the increasing number of participants and attendees. However, this move also means that the funding previously provided by the the Waimāero Fendalton-Waimairi-Harewood and Waipuna Halswell-Hornby-Riccarton Community Boards that have supported the event for more than two decades will no longer be available.

As the flagship multicultural event for Christchurch, Culture Galore plays a vital role in promoting cultural understanding and inclusivity. It provides a platform for various cultural groups to share their heritage through performances, food, and activities, enriching the social fabric of our city. The event's success and growth highlight its significance and the need for continued support.

To ensure the sustainability and consistency of Culture Galore in the coming years, we respectfully request that the Christchurch City Council include a dedicated line item in the annual budget for this event.

### 857 - Viane Makalio

i think the council should seriously consider a multi-year partnership with SPACPAC Canterbury who run 7 initiatives across the year for Pacific community. Their flagship event being SPACPAC Canterbury Polyfest bringing together over 30,000 people to North Hagley park. SPACPAC Canterbury have had a key role in building the Pacific resilience and leadership in Christchurch. I beleive CCC have funded

here and there but i believe it would be worth seeking a multiyear partnership to allow SPACPAC Canterbury to have a foundation to grow and continue to elevate their initiatives.

[See attachment for flyers]

## General/Other Comments

618 - Sebastian Marinhovich (Green Enterprises @ Co)

more exciting free events

871 - Bal Ram

I wouldn't recommend giving funds to different ethnicity people to celebrate their religious functions in the public. The rate payers money should not be spent on such things. I know this people are capable of doing it themselves because they get lots of funding from their own people. We could save lots of money there.

## Pools (Capital)

### General Comments

4 submissions provided feedback on pools (capital).

1 provided comments in support. 3 provided general comments.

### Officers Response

There were four submissions:

1. A request for retention of funding for Wharenuui Recreation Centre from the community board.
2. Support of current facilities
3. Comment on lack of current availability of swimming lanes.
4. Oppose to spending money on new capital projects.

Wharenuui Recreation Centre

As advised in the update to Council on the 18th February 202. A Council decision will be required within the 2026/27 Annual Plan process to provide operational funding or otherwise to Wharenuui Sports Centre to enable a two-year service trial to occur post the opening of Parakiore Recreation & Sport Centre. An operational subsidy of \$100k in FY27 and \$84k in FY28 would be required.

Theme – pools, spend amount and swimming lanes

The network of aquatic facilities detailed in the 2015/2025 Long Term Plan as amended by the 2018/2028, 2021/2031, and 2024/2034 Long Term Plan is consistent with similar cities in New Zealand. Once the Network is complete 79% of Christchurch's population will live within 3 km of at least one pool.

## Support

662 - Marie Pollisco (Waipuna Halswell Hornby Riccarton Community Board)

- The Board seeks retention of funding for refurbishing the Wharenui Recreation Centre.

>>>

- The Board sees continued operation of Wharenui Pool as being essential post the opening of the Metro Centre as it serves a very low decile area, which is being increasingly intensified with little provision for cars. The Pool will be increasingly essential for low income Riccarton families who want to enable their children to swim.

## General/Other Comments

210 - Lindsay Sandford

There seems to be a consistent lack of sufficient swimming lanes around - at least in the South and West of the city. When I travel around the country, it is not hard to find a lane to swim in, either by myself, or one other person. Here in Christchurch there is always too much congestion. Building pools with an extra lane or two, when doing rebuilds etc, would cost a tiny fraction extra, and not increase running costs in any meaningful way.

266 - Name Redacted

Scale back on your fancy new buildings (aka hoonby, etc) don't need fancy just need operational so WHY do you spend so MUCH on these places? Is it necessary? Really? is it a want or a need?

615 - William Blair

I thoroughly enjoy Condon & Jelly Park swimming venues. Excellent.

## Recreation Centres (Capital)

### General Comments

10 submissions provided feedback on capital spending on recreation centres.

2 provide comments in support and 3 provided comments in opposition.

3 provided alternative/additional proposals and priorities and 2 provided general comments.

### Officers Response

There was mixed feedback around the level of investment in Recreation Centres four were supportive and suggested increased investment, while three thought it should be reduced. There was also comment around the timing of the planned Closure of Jellie Park Recreation and Sport Centre.

The mixed feedback on the level of investment in Recreation Centres should be noted. There are no plans to add a second group fitness studio at Jellie Park Recreation and Sport Centre.

The timing of the shutdown to complete earthquake repairs and maintenance of Jellie Park Recreation and Sport Centre is planned to be completed after the opening of the Parakiore Recreation and Sport Centre. There is not an option to complete this work prior to the opening of Parakiore.

Play, active recreation, and sport is a cost-effective investment towards local government wellbeing outcomes. Sport NZ estimate that overall for every \$1 spent on play, active recreation, and sport, there is \$2.12 of social return is generated and aquatic facilities contribute to this. This means that for every dollar invested in play, active recreation, and sport, the social return is more than doubled.

### Support

280 - Julien Gutknecht

No issues

680 - Claire Coveney

No concern over >>> Jellie Park changes

### Oppose

173 - Haidee Scott

I do not support moving Community services funding to the 2026/2027 financial year.

[Coder note: based upon this submitter writing this in relation to the Three Waters and Transport Capital programme changes, I have made the assumption that this submitter is referring to Jellie Park renewals which is mentioned in the CD on the same page]

#### 241 - Anna Gruczynska

[Community Facilities > Halls & Community Centres (Capital)]

I think Council should stop building and acquiring community facilities which it then cannot afford to operate and maintain, and look at decommissioning some facilities it already owns, which cost a lot to own, but do not deliver benefits to justify the expense. There are some eye-watering costs anticipated for renewals and replacements in the outer years of the LTP (e.g. lines 59931, 59922, 65433) which look to be much higher p/a than spending in this and next year. I think a good stocktake is needed now to identify and consider de-commissioning those community facilities that "don't wash their face", have limited usage, bring inadequate income from user fees and cannot demonstrate sufficient benefit to the community to justify ongoing investment in their upkeep and to avoid future maintenance costs when they can still be avoided, rather than face these costs further down the line when they have become unavoidable.

#### 690 - Kevin McSweeney

I do think ratepayers should not subsidise things used for commercial purposes. I consider spending on stadiums, pools and the like unnecessary

### Other

#### 134 - Dylan Cheam

more on >>> sports

#### 749 - Michael Jason Smith

I think less should be spent on sporting facilities and more should be spent on libraries.

#### 869 - Anne Scott

Jellie Park needs a second group exercise room.

## General/Other Comments

212 - Laura Goodman

Page 13 reads as though Jellie Park will be closed when Parakiore is opened. If this is the case, I don't believe it's been well communicated that the community will lose this facility.

851 - Fiona Bennetts

I love libraries, swimming pools, and other community facilities like halls. Please don't cut these services.

## Stadiums (Capital)

### General Comments

2 submissions provided feedback on capital spending on stadiums (capital).

1 provide comments in support and 1 provided an alternative proposal.

### Officers Response

There was one submission received that requested 'more was spent on sports'. The submission did not provide any context to which sport/s, how much more or the benefits it would provide.

We note that the submission has been received.

The 'sport' funding that has been included in the 2024-34 Long Term Plan and draft 2025-26 Annual Plan is based on plans that ensure equitable access to stadia across the city.

## Support

668 - Keith Harris (Akaroa District Promotions)

We support the investment set aside to provide multi use courts in Akaroa.

## Other

134 - Dylan Cheam

more on >>> sports

## Community Arts

### General Comments

2 submissions provided feedback on capital spending on community arts.

These 2 provided alternative/additional proposals and priorities.

### Officers Response

A submission from Creative New Zealand was supportive of funding arts and events, stating that the arts are fundamentally important to our city. This commended Council's investment in arts, culture, creativity and ngā toi throughout its long term plan and annual plan

We note that the submission was received.

## Other

820 - Helen Pickering

We need more spent on the arts, this is crucial to having a well balanced and mentally well population which understands its essence

899 - David Pannett (Creative NZ - Arts Council of New Zealand Toi Aotearoa)

3. Secure and stable investment from Council in cultural infrastructure, services and activities is vital for a strong, vibrant and resilient arts and culture ecosystem in Christchurch. We commend Council's investment in arts, culture, creativity and ngā toi throughout its LongTerm Plan and Annual Plan. This enables creative communities and mana whenua to continue making valuable contributions to Ōtautahi communities, and its growth as a prosperous city.

4. We share your aspirations for Christchurch and look forward to working with you to realise the potential of arts, culture, creativity and ngā toi to support your communities to thrive. Our collective approach ensures arts, culture and creativity can deliver value to all New Zealanders and communities throughout Aotearoa.



>>>

9. It's fantastic to see the ongoing development of major creative infrastructure in the city, and that major projects like the Court Theatre, Te Whare Tapere and the One New Zealand Stadium at Te Kaha are nearing completion.

10. We encourage Council to continue to work closely with creative communities on the operation and delivery of these spaces. Council's investment in the 'soft' infrastructure that supports these facilities is equally as important as the physical infrastructure. This includes ensuring these facilities resource and support staff who have the skills, knowledge and experience to successfully deliver services and activities. This will help ensure the facilities will be fit-for-purpose, high-quality and responsive to the needs of residents and visitors alike.

>>>

12. To build on Council's important investment, we strongly encourage Council to ensure its investment in arts, culture, creativity and ngā toi Māori is reaching across the wider creative ecosystem (including artists, creatives, creative communities and organisations), to retain its valuable contributions to Christchurch and its communities. This includes enabling creative communities to access affordable public spaces in the city to share, create and develop work.

>>>

15. Success in protecting, revitalising and promoting Māori artforms supports many artists, practitioners and tourism operators in the region, and positively enhances Christchurch's reputation nationally and internationally.

16. Investment in ngā toi Māori also supports the revitalisation of te reo Māori and te ao Māori. It grows knowledge and value of the stories, values and places of importance to tangata whenua. Artmaking activities connect participants to their whakapapa, tīpuna, manga and awa, aiding wellbeing and a deep sense of belonging.

Local councils play a crucial role in offering stable support for arts, cultural and creative activity and infrastructure that enable communities to thrive 17. Christchurch City Council is a major, and crucial, investor and partner in arts and cultural activities, and the organisations that deliver them.

>>>

20. We're proud to have supported Toi Ōtautahi – A Strategy for Arts and Creativity in Ōtautahi Christchurch 2019–2024 as one of the Strategy's foundation partners. We encourage Council to ensure the Annual Plan continues to embed the vision and directions of Toi Ōtautahi. 21. We value our shared investment and ongoing collaboration with you to support a resilient arts and cultural sector in Ōtautahi.

[Full attachment available]

# Art Galleries & Museums

## Art Gallery (Capital)

### General Comments

2 submissions provided feedback on the Art Gallery (capital).

These 2 provided alternative/additional proposals and priorities.

### Officers Response

Submission is support of capital funding, possibly suggesting additional funding for Robert McDougall building.

Council is actively involved in the Robert McDougall restoration.

### Other

18 - James Mackenzie

Spend the money on the arts centre and museum as well

48 - Liz Selby

Next time we visit I'd love to go to the art museum that I frequented often when I lived in Christchurch 22 years ago! I also support additional funding proposed for that, if any ☹️ chur chch

## Museums (Operational)

### General Comments

1 submission provided feedback on capital spending on museums operations

This 1 submission provided comments in support.

### Officers Response

The main focus of the submission received is for ensuring that operational funding to Akaroa Museum continues at adequate levels or ideally enhanced and Levels of Service maintained.

The submission also details the historical importance of Akaroa, the national importance of the museum's collection and exhibitions helping play a part in delivering Council's Our Heritage, Our Taonga 2019-2029 Strategy. Also emphasised is the role that Akaroa Museum plays for in the wellbeing of rate players and the local community, its importance to the local economy, its positive relationship with Ōnuku Rūnanga, its importance as a tourist destination, and also its educational programmes for school visitors.

No changes to Levels of Services or funding are proposed.

## Support

731 - Victoria Andrews

### **The Main Points of My Submission Are**

I support maintaining and enhancing the level of service for the Akaroa Museum, Service Centre, School and Community Library.

>>>

### **The Akaroa Museum**

Maintaining adequate operational funding for Akaroa Museum through the Annual and Long Term Plan process is essential. The Museum is a key council facility and an important community heritage resource. It is important that Akaroa Museum maintains the levels of service as in previous years. The Akaroa Museum contributes to supporting the town's economy which is largely based on tourism which now includes returning international visitors.

The Museum oversees three important Heritage New Zealand listed historic buildings and it 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.

The Akaroa Museum has a close and positive association with Ōnuku Rūnanga and it presented an important exhibition in 2010, Nga Roimata o Takapūneke: Tears of Takapūneke. The exhibition received Christchurch Heritage Awards for Heritage Education and Interpretation. In 2024 the Museum also curated He Ara Roimata ki te Anamata – Takapūneke, Our Journey, Our Survivance working in close association with Ōnuku Rūnanga. It is important to utilise the Museum's resources and staff expertise to the fullest extent as a link to Ōnuku Rūnanga and the wider community.

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 which requires professional care and oversight while also noting there has been no loss or damage to items held by the museum.

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.

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 visitors.

## Museums (Capital)

### General Comments

2 submissions provided feedback on museums capital spending.

These 2 provided alternative/additional proposals and priorities.

### Officers Response

Request made for more funding for museums in general.

Council actively supports Akaroa Museum and also, Canterbury Museum through annual funding and contributions to the redevelopment project.

### Other

134 - Dylan Cheam

more on musems

18 - James Mackenzie

Spend the money on the arts centre and museum as well

# Planning & Strategic Transport, Urban Design, & Urban Regeneration

## City Planning

### General Comments

22 submissions provided feedback on city planning.

4 provided alternative/additional proposals and priorities and 18 provided general comments.

### Officers Response

#### **Themes and proposals from the Strategic Transport submissions included:**

Urban/spatial form of Christchurch

- There were a range of views, with some submitters supporting intensification and others raising concerns about its effects.
- Submitters emphasise the importance of densification to make better use of existing infrastructure and support long-term financial sustainability. Concentrating development within areas already serviced by infrastructure – particularly Three Waters – is seen to reduce costs, increase the rating base, and improve maintenance efficiency.
- Densification is also framed as a climate action strategy and a means of creating a more vibrant, connected city. Submitters note that urban sprawl contributes to increased transport emissions, poor walkability, and challenges for small businesses. In contrast, a compact urban form is seen to support lower emissions and improve access to public and active transport, enhancing wellbeing for both residents and the environment. There is frustration with current low-density along major transport corridors and in the Central City, as well as concerns about the impact of car-centric infrastructure – such as high-speed roads – on the safety and appeal of areas.
- At the same time, concerns are raised about the impact of intensification on neighbourhood amenity and function. Concerns include reduced footpath safety and accessibility due to more driveways, higher fences, quiet electric vehicles, and the placement of infrastructure like meter covers and utility boxes, as well as increased bin clutter on pavements. Intensification is also seen to be contributing to more cars in residential areas without sufficient parking provision – particularly in the Central City, where a perceived lack of accessible parking is impacting on people with disabilities. There are also concerns about the quality of recent housing developments and the clear-felling of trees on sites.
- Some call for Christchurch to include Selwyn and Waimakariri to become a “supercity”.

#### Airport noise contours

- Concerns are raised about the airport noise contours in the district plan, with suggestions that they be revised to reflect the findings of Environment Canterbury's review. It is noted that the current contours negatively impact land use rights.

#### Investment in planning implementation

- The need to reconsider proposed District Plan investment is highlighted in light of upcoming Government resource management reforms, as significant spending may be premature while the regulatory framework is subject to change.

#### Halswell growth and school provision

- Concern about rapid growth in Halswell and neighbouring areas such as Wigram, Prebbleton, Lincoln, and Rolleston has led to calls for greater forward planning around educational infrastructure. One submitter emphasises the urgent need to begin scoping sites for new primary and secondary schools in Halswell to meet increasing demand and avoid future capacity issues. They argue that while additional staffing costs are significant, some funding should be redirected to proactive planning for schools to ensure liveability keeps pace with development.

### **Urban/spatial form of Christchurch**

The Greater Christchurch Spatial Plan was developed by the Greater Christchurch Partnership, formed of Christchurch City Council, Environment Canterbury, mana whenua, Selwyn District Council, Waimakariri District Council, Te Whatu Ora – Waitaha, and Waka Kotahi NZ Transport Agency. Adopted by the Council on 6 March 2024, the plan looks ahead to a population of more than 700,000 over 30 years and sets out the spatial form of development in Christchurch, within the Greater Christchurch area. This accounts for population growth and challenges in the future, including climate change, while providing direction for centres, housing land (including intensification, greenfield development), Kāinga Nohoanga, blue – green networks, green belt protection and mass rapid transit between settlements. The Spatial Plan will be implemented through the Ōtautahi-Christchurch Planning Programme (Christchurch specific) and local area plans (for areas within the city), which may give rise to plan changes to the District Plan.

Council acknowledges the concerns raised by submitters about the cumulative impacts of residential intensification on neighbourhood amenity, accessibility, and urban character. While the District Plan manages aspects such as building height, setbacks, and site coverage, it has limited control over some of the issues raised, such as the placement of wheelie bins on pavements. The ability of the Council to implement minimum parking standards through the District Plan was removed in accordance with the requirements of the National Policy Statement for Urban Development, subpart 8, section 3.38. Notwithstanding this, the District Plan continues to require mobility spaces.

Urban design advice is provided through the resource consent process, particularly at the pre-application stage, so anticipated outcomes and benefits are well understood. Design improvements provide evidence of success in working with developers to facilitate solutions that achieve design quality. Advice is supported by guidance and practice notes, and further guidance is currently being developed to support the implementation of PC14. This is anticipated to include advice on medium and high-density residential development and subdivisions.

Concerns about tree removal on private property are also noted. The operative District Plan protects certain notable trees, but broader vegetation clearance is not restricted. PC14 sought to implement rules requiring financial contributions to mitigate adverse effects of intensification on tree cover and the Council has resolved to progress this through a future plan change. Council is presently exploring opportunities through its Urban Forest Plan and other non-regulatory approaches to support tree retention and planting in intensified areas.

### **Airport noise contours**

Council acknowledges the concern regarding airport noise contours and their impact on land use rights. However, any updates to the noise contours in the district plan must align with the Canterbury Regional Policy Statement (CRPS), which sits above the district plan in the planning hierarchy. As the CRPS review is currently on hold, changes to the contours have not been progressed at this time.

### **Investment in planning implementation**

We acknowledge the concern about investing in changes to the District Plan during a time of potential legislative change. However, we have a statutory obligation under the current Resource Management Act 1991 to maintain and update our District Plan, and this work must continue to ensure the city's planning framework remains effective and responsive to local needs. The Council will continue to monitor the progress of RMA reforms and review its programme of work upon the legislation being passed to replace the RMA.

### **Halswell growth and school provision**

The development of Halswell and surrounds has accelerated since the earthquakes, in part reflecting the relocation of residents from the residential red zones. Concerns are recognised and the area is identified in the Greater Christchurch Spatial Plan as a locally important urban centre. The ongoing sustainable development of Halswell is recognised in this context. In relation to education, the Council can zone land to facilitate the delivery of primary and secondary schools and will work closely with the Ministry for Education in planning for growth. In sharing information with the Ministry of Education, it is anticipated that this can inform their planning for new schools as the relevant infrastructure provider.

## **Other**

1019 - Ciaran Farmer

### Things that Council can improve:

Fully thought out interconnected public spaces that flow through connecting the unique spaces.

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

1.4. CCC need to review the proposed district plan spend in light of the Government's resource management reform which will replace the Resource Management Act 1991 (RMA) with two new pieces of legislation. It may be that such significant investment is not required and likewise that it is not the right time to be investing in planning implementation when the regulatory framework is subject to change.

849 - John Forbes

I would like to see dramatic densification of the city. It is absurd that the densest housing in my neighborhood does not appear to exceed 3 stories, even on the intense public transit corridor of Riccarton Road. It is also absurd that even in the central city the housing is all surrounded by high-speed multi-lane roads. It's just not a particularly pleasant place to be, but it could and should be.

858 - Cody Cooper

We can reduce rates on an individual basis by increasing our rates base (the money we bring in).

Blocking different kinds of housing that would allow better utilisation of our existing assets already in the ground defies all logic.

## General/Other Comments

116 - Andrew Massie

I want to see:

- Christchurch more of a tourist attraction and more fun, dynamic, romantic, safe, and beautiful!

296 - Kerry Loper

by encouraging more people to live closer together you are encouraging more cars yet there is no room for them?

59 - Devon Stewart

branch the other outer regions like Selwyn to under Christchurch City Council and make Christchurch a super city



621 - Colin Ong

Contractor operated open air CBD parking is a disgrace – the sites are like war damaged venues and are an added deterrent to people coming to the central city.

678 - Eva Wilson

I think the city council should consider urban densification in their budgeting and policy making, and should focus on building dense walkable climate conscious infrastructure.

679 - Olive Locke

I think that urban density should be considered by the council because with more and more buildings and etc being built further away from central Christchurch and the city becoming more and more spread out it increases climate emissions, makes public transport more difficult to access, small businesses suffer and it makes our city less walkable. With higher urban density it would produce happier people in this city, help everyone and help the environment.

680 - Claire Coveney

I hark back to my concern about the clear felling of sections and loss of trees in suburban areas. This may not be the area to raise this issue. But it concerns many people where i live.

73 - Mia Immers

please stop approving the poorly made units and housing around the central city . Chch is turning into a ghetto in a lot of areas and not that people care but no parking . Im fully aware you are wanting us on bikes but for a lot of people with disabilities this is not an option

730 - Merav Benaia

CCC need to ensure that these assets [Coder note: Three Waters] are used to their maximum extent by allowing for intensification of housing. Denser urban living makes the network cheaper to build and maintain. There is no better time than today to invest in infrastructure.

734 - David Lawry

This is my main reason for inputting to the planning process. The already approved Spatial plan had been agreed. This was a long expensive process to which I submitted. One firm decision was to remove the 50 dBA Ldn air noise contour that Christchurch International Airport polices. This creates a very negative impact on affected land owners land use rights. ECAN has also indicated that this air noise contour is set a to low a level at 50 dBA Ldn this is the recommendation to ECAN councilors however that is currently on hold. The Christchurch District Plan needs to put in place all the policy changes needed to operationalize the Spatial Plans findings so that they come into effect.

79 - Alex Dieudonne

Multiple Submission 10 Alderson Ave and Neighbours to Remove protected tree

Tree Shading issue Gum Tree - Maidens Gum #2727/8 Consent RMA/1996/3213

Ref: Variation of a Consent Notice protecting a subdivision tree

Sections 95A, 95B and 104 / 104C and Section 221(3) Resource Management Act

Section 333 & 334 Property Law Act 2007



Tasman Gum Yellow dot bottom right 6 Pear Tree Lane

We have resided at the above address for approximately for 28 years. Directly to our north is a protected tree 2727/8 some 70 ft high registered on the district plan. These were only added to the list in 1996, unbeknown to us, and if so, we would have objected vigorously at the time as they have been a significant nuisance and have gone on to gain considerable height further exacerbating the issues we all face.

I question the legality of placing the trees on the protected list as none of the neighbours were consulted at the time and being of a significant size would have had a severe impact on us with the loss of sun and constant debris falling on our properties. We were not notified and would be affected by their status and believe the process did not comply with the district plan requirements affecting neighbours.

On a number of occasions, we have approached the council and owners with regards to shading and tree litter and to their credit there has been minor pruning, but this has not alleviated the issue of sun penetration in winter that begins to advance over the property in March. Already denying the use of our front section to host bbq's etc.

They were in fact scheduled to be removed when the property was subdivided some years ago to its present subdivision. Whilst there are two offending gums we only seek to remove one, being the first one of the two.

We, and our neighbours and the owners in 6 Peart Tree Lane wish to fell the tree by removing it from the protected tree schedule as it has become a significant nuisance. The grounds we wish to remove it are:

- 1 At approximately 70ft high it considerably and then totally shades our and my neighbouring properties beginning March to September, denying any sun on our properties over the winter period with the subsequent issues of:
  - a. mould forming in the dark areas on curtains, walls etc
  - b. slippery paths as no sun dries them off,
  - c. unable to dry any washing with no sun,
  - d. large diminution in property values,
  - e. increased heating costs,
  - f. we believe it has become a major fire risk with the species being most combustible,
  - g. significant mental health wellbeing affected.
- 2 Behind the gum tree is a right of way with high use both vehicle and foot traffic and parking for visiting vehicles. Often, there are dead branches falling endangering those underneath. Its roots have also damaged the seal of the right of way. Several years ago, a large branch fell from the adjoining tree some 50cm in diameter, crushing a playhouse that was luckily unoccupied as there could have been a major tragedy. We note the council removed from Orton Bradly Park equivalent gums of the same size for this issue.



- 3 When strong winds blow, we are very concerned with our health and safety that the tree will topple on our properties as it overextends our boundaries, with constant tree litter filling gutters and damaging roofing.
- 4 Although the tree receives minor infrequent pruning it thickens up and becomes more vigorous totally excluding any sun penetration and quickly negating the previous pruning.
- 5 If approval is given we intend to replace the tree with another species more suitable to the environment, with consultation of council officers and owners.
- 6 It is noted the owners successfully removed two gum trees 2561/2 directly in front of the offending trees that were previously on site on the grounds they were a significant health and safety risk.
- 7 The exceptions in Council Policy 9.4.2.2.1 d. relate to situations where the tree poses unacceptable risk to persons, property or infrastructure; restricts the reinstatement of buildings or property due to earthquake damage; or would compromise reasonable use and/or amenity of a property and surrounds, or unreasonably restrict development potential of the site.
- 8 As a condition for the tree to be protected the then owners came to an agreement with Council it had to bear the cost of maintenance as they could not afford it. If removed this cost could be redirected to more notable specimens in the greater Christchurch area.

I draw you to the recent article with regard to removing a gum tree recently <https://www.stuff.co.nz/marlborough-express/news/300537213/timber-council-votes-to-chop-down-dangerous-widow-maker-gum-tree> "A 95-year-old eucalyptus tree on Blenheim's Rema Reserve is to be felled following concerns it poses a major risk of serious injury to the public and nearby residents."

*The decision to remove the precarious 21-metre-high gum tree was made at the Marlborough District Council's Assets and Service Committee meeting on Thursday.*

*Eucalyptus are sometimes known as "widow makers" given their propensity to suddenly drop heavy branches or topple in high winds due to their massive height and weight, and shallow root systems. Despite three separate arborists declaring the tree to be healthy, posing only a "medium" risk to the public, Marlborough Mayor John Leggett said a medium threat was still too high. The report cited a natural phenomenon known as "sudden summer limb drop" that occurred when dead and decaying branches suddenly gave way."*

- 9 We believe our rights under section 335 Property Law Act 2007 are breached parts (b) (i) (ii) (iv) are applicable and being breached:  
*(b) the order is necessary to remove, prevent, or prevent the recurrence of—  
(i) an actual or potential risk to the applicant's life or health or property, or the life or health or property of any other person lawfully on the applicant's land; or*

*(ii)an undue obstruction of a view that would otherwise be enjoyed from the applicant's land, if that land may be used for residential purposes under rules in a relevant proposed or operative district plan, or from any building erected on that land and used for residential purposes; or*

*(iii)an undue interference with the use of the applicant's land for the purpose of growing any trees or crops; or*

*(iv)an undue interference with the use or enjoyment of the applicant's land by reason of the fall of leaves, flowers, fruit, or branches, or shade or interference with access to light; or*

*(v)an undue interference with any drain or gutter on the applicant's land, by reason of its obstruction by fallen leaves, flowers, fruit, or branches, or by the root system of a tree; or*

*(vi)any other undue interference with the reasonable use or enjoyment of the applicant's land for any purpose for which it may be used under rules in the relevant proposed or operative district plan;*

In this submission I ask to a favourable response to have permission to remove the tree from the protected list so we can finally enjoy our property. The submitters will meet the cost of felling cleaning and replacing the tree.

Yours sincerely,

805 - Geoffrey Sugden

[Three Waters]

I support investment in the three waters network, as it is an essential service that underpins housing and urban development in Ōtautahi Christchurch. Given that we are already funding these assets, the city should maximize their use by encouraging urban intensification.

A denser urban form reduces long-term costs, as a more compact network is cheaper to maintain.

83 - Erin Cowlshaw

But we cant be spending an additional 12+ million per year on extra staffing expenses. Some of that money needs to be scouting an area for a new primary and potential secondary school in the halswall zone.

>>>

Right now my biggest concern is the Halswell area. So much growth and this is an area my families will be looking to use more and more in the next 5-10 years.

A primary and secondary school option needs to be considered for all the growth in neighbouring areas too. It needs to be planned for and talked about now so its actually ready for use when capacity of current schools are over flowing. Most are nearly there and over flowing into libraries.

>>>

Christchurch is growing in areas you didn't necessarily intend. Inner city living hasn't taken off, but Halswell, Wigram, Prebbleton, Lincoln and Rolleston (Yes Selwyn DC) but a primary and secondary school needs to be considered in the Halswell/Prebbleton area

835 - Robert Fleming

We need higher density housing in appropriate areas; more people living in smaller spaces is a recipe for social unrest without high standard public space.

843 - Harrison McEvoy

CCC needs to enable density to ensure there are more rating units in the city where we already have infrastructure.

851 - Fiona Bennetts

Increase housing density to help fund this critical infrastructure maintenance [Coder note: Three Waters Infrastructure], instead of urban sprawl.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)



Don't be afraid of essential densification to prevent urban sprawl onto economy generating farmland – consult ecologists on how to **integrate nature and urban living**.



*Totara, Rata, Tarata, Manatu, Horoeke, Putaputaweta, Kanuka, Ti kouka* suitable **noble trees/distinctive forms for streets, parks & portals! – identity/place-making**



Maximise **identity** by visual dominance of **indigenous trees** and plants – in the foreground and promote the **10K Kapital City of Golden Winters**.

891 - Mary O'Connor

Intensification has also resulted in more vehicles crossing driveways in many areas. The increase in 2m high front fences has also made crossing driveways more challenging, as has electric cars which are quieter. Some new buildings seem to have resulted in the levels of ground built up, resulting in greater driveway camber on footpaths, even in the flat parts of Christchurch. It would seem reasonable to require new developments to have driveways that slope down on the property, resulting in less sideways fall (camber) on driveway footpaths. Also for meter covers, electricity and

cable boxes to be placed on the property, rather than footpaths. Intensification has also resulted in more bins on the footpath of a street than before intensification, reducing pedestrian space on bin days.

## Strategic Transport

### General Comments

27 submissions provided feedback on city planning.

2 provided comments in opposition.

16 provided alternative/additional proposals and priorities and 9 provided general comments.

### Officers Response

#### **Themes and proposals from the Strategic Transport submissions included:**

##### Public transport

- Strong support for progressing the Mass Rapid Transport and PT Futures programmes, resourcing them appropriately and improving cross-organisational delivery.
- Advocacy for Mass Rapid Transit access to the airport
- Advocacy for regional rail connections

##### Sustainable transport and emissions reduction

- A number of submissions reflected on the need to prioritise safe pedestrian, cycling and micromobility improvements
- A particular proposal was put forward for Council to consider a car tariff in the Central Business District to encourage alternative transport modes.

##### Accessibility

- Mixed views were presented on accessibility issues. Examples include: the need to retain vehicle access as a priority to the central city and the impact of cars blocking bus lanes on journey time reliability.

##### Strategic transport planning at a local level

- A specific proposal was received in submissions from the Waimāero Fendalton-Waimairi-Harewood Community Board outlining the opportunity to work with the community on a strategic transport plan for the Harewood/Sawyers Arms/Greers/Northcote area.

#### **Public transport**

The recently adopted Ōtautahi Christchurch Future Transport strategy identifies the need to significantly improve public transport as a specific priority. This includes, working effectively with Environment Canterbury and our wider Greater Christchurch partner agencies.



The Council has recently taken over the leadership of the next stage of the Mass Rapid Transit project which is focused on route protection.

The proposed corridor in the endorsed MRT Indicative Business Case does not connect to Christchurch International Airport. An option was considered for connecting MRT to the airport but there was not the opportunity to achieve the housing densities required to support the viability of a route. There has been a recent frequency uplift to the 'Port to Port' bus service which has improved public transport connectivity between the central city and the airport.

Consideration of passenger rail developments is a regional matter and is within the scope of the Regional Transport Committee.

### **Sustainable transport and emissions reduction**

The provision of genuine transport choices for residents (including public and active transport) is a priority goal in the Ōtautahi Christchurch Future Transport strategy

There are no current plans to introduce additional road pricing measures.

### **Accessibility**

Enabling transport network productivity and free flowing movement, the right movement in the right places and prioritising central accessibility are all stated in the Council's updated transport strategy.

### **Strategic transport planning at a local level**

Council staff acknowledge the proposal from the Waimāero Fendalton-Waimairi-Harewood Community Board proposing the need for a strategic transport plan for the Harewood/Sawyers Arms/Greers/Northcote area. This and other matters, could be considered as part of the upcoming implementation planning exercise following the adoption of the 2024-54 Ōtautahi Christchurch Future Transport Strategy in March 2025.

## **Oppose**

### **549 - Antony Gough**

I know some members of council feel we should have most roads with cycleways along them and to remove car parking.

95% of all passenger movements in the CBD are from private motor cars. We do not have the substantial population base to look to provide efficient public and cycle ways everywhere.

There is currently a paper before council suggesting that council should be aiming to reduce private motor vehicle traffic by 25% over the next few years. This will kill the Central City businesses which seem to be out of site of some people in council.

## **8. City Centre traffic management concerns**

8.1. In the past, Property Council has raised concern about how continual road changes within the City Centre, has and continues to impact the business community. In the last few years, we have seen:

- Manchester Street become a priority bus route, which has caused regular traffic to avoid the area due to poor traffic management;
- Park Terrace reduced to a mostly a single lane road, whereas it previously had dual lanes. Additionally, the speed limit on Park Terrace has been lowered to 30 km/h;
- Narrowed roadways and removal of most of parking on Park Terrace; and
- The surrounding area around One Stadium lose a significant amount of street parking with more roads are being narrowed.

8.2. Since the 2011 earthquakes, the private sector has invested heavily to revitalise the CBD. However, the continual removal of car parks and reduction of speed to 30km/hr to some central city roads not only undermines this investment but has the potential to cause significant economic loss to the city. There needs to be a balance struck. If this approach continues, there will be an unintended consequence, which is the rapid decline of the CBD as an attractive place to come and enjoy, shop and do business.

8.3. We are also concerned that Christchurch City Council has been implementing temporary street changes without undertaking a full and thorough consultation with the community. Many temporary street changes have become permanent due to the cost of reversing the temporary state. We strongly urge the Council to provide local businesses and property owners with sufficient time to provide feedback for each proposed street change (whether temporary or

permanent), given the economic impact these changes will have on local businesses and surrounding neighbourhoods.

#### 1018 - Grania McKenzie

Retain an interest / research in light rail - apparently we haven't got critical mass - but speed of growth in Waimak, Selwyn & Hurunui - who knows for future? lines are there.

#### 1020 - Lee Williams

##### Things that I want Council to do:

*Light Rail.*

#### 1026 - Harrison McEvoy (Greater Ōtautahi)

We would like more clarity around the Public Transport Futures (PT Futures) Programme. Transport staff at CCC need to be properly resourced to complete this programme. It is unacceptable that business cases are missing funding opportunities because there is not capacity to follow through. With PT Futures being the second largest line item for Transport, it is critical that there is visibility on what it is paying for. There must be more clarity and separation of items, rather than lump funding for a poorly defined programme. This programme is amongst the largest expenses in the Council's Transport programme. It should be the Council's premier transport investment, yet its progress and benefits are unclear to most residents. Senior staff have been unable to identify what projects are part of PT Futures, or if programmes known to be part of PT Futures are being prioritised for delivery. Technologies that should be covered by this project are either not adapted for the best use, or are being used elsewhere. The lack of clarity represents a concern around what this is being spent on. Council should investigate the use of low-cost, low-impact technologies such as Traffic Signal Preemption. This could help avoid the short-to-medium term need to build out capital intensive and disruptive physical works, while better enabling public transport service reliability and emergency services priority.

>>>

We would like to see the Council do more to prepare the MRT business case and investigate regional connections. While the current government has not committed to MRT in Christchurch, having a complete and up-to-date business case will be crucial to ensuring that funding is properly secured should circumstances change. Christchurch possesses one of the most outdated and inflexible public transport networks for a city of its size in the world. The need for more modes and better coordination will only become more pressing as populations grow and age. It is therefore critical that funding for the business case is made available sooner rather than later. This is important to ensure that the business case can progress in lock step with the other agencies that will need to be involved. The burden of Selwyn and Waimakariri commuters is becoming obvious on the residents and ratepayers of affected suburbs in St Albans, Northcote, Addington, and Sydenham. Not only do these commuters have a massive impact on these neighbourhoods, the increased traffic demand is taking a significant toll on our road network. CCC must ensure that the MRT Business Case is completed in time for NZTA funding opportunities. We simply do not have the luxury of missing this opportunity to acquire funding. CCC has taken on the responsibility of this business case from ECan, it must do it justice and

complete it promptly so that we don't end up being left out of funding discussions. Both of this and PT Futures deserve more clarity and focus. As key programmes that underpin the future of public transport in this city, their delay will have impacts for decades potentially. With 76053 - Programme - Carriageways Renewals being allocated \$401.3 million in the FY27/28-34 period, we should investigate every possible avenue to reduce the amount of damage being done. This will require Council to investigate supporting alternative methods of transport from neighbouring districts, such as rail or improved bus services. Every cent saved here is another that can be invested into our communities.

#### 134 - Dylan Cheam

scope a light rail service please

#### 159 - Jordan Vink

Public transport is a mess. Where are the trains? We need light rail at the very least running from airport, uni, Riccarton, CBD

>>>

Spend money on rail instead.

>>>

Rail urgently needs to be introduced.

>>>

Again, spend money on rail.

>>>

Lets focus on getting our cbd and and city back in track to being a vibrant and accessible world class city with the use of rail.

please consider the positive impact rail will have on Christchurch and adjust your soending on orjects to allow for this. The busses arent being used enough and feel unsafe. When i travel to pooer countries im saddened thr their infrastructure especially transport is miles ahead of our own. It is truly perplexing for my local peers and tourists to see our lack of infrastructure and cleanliness.

#### 16 - Alex Ingrosso

We need better public transport including rail. This could easily connect Timaru to Canterbury and provide a huge platform for growth.

#### 232 - Georgina Barugh

A commuter rail connection between Christchurch and towns such as Darfield, Ashburton, Amberley etc should be introduced to help reduce roading congestion and help reduce emissions

#### 404 - Anthony Field

I propose a CBD car tariff. All cars entering or exiting the CBD area should pay a \$1 charge.

This should be publicised, and explained that it is to encourage people to use other modes of transport.

This tariff will double each year.

All money generated will be used to improve our low carbon transport systems.

Transport is a HUGE part of CCC's emissions and must be reduced ASAP !!!

The above will be well advertised and publicised to everyone.

It will be used to reduce emissions and improve our climate resilience.

#### 567 - Megan Walker

We need to be progressing with steps to enable the Mass Rapid Transit network to be constructed as soon as funding is available. I want to advocate for bringing forward funding to support the designation process for the corridor. City shaping projects take many years to be realised and the only way forward is through incremental progress, regardless of political cycles.

#### 713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board's view is that the Council needs to work with the community on a strategic transport plan for the Harewood/Sawyers Arms/Greers/Northcote area. This will give the community the opportunity to give feedback on how they want the network to function and understand how all the constituent projects relate to each other, instead of considering all the separate projects in isolation.

#### 739 - Jesse Aimer (Christchurch International Airport Ltd)

CIAL notes that Council will progress Mass Rapid Transit (MRT) feasibility, planning, and stakeholder engagement.

The need for reliable and efficient access to Christchurch Airport is critical now, not only for travellers and meeters/greeters but for the significantly number of employees

on the broader airport campus. This will become increasingly important in the future with passenger growth, growth in campus activities and the transition to a low carbon future.

CIAL considers that access to Christchurch Airport should therefore be considered in the context of the broader transport planning t conversations, including linkages to any proposed transit hubs.

755 - Tobias Meyer

Please continue funding MRT.

851 - Fiona Bennetts

Please continue with the Mass Rapid Transit business case and keep pushing for regional commuter rail connections to Greater Christchurch and beyond (Dunedin).

863 - Samuel Miller

Also support the continued implementation of the PT futures programme, including potentially re-applying for NZTA funding.

Would also support further developing the MRT business case as the next step for improving PT, once PT futures rollout is complete

879 - Anne Scott (Spokes Canterbury)

Spokes supports public transport. It is complementary to cycling, used when the weather is poor or as a backup when you get a puncture. PT reduces congestion making it safer to cycle and benefits those who are not able to drive. Both the PT Futures and the Mass Rapid Transport (MRT) Programme needs to be properly resourced with the production of timely business cases.

880 - Sara Campbell

I support investing in our public transport network including MRT.

## General/Other Comments

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

This brings us to our first point around the disappointment we share with Council about the Government's de-prioritisation of investment in public transport as part of their current Government Policy Statement on land transport.

>>>

For the future, we recommend that Council, in the absence of full government funding via Waka Kotahi, invest in pedestrian, cycleway and micromobility improvements to the maximum extent it can.

#### 680 - Claire Coveney

Encouraging public transport use and cycling and walk is an important long term strategy as the city and Greater Christchurch grow.

>>>

No mention of light rail? Rolleston, Rangiora, Darfield?

#### 689 - Emma Norrish (Waipapa Papanui-Innes-Central Community Board)

As stated in its Board Plan, the Waipapa Papanui-Innes-Central Community Board believes that a good transport network is essential for a connected, accessible, and safe community. The Board advocates that community safety remains at the forefront of all transport decisions—from implementing safe speeds to creating safe streets for every resident.

The Board is also committed to the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals and strongly advocates for active transport modes—walking, cycling, and public transport.

#### 843 - Harrison McEvoy

If CCC commits to a business case, it must be sure it can complete it. The recent debacle around the PT Futures business case is unacceptable. CCC should not be taking on work to under-resourc it when it becomes too hard or falls behind. In taking on ECan's MRT BC, CCC complete it. The future of our city is dependent on how well we can move. If CCC fails to even set the groundwork now, we have no hope of becoming a livable, efficient city.

So much more work needs to be done in this space. Currently, this is a major concern.

If CCC can't complete business cases, it should spend the funds implementing programmes it needs to.

852 - Fay Brorens

Mass transport routes need careful planning.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

see previous submissions about the Triple-A commuter light rail Arc through demanding central government funding.

889 - Allan Taunt

I have many ideas for small cheap projects, mainly in the active transport space. I'm hoping things like this could be progressed. Will be in touch on these.

905 - Josie Baker (The Craft Embassy)

We need Christchurch to be a thriving city for residents, visitors, students, and people of all ages. Spending needs to be concentrated on operational needs and an approach that brings in a financial return, attracting investors and those who will provide a positive financial contribution to our city. Traffic management should be prioritised, encouraging people to come into and spend time in the central city. At this stage it does mean cars - it's not practical for many of us with children to bike or bus in, especially when we are time poor.

## Coastal Hazards Adaptation & Adaptation Planning

### General Comments

1 submission provided feedback on coastal hazards adaptation & adaptation planning

This 1 submission provided alternative/additional proposals and priorities.

### Officers Response

#### **Feedback from submitters on adaptation planning:**

**Prioritise Akaroa for adaptation planning** – Akaroa township is already at risk of coastal hazards – particularly coastal flooding. Considering the township's isolated location, the area is easily cut off during extreme weather events which will only increase in the years to come. With the area's reliance on tourism, inaccessibility would be detrimental to the economy.

#### **Response to: Prioritise Akaroa for adaptation planning**



Council has recently approved the first adaptation plan for the district; the Coastal Hazards Adaptation Plan for Whakaraupō Lyttelton and Koukourarata Port Levy, and staff are now developing advice to inform a decision about where adaptation planning will next be undertaken. Options will be discussed with Community Boards and Council over coming months.

## Other

### 731 - Victoria Andrews

The council declared a climate and ecological emergency in May 2019 to ensure that climate change is a key consideration in long-term planning.

>>>

The Main Points of My Submission Are

Prioritise and accelerate the council's Coastal Hazards Adaptation Planning Programme and improve Civic Defence for the Akaroa area.

>>>

### **Coastal Hazards Adaptation Planning Programme.**

As a resident of Akaroa I have witnessed sea level rise in relation to the harbour in a matter of a few years. It is happening at an alarming rate. As such it is an urgent matter which cannot be ignored or put at the bottom of the list for action at some point in the future

The Tonkin and Taylor report, commissioned and revised by Christchurch City Council, illustrates the impact sea level rise will have on Akaroa. It is time to stop beating around the bush and take action. Flooding is already a regular occurrence in parts of the township.

[Full attachment available]

## Urban Design

### General Comments

4 submissions provided feedback on urban design.

These 4 submissions provided alternative/additional proposals and priorities.

## Officers Response

Submitters supported improvement within the central city, in particular Cathedral Square. One submitter supported the Cathedral Targeted rate if it were directed towards improvements in the Square. Uneven pavers were referred to and the need for this space to be designed with more greenspace. Improvement works were noted as possible to commence now even if the Cathedral is on hold.

Designing inclusive and welcoming public spaces that cater to young people and foster creativity, social connection and wellbeing was identified as a priority. Inclusion of cultural elements within Council projects, including transport and parks was also referred to.

Improvements to Cathedral Square have been completed to align with adjoining developments. Council intends to continue working proactively with adjoining landowners, including the Cathedral, so improvements can be delivered. Reduction of the Cathedral works area is being discussed and would provide opportunity to open up and improve the space, reestablish a north-south connection, and enable additional activation and events.

Council continues to work in partnership with mana whenua on the design of public spaces and facilities, with appropriate responses determined and funded on a project-by-project basis.

## Other

1020 - Lee Williams

Things that Council can improve:

*The inner city, particularly the square.*

299 - David Palmer

Alternatively, I would also support continuing to collect it [Cathedral Targeted Rate], but directing it toward improving Cathedral Square. The uneven white pavers of Cathedral Square make it feel like a broken place to be. Cathedral Square should be redesigned with more greenspace and a more attractive landscape design. We can begin this work now, even if the cathedral rebuild is on hold.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

Prioritise youth-specific spaces in urban planning. Designing more inclusive and welcoming public spaces that cater to young people will foster creativity, social connection, and wellbeing. This includes more youth-friendly parks, performance spaces, and areas that encourage community-building, study, and connection.

>>>

Investing in spaces and services designed for young people benefits the entire community by making Christchurch a more vibrant, connected, and supportive city for future generations

899 - David Pannett (Creative NZ - Arts Council of new Zealand Toi Aotearoa)

13. We're heartened to see Council's commitment to actively working with Māori and other cultural communities on projects throughout the Long-term Plan. This includes Council's work to incorporate cultural elements and design considerations into infrastructure projects across the city, including transport projects and park developments.

14. To support this work, we strongly encourage Council to recognise the importance of ngā toi Māori, as Council's support is a crucial part of ensuring ngā toi is being produced, enjoyed and celebrated.

## Urban Regeneration

### General Comments

5 submissions provided feedback on urban regeneration.

4 provided alternative/additional proposals and priorities and 1 provided general comments.

### Officers Response

#### **Submissions were received on the following topics:**

##### **Barrier sites/derelict buildings**

- Requesting action on derelict buildings in the form of higher taxes and encouragement to do something other than land banking or turning the site into a car park, or a bylaw to allow confiscation after a period of no development/demolition.

##### **Central City revitalisation – parking on vacant sites:**

- Expressing exception to the state of contractor-operated, open air CBD parking on vacant sites.

##### **Suburban centre revitalisation – Linwood Village and New Brighton:**

- Questioning the value of the \$4M spent on the Linwood Village streetscape upgrade and the site activation on the Stanmore Rd/Worcester St intersection.
- Requesting continuation of the Brighton Mall upgrade and funding for it to work in concert with private development in the area.

#### **Barrier sites/derelict buildings**

A key challenge is how derelict buildings are identified and assessed – and what threshold of dereliction is considered reasonable for Council to take action. Legislation sets limits about the way in which the Council can set rates, make bylaws or take other action.

Local Government rating powers are for transparently funding local government activities and rating legislation does not allow for rating to be used in a punitive fashion.

Action can only be taken requiring property owners to address building problems where the state or condition of the property discloses an actionable issue under legislation enforced by the Council (e.g. the Building Act 2004, Health Act 1956, Litter Act 1979 and Resource Management Act 1991).

The legislation does not specifically address derelict or abandoned properties (unless deemed Dangerous and insanitary and/or Earthquake prone) and the associated issues that cause concern to neighbours/communities; nor does it enable the Council to confiscate private property.

Therefore, there are limited tools available to compliance staff to require owners to repair buildings or clear sites. Nevertheless, derelict building owners are required to pay full rates for their properties, which should incentivise action to enable them a financial return.

### **Central City revitalisation – parking on vacant sites**

In response to the adverse effects of vacant sites being used as temporary car parks, the Council introduced a City Vacant Differential Rating (CVDR) to the Central City in July 2022. The CVDR provides exemptions for well-maintained sites in temporary uses that meet Christchurch District Plan standards or have obtained resource consent (where necessary). Remissions are also available where site owners improve the visual amenity of their sites in line with a published Vacant Site Improvement Guide. Unconsented and non-compliant car parks are liable for the rate.

In terms of landscaping and surface treatment, there has been a marked improvement to vacant sites since 2021. Gravel car parks have been improved through the resource consent process, resulting in better facilities for users, improved amenity and as a consequence, improving perceptions of safety in and around the Central City to some degree. Application of the CVDR is therefore proving an effective tool to improve the visual amenity of vacant sites.

While improvement in the appearance of vacant sites has occurred since the introduction of the CVDR, a strict approach to compliance with all consent conditions (including stormwater disposal, lighting, visual amenity) has contributed to a number of car parks being assessed as not meeting their consent conditions. Staff continue to monitor any changes on the ground via site audits and work with relevant car park providers who have yet to improve the overall amenity of their sites.

Suburban Centre revitalisation – Linwood Village and New Brighton

Post-quake, nine master plans were developed with the local communities for the most damaged suburban centres, to guide their recovery and rebuilding. Some of these master plans include streetscape upgrades as actions for the Council to deliver, aiming to build back better by addressing pre-existing issues and aligning with privately led site redevelopment.

### **Linwood Village:**

The streetscape upgrade sought to achieve several community aspirations, including:

- improvements to transport infrastructure for cyclists, pedestrians, people using public transport and those with compromised mobility; and
- creating a quality place for people, through building on the village's character and identity and providing for meeting/seating areas.

The Council surveyed the local community in 2023 prior to the construction and we are currently in the process of undertaking a post-construction survey. This will help us better understand the extent to which the upgrade has made a positive difference to users' experience of the shopping centre. The results are expected to be reported to the Waipapa Papanui-Innes-Central Community Board around mid-2025.

The prominent, vacant corner site at 89 Stanmore Road was revitalised into a flexible community space in 2024 in partnership with the landowner. Light touch, temporary improvements included a site tidy-up, landscaping, greenery and seating. These amenity improvements enable use of the site as a gathering place for community-led events until such time as it's redeveloped. The post-construction survey may also capture community feedback about the impact of this investment for local amenity.

### **New Brighton**

The 2024-34 LTP provides for an upgrade of Brighton Mall, funded over four years from FY24/25 – FY27/28. Work has started on the initial stages of the project, with construction anticipated in 2027. Project team staff are working closely (within the allocated budget and via the working group Better for Brighton) with ChristchurchNZ, the private developer and the Greater New Brighton Charitable Trust to coordinate the interface between various public, private and community projects occurring in and adjacent to Brighton Mall.

## **Other**

### **327 - Brendan Hampton**

the 4m spent at linwood stanmore and Worcester is a disgrace so much money so little progress

### **437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)**

The Board has clearly outlined our priorities in our Board Plan and Long Term Plan Submissions, but our top priorities are:

New Brighton Mall Upgrade should continue, and funding should be made available to work in concert with the private redevelopment of the area.

### **68 - Chris Wildey**

harsher taxes for landlords with eyesores after earthquakes - we are nearly 15 years on. They are an absolute embarrassment and eye sore to the city with the new builds, rebuilds and strengthening going on facades to at least retain the character.

Knock them down, sell them but force them to do something instead of landbanking or turning into a Wilsons car park

771 - Jake Moratti

would love to see action on derelict buildings. A bylaw to allow confiscation after a period of no development/demolition

### General/Other Comments

621 - Colin Ong

Contractor operated open air CBD parking is a disgrace – the sites are like war damaged venues and are an added deterrent to people coming to the central city.

# Other/Special Interest Topics

## Climate Resilience General

### General Comments

14 submissions provided feedback on climate resilience in general.

1 provide comments in support.

4 provided alternative/additional proposals and priorities and 1 provided general comments.

### Officers Response

#### **Feedback from submitters on general climate resilience:**

**Climate Action Should Be Prioritised** - Other types of climate action were also seen as of high priority, including investment in public transport and cycleways, climate change education and youth involvement, as well as low-carbon energy solutions

#### **Response to: Climate action should be prioritised**

Climate change is one of Council's strategic priorities and was a key driver of the 2024-34 Long Term Plan, which underpins this Annual Plan. The Mayor's Letter of Expectation for the LTP asked the organisation to incorporate meaningful climate actions within Activity Plans, Asset Management Plans, and the Infrastructure Strategy. A Council Statement of Expectations to Christchurch Holdings Limited also encourages climate action across our Council-Controlled Organisations.

The Council has committed to taking climate action both internally and across the District, and has adopted the Kia tūroa te ao Ōtautahi Christchurch Climate Resilience Strategy. The Strategy outlines ten workstreams to reduce emissions and adapt to climate change. These workstreams align with many of the submitters' requests on how the Council should respond to climate change.

### Support

#### **815 - Kate Burgess (Christchurch Youth Council Incorporated)**

Climate Action & Resilience The Council's commitment to climate resilience is critical for our generation's future. With young people set to inherit the long-term impacts of today's decisions, we strongly support continued investment in climate adaptation, sustainable infrastructure, and the Climate Resilience Fund.

>>> Climate action and resilience: Continued investment in sustainable infrastructure, climate adaptation projects, and youth involvement in decision-making around the Climate Resilience Fund.

## Other

### 747 - Paula Jameson (Summit Road Society Incorporated)

Identify delivery pathways for implementation of the Council's Climate Resilience Strategy (17.0.23.1)

Target: Annual reporting to Council on progress of organisation to deliver the Climate Resilience Strategy

Support, though to ensure constant forward movement it may be useful to have this occur twice annually rather than once annually.

[Full attachment available]

### 788 - Marie Haley (Akaroa Civic Trust)

#### **1. Fund a climate adaptation plan for Akaroa Harbour**

The Akaroa Civic Trust strongly advocates for Akaroa to be funded for a climate adaptation plan as a priority, as the Civic Trust submitted during the BP Meats consultation process. The concerns and issues and potential mitigation strategies that the council has addressed in the Lyttelton Harbour plan will apply equally to Akaroa. We too have critical infrastructure in low-lying areas at risk of inundation; we have public facilities that need protection; we have tourism as a significant contributor to our economy that would be negatively affected if we become less accessible; and we have nationally significant heritage assets that are at risk from sea level rise.

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

However, to be truly effective, climate action must be intergenerational, inclusive, and future-focused.

Why This Matters for Young People Over the past few years, our youth takeover survey results have consistently shown that climate change is one of the biggest concerns for young people. Many feel a sense of hopelessness in this space, however, this can change when young people are given agency through decision-making power, opportunities to take action, and funding to lead initiatives.

To strengthen the Council's climate commitments, we encourage:



- Youth involvement in climate initiatives – Ensuring young people have a meaningful role in climate-related decision-making will not only amplify intergenerational perspectives but also increase engagement in sustainable action.

- Investment in renewable energy and waste reduction initiatives – Sustainable infrastructure should align with Christchurch's climate goals by prioritising low-carbon energy solutions, circular economy initiatives, and waste minimisation efforts.

- Tangata whenua representation and targeted investments – Climate resilience strategies should honour Te Tiriti o Waitangi by ensuring tangata whenua representation on the fund's allocation board and dedicated funding for Māori-led climate projects. Indigenous knowledge and kaitiakitanga (guardianship of the environment) must be central to our climate response.

>>> Climate action and resilience: Continued investment in sustainable infrastructure, climate adaptation projects, and youth involvement in decision-making around the Climate Resilience Fund.

860 - Rob Batstone

But what i do know is NZ needs to pull out of the Paris agreement now. Its a total waste of money. we need to follow what the US is doing

## General/Other Comments

1018 - Grania McKenzie

Do not forget about climate change & climate change goals. Climate change is very important

104 - David McLellan

Climate action is extremely important

146 - Mark Gunther

All the money & wastefull spending will not change the climate

216 - Tony Stevens

Spending on infrastructure is always money well spent. This covers all services provided by council and should also include the provision of wholly new projects such as cycleway and remediation for projected climate change matters.

263 - John Cumberpatch

The Climate Change Industry is unfortunately wasting \$ billions trying to stop nature. Ie too many people and natural temperature cycles. This does not mean we should not do undertake practical mitigation, but the reality is that our well intention efforts are lost in India and China in a few hours.

404 - Anthony Field

We are in a CLIMATE EMERGENCY.

The council should be:

- 1 Prioritising reducing emissions
- 2 Explaining and educating the population so they understand how important this is.
- 3 Readyng our city for the known consequences of Climate Change.

55 - Brian Donovan

Climate change resilience really important and education is an important part of that

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

The Board is also committed to the Ōtautahi Christchurch Climate Resilience Strategy's Climate Goals and strongly advocates for active transport modes—walking, cycling, and public transport.

693 - Ethan Venmore

Anything climate related, seems to be very polarising from both sides.

## Climate Resilience Fund Policy

### General Comments

147 submissions provided feedback on the draft Climate Resilience Fund Policy.

13 provided comments in support of the draft policy and 3 provided comments in opposition.

70 provided alternative/additional suggestions of how the fund would work, be used for and how long it could be held in reserve. 62 provided general comments, often about the perceptions of the fund itself, rather than the policy.

## Officers Response

### ***What submitters said in support of the proposal:***

**1. Christchurch is highly exposed to climate hazards, so we must invest in climate adaptation:**

Christchurch is vulnerable to a range of different climate-related hazards (i.e., sea level rise, flooding, wildfires, erosion). Some of these climate-related hazards are already evident - and are expected to intensify in the future. Investing in climate adaptation now is crucial to protect our communities and ensure we are better prepared for worsening impacts ahead.

**2. The proposed policy settings for the Fund are sensible and fit for purpose:**

- **The proposed 30-year reserve is adequate** – Setting the Fund aside until FY2055 provides a suitable timeframe to achieve its intended purpose. A 30-year horizon ensures that the Fund is managed with an intergenerational perspective, allowing future generations to benefit from its use. This period also provides time for the Fund to grow and accrue while it waits to be unlocked.
- **The proposed use of the Fund for assets identified in Council adaptation plans is endorsed** – The Fund should only be designated to adaptation initiatives that have been identified in Council-approved adaptation plans. This will retain the integrity of the Fund and prevent it from being used for assets or projects that would have otherwise been funded in other ways as BAU.

**3. Establishing the Fund is prudent and proactive financial planning:**

- **It's more affordable to prepare now than later** – Establishing the Fund now will help reduce the long-term financial burden of climate change. For every \$1 invested in adaptation or resilience today, we can save between \$2 and \$15 in future disaster recovery costs. Delaying action will only lead to significantly higher expenses for Council - and ratepayers - in the years ahead.
- **The Fund should extend further than the LTP 2024-2034 period** – Considering the extent of impacts climate hazards will inevitably impose on the district, the Fund should accumulate beyond the 10-year LTP period to allow a larger pool of funds to accrue.

**4. Inter-generational equity is crucial** – By setting aside funds now, future generations will not be solely burdened with the expense of climate change.

### **What submitters said in opposition to the proposal:**

- 1. A separate dedicated fund is unnecessary** – The Council should already consider climate resilience in asset management budgets rather than creating an entire separate fund dedicated to it.

## 2. Wasteful spending:

- **More pressing issues** - There are currently many other more pressing issues impacting Christchurch residents like the cost of living or traffic congestion. Council shouldn't be allocating money dedicated to something that is not needed currently.
- **Uncertainty around fund use** - With the inherent uncertainty of climate change and without a definitive timeline of impacts, it's unknown specifically when and what the Fund will be used for.
- **Use the Fund for mitigation initiatives instead** - Council should be funding climate change mitigation initiatives that reduce our carbon footprint rather than adaptation.

## 3. Climate change denial - Climate change is ideological, it's a hoax, and the climate has always changed. The science is not settled, and Council should engage with real scientists. No action should be taken unless we start to see the impacts of climate change locally.

### Other feedback from submitters:

1. Change the name of the Fund - The current name - the 'Climate Resilience Fund' - is misleading as it may be interpreted that the Fund's purpose is broader than what it is. This name suggests the funds may extend to more initiatives than just adaptation planning and may also cover mitigation strategies. A name that more closely aligns with adaptation planning may better describe its purpose.

### Response

#### Proposal: Establishing a Fund

On 18 December 2024 Council agreed the proposed policy settings for the Fund as follows:

- The Fund is to be allocated exclusively to Council approved Adaptation Plans, with Exceptional Circumstances Provision to allow for flexibility in addressing emerging risks as approved by Council
- The Fund reserve period is a 30-year reserve period to hold the Fund for future climate adaptation projects, in line with intergenerational equity principles.

These policy settings were consulted on through the Annual Plan consultation.

#### Response to: Climate change denial

Council takes direction on climate science from both the Ministry for the Environment (MfE) and the Intergovernmental Panel on Climate Change (IPCC). As a signatory to the Paris Agreement and a participant in global frameworks like the UNFCCC, New Zealand follows the guidance and findings produced by the IPCC. These scientific assessments have concluded that human-driven climate change is unequivocal. In line with this direction, Council has identified climate resilience as a strategic priority and recognises the benefits of early and proactive action for our communities.

#### Response to: Using the Fund for mitigation initiatives instead

Mitigation initiatives are critical for reducing our emission contributions. The Council is committed to doing everything we can to reduce greenhouse gas emissions within our organisation and across the district. However, even under the most optimistic climate projections, we know that the impacts of

climate change will still occur. With this in mind, mitigation measures must be complemented with practical adaptation planning to ensure that when we do feel the impacts, we are able to effectively respond. Keeping a fund that is solely dedicated to adaptation will help ensure we have resources to alleviate the financial burden on future generations and residents.

**Response to: Change the fund name to build community understanding that it is focused on adaptation action and is intended to address intergenerational equity**

Staff acknowledge that changing the fund's name may provide better clarity to the public on what the fund's intended purpose is. There is an opportunity for Council to decide as to whether changing the name would be appropriate.

## Support

### 116 - Andrew Massie

I think it's a good idea.

### 224 - Kyle Sutherland

I strongly support the Fund, as it represents a proactive approach to managing the long-term financial impacts of climate change on our infrastructure. By starting to accumulate resources now, we ensure that future generations are not left with an overwhelming financial burden when it comes time to adapt our assets to the changing climate. This is especially important for infrastructure projects such as stormwater basins, which will become increasingly crucial in managing flooding risks and enhancing water resilience in our communities. Investing in such infrastructure now, through a dedicated fund, not only addresses immediate climate-related challenges but also provides a sustainable financial solution that can be used to future-proof essential services. This approach spreads costs equitably, ensuring that ratepayers share the responsibility of adaptation and that we are prepared for the challenges ahead.

### 299 - David Palmer

I strongly support the climate resilience fund as a way to ensure our city can adapt in the face of climate change. We are likely to see dramatic shifts as a result of this in the coming decades, so contingency planning needs to be done now.

The fund must be ringfenced only to adaptation programmes, with the "emergency" contingency escape-hatch if it is ever needed. I am concerned that if the scope is increased to include all at-risk assets, the fund will be squandered.

I support a 30-year term for the fund. It is likely we will have to begin adaptation work before this, however, given that the purpose of the fund is to spread the responsibility for this intergenerationally, 30 years is an appropriate horizon.

310 - Alicia Pilkington

I agree with a lot of the proposals

487 - Christopher Henderson

Some good forward-thinking, reality-based policy. This is what we want to see!

493 - Kirsten Ferguson

support

655 - Josephine Tanner

I think this is a good idea. Safe proofing

747 - Paula Jameson (Summit Road Society Incorporated)

In addition, we emphasise the importance of adaptation planning for the effects of climate change on the Port Hills, particularly in relation to the increased risk of wildfires. As the 2017 and February 2024 Port Hills Fires show, this is a real and present threat that is set to worsen. The Canterbury Climate Change Risk Assessment (2022) specifically identifies the Port Hills as an area where fire weather will increase over the coming decades. While sea level rise and coastal adaptation planning is important and we support its proposed acceleration, adaptation to land-based hazards like fire is equally important. We support the Climate Resilience Fund Policy.

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Support, but in line with the question posed by the consultation document we support bringing forward funding for the adaptation process. We also request that an adaptation process for non-coastal climate exacerbated hazards on the Port Hills be explored.

762 - Margaret Noble (The Ferrymead Trust)

We support the provision of this fund and view climate resilience and sustainability as important in education and sustainability of parks, heritage and the environment. Climate resilience is in Ferrymead Heritage Park's future plans as a key ecological and environmental location.

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

### 3. THE CLIMATE RESILIENCE FUND

- 3.1. NCFF supported the creation of the Climate Resilience Fund through our submission on the CCC LTP 2024-34. CCC agreed to establish the fund
- 3.2. In the context of storms and flooding we would like to see better planning for emergency management and engagement with the community on this. Residents in Banks Peninsula rely on the roading network to connect them to the wider community. It is important that the Council ensure there is an adaption plan for these crucial links where damage may occur in response to extreme weather events.
- 3.3. CCC is seeking feedback on the draft [Climate Resilience Policy](#) as part of its LTP consultation.

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Federated Farmers submission to Christchurch City Council's Draft Annual Plan 2025/26

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- 3.4. NCFF agrees with the purpose of the policy which is to establish a dedicated financial reserve for future climate adaption needs across council assets. Key assets such as roads, bridges, parks, buildings, and drainage systems may need to be modified or upgraded to withstand extreme weather, changing precipitation patterns, and rising temperatures. Building resilience through adaptation ensures that these assets can continue to function and meet the needs of the community.

#### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Climate Action & Resilience The Council's commitment to climate resilience is critical for our generation's future. With young people set to inherit the long-term impacts of today's decisions, we strongly support continued investment in climate adaptation, sustainable infrastructure, and the Climate Resilience Fund.

#### 889 - Allan Taunt

Fully support this, although I am concerned the contribution may not be sufficient. Nevertheless, a starting point, and as time goes on we will discover more.

#### 895 - Callum Ward (Waihoru Spreydon-Cashmere-Heathcote Community Board)

Draft Climate Resilience Policy -the Board supports the draft Climate Resilience Policy, including the Climate Resilience Fund to support future climate adaptation needs for Council assets.

## Oppose

### 597 - Lynette Bay

I do not agree with this policy and prefer my rates were reduced accordingly

### 649 - Vic Allen

i strongly oppose the CRF, however it has been approved by Council so i have to accept it. Maintaining borrowing capacity headroom is a much better solution, as for earthquakes, tsunami etc.

By my calaculations the proposed 0.25% etc rates surcharge over ten years will accumulate \$600m, not the \$127m stated (assuming 6% average annual increase in business-as-usual rates). After 20 years @ 4% the \$600m will have increased to \$1.2 billion. Had ratepayers invested their \$600m in Kiwisaver @ 8% they would end up with \$2.5 billion. So this CRF initiative will cost ratepayers \$2.5 billion over 30 years. This is totally unacceptable.

Re the proposed policies etc, I support 30 years reserve period.

I dont support the clause allowing exceptions to CHAPs. Climate change is slow moving and there will be plenty of time to arrange additional formal plans if necessary. Allowing exceptions makes the fund prone to misuse. At a minimum there should be a requirement for formal public consultation as part of the Council approval process.

An issue I foresee is that the CHAPs are based on relative sea level rise, which includes land level changes which have nothing to do with climate change. In fact the land level changes are due to earthquakes and tectonic plate movements.

We also have jetties which are nearing end of life so have to be replaced anyway, but at a higher level due to SLR. The cost of the new jetties should not be met from the CFR.

This fund will be extremely difficult to administer. Perhaps the time, cost and effort put into policy development, administration etc might be better spent in working to create a wealthy and resource-rich city that can handle anything nature throws at us.

### 827 - Leeann Watson (Business Canterbury)

My understanding of the fund is that it will be governed by elected members which is counter to our advice to ensure that it was geared up for the long-term outcomes (i.e. beyond the terms of any elected members) and that tough decisions about funding – which will inevitably occur – are not pushed to the side because of short term political thinking and risk.



## Other

### 1015 - Stephen Downward

This fund is not to be spent on consultants and not spent on more modelling. Money is better spent on actual resilience measures like protecting roading in Heathcote, Redcliffs, Sumner and other areas at sea level. Only use the fund when it is clearly needed not in anticipation of something that might happen.

### 1026 - Harrison McEvoy (Greater Ōtautahi)

We support the establishment of the Climate Resilience Fund, and believe that this fund should be raised in perpetuity. Our view is that this funding is crucial for the future safety and sustainability of our city. For many people, this may be one of the more impenetrable parts of the annual plan, but it is extremely important for the long-term health and safety of our city. GNS reports indicate that \$3.2 billion worth of council property is at risk of sea level rise and persistent flooding over the next 20 to 30 years. According to research from the US National Oceanic and Atmospheric Agency (NOAA), sea levels have already risen by 21–24 centimetres since the 1980s, and the trend is continuing upwards. This trend poses an existential threat to low-lying communities in our city, for example Southshore and suburbs along the Heathcote River. The Coastal Hazards Adaptation Management Plan is supposed to address these concerns. Adaptation can mean anything from improving stormwater networks, adding water-holding basins, or even full-scale managed retreat of coastal communities. All of these things come at significant cost to the ratepayer. This Climate Resilience Fund is supposed to mitigate the cost of this necessary work on future ratepayers. \$127 million dollars over 10 years is not enough to offset this risk, nor enable Council to properly address it. We support the recommendation to put the period of the fund to be in perpetuity. We support ring-fencing the fund to specific planned adaptation programme work, with an “emergency” clause that can allow it to be used for exceptional circumstances. We are concerned that if the scope of funding is extended to be used for all at-risk council assets, the fund will be diverted to projects that don’t directly help us deal with mitigating the impact of climate change. There may be nearer-term adaptation necessary as the climate continues to change, so a balance must be struck between being able to react to nearer-term crises, and taking time to build a large nest-egg. Given that the purpose of this fund is to share the burden of adaptation across multiple generations of Christchurch ratepayers, the longer we invest in this, the better. If the shorter term is prioritised, it must also be combined with an increase to the contributions by ratepayers, to ensure we have enough when we need it. While raising capital is never the most popular action, failing to have sufficient resources to address significant events or issues would be a failing on Council’s part. 15 The fund could be leveraged through investment to raise further capital in a self-sufficient manner. Again, realistic projections of the impacts of climate change show that the earlier and better we prepare, the better the outcomes will be

### 1040 - Nick Yuki (Southshore Residents' Association)

The Southshore Residents Association (SSRA) strongly supports the continued retention and protection of the Climate Resilience Fund (CRF) as outlined in the Long Term Plan. Climate change is a permanent and escalating challenge, and it is imperative that we take action now to ensure a sustainable and resilient future for all members of our community. Having read the proposed scope and recommended approach, it seems sound—provided that other CCC adaptation projects can also access funding and that it is not solely a funding vehicle for the Coastal Hazards Adaptation Planning Programme. As a community organisation, SSRA would be keen to understand what other adaptation planning program streams they foresee applying for funding and in which departments. For example, could the stormwater team apply for funding to develop better outlet valves if they were identified as less than optimal in an adaptation plan? CCC has left some flexibility for allocating funding to assets not contained in Adaptation Plans, which is encouraging. The CRF represents a forward-thinking and responsible approach to climate adaptation. By embedding the principle of intergenerational equity, this fund ensures that today's ratepayers contribute to the long-term costs of climate resilience, rather than placing the entire financial burden on future generations. Dismantling or reducing this fund would be a significant step backward. We urge the Council to uphold its commitment to climate resilience by preserving the Climate Resilience Fund in full. By doing so, Christchurch can continue to lead by example in addressing the climate crisis with urgency, foresight, and responsibility.

126 - Stephanie Innes  
stop it

140 - Jordan McCormick  
shouldnt be a thing currently, the proposal is poorly designed and sounds like a potential waste of funding, needs a rework.

143 - Gretchen Boyd  
Use funds towards double glazing, wind power and solar power. Gradual roll out for Council buildings, as they are having maintenance. Add to Resource Consent process for non- Council buildings.

182 - Alexander McCaw  
Don't waste time with this. Design all future work to be resultant but don't waste time/ money updating infrustratal until it is due replacement.

189 - Stacy Rendall  
Get cycleways finished and improve public transport = less CO2 = less climate risk...

190 - Allan Brown  
I cannot understand why a climate resilience fund would be held in reserve for any time at all. It should be spent immediately on projects that will reduce carbon emissions. Waiting and attempting to one day mitigate the effects of climate change after the worst scenarios materialize is a foolish

approach.

#### 210 - Lindsay Sandford

Funds should be generated when they are actually needed. Saving money for "something" that we don't even know will happen is madness.

#### 214 - Jan Edwards

These changes should be slowed down. We do not need to be world leading in this stuff. Its just some Councillors egos that drive this. Put it to the vote at next election

#### 233 - Matthew Tolan

This should contribute towards flood protection and protection against sea level rise. Are there any best management practices you can learn from other cities? It's a bit difficult to make an informed comment on this without any more information.

#### 247 - Derek Wallace

I would favour drawing on the fund as needed. This could mean using it before the end of the ten-year period to address issues before they worsen. My reading of the research indicates that \$127 million will be a fraction of what will be required for adaptation.

#### 280 - Julien Gutknecht

It is important that CCC take a long-term view on this as it will inevitably be required. It should be used to fund critical infrastructure upgrades where sea level rise will be an issue, and can be held in reserve indefinitely

#### 324 - Stephen Ashley

Many smarter people can answer this one better, but it shouldn't just be left sitting around as long as there are immediate climate risks. I presume flood and sea level rise prone areas would be first in line for access to this fund. It would be great if it can be used for projects that both reduce emissions and reduce climate risk. Wetlands are the perfect example of this, in that they absorb flood water and provide habitats, carbon sequestration and amenities for the community.

#### 355 - Sarita MacGregor

I think it's a good idea to 'save for a rainy day' or maybe more like 'sea inundation' or 'burn baby burn'. Setting aside money now to grow so it's a bigger pot when needed is wise - if we haven't done it yesterday the best time is to do it today! Maybe ensuring access to the money every 5 years so that as it becomes apparent where/when it's needed then it can be accessed. We may not know what is really needed until it happens - we didn't when the earthquake struck!

384 - Chris Coey

With climate change, funding will be needed to safeguard the sewage system.

387 - Elisha Blogg (Life in Vacant Spaces Charitable Trust)

I fully support the establishment of the Climate Resilience Fund as a proactive approach to adapting Council assets to the changing climate. It's essential to start building resources now to avoid burdening future generations with the full cost of climate adaptation.

As for how the Fund will work, I would suggest ensuring that the criteria for using the Fund are clearly defined, focusing on projects with the highest long-term impact on climate resilience. It could be beneficial to prioritise projects that address the most urgent climate risks, such as flood prevention and infrastructure reinforcement, while also ensuring that the Fund is used efficiently and not drawn on prematurely.

Holding the Fund in reserve for the first few years allows for the accumulation of sufficient resources, but I recommend regularly reviewing the effectiveness of this approach, ensuring that as climate risks become more apparent, the Fund can be accessed when necessary, without delay. Ultimately, it's important that the Fund is transparent, and the public is kept informed of how the resources are being allocated and used.

428 - Chris O'Brien

Get rid of it. It's nonsense.

437 - Paul McMahon (Waitai Coastal-Burwood-Linwood Community Board)

The Board supported the establishment of the Fund and continues to do so, especially given our communities will be among the first to experience the more severe effects of climate change.

The Fund should not become a slushfund for future Councils to expend on scientifically dubious projects, it needs to go into concrete projects that help people adapt to climate change.

The Board would advise the fund be limited to infrastructure and resilience to future-proof our city.

The Board suggested rather than using timeframes to determine the reserve period, that the Council uses trigger points.

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

DPA is pleased to see that Council has created a Climate Resilience Fund to support future climate adaptation needs for council assets. As we have recounted in previous submissions to this and other councils across the country, climate change is and will continue to have a disproportionately adverse impact on disabled people, their families whānau and communities. An example of how this is already happening within the national context was an Environment Health Intelligence New Zealand report from last year which identified disabled people as a 'high priority population group and noted that "people with chronic health conditions, mental illness and/or disability are more susceptible to the 2 <https://www.ehinz.ac.nz/publications/news/latest-news/national-report-published-on-socialvulnerability-to-climate-related-hazards/> negative impacts of climate related hazards. We recommend that one of the highest priorities for Council in relation to the Climate Resilience Fund is that it be used to maintain and upgrade council assets against climate related risks. These assets should include footpaths, roads, council housing, parks and reserves, waterways, and community facilities to maintain their accessibility and usability for all residents, especially disabled people. We recommend that the fund is also used to support independent studies into the effects of climate change on Council assets in the Greater Christchurch area so that forward planning can be undertaken for asset protection planning purposes.

45 - Cameron Rossiter

so long as it cannot be touched by any councils in the future, and is used for buy outs etc for land that is prone to climate change issues only.

460 - Mitchell Tobin

Support. Best used for making resilient infrastructure to protect housing and transport infrastructure.

471 - Josey Fleitas

Use it now to keep bus fares low, make the bus system more efficient, keep our parks and rivers clean, invest in solar and wind, listen to the experts to make Christchurch a leader in Climate Resilience.

491 - Andrew Douglas-Clifford

I fully support the development of the Climate Resilience Fund, this is a key tool that council has for adapting to the effects of climate change (which could be felt sooner than expected in some circumstances - so we should be flexible about the timeframe for use).

600 - Aaron Ghattas

Keep saving the problem could be bigger than what is being planned.

618 - Sebastian Marinhovich (Green Enterprises @ Co)

# build stop banks

## 621 - Colin Ong

In favour of the 20 year reserve. Will the fund and its investments be subject to an annual, independent audit? Will the findings of that audit be made public?

## 627 - Iona Thompson-Wild (Next Generation Conversation)

Next Generation Conservation (NGC) is a group of 15 climate change advocates aged 11 to 16 years living in Ōtautahi/Christchurch. We have a strong interest in climate change and meet regularly to discuss policy issues and seek opportunities to engage with decision makers. Our key values include diversity and equity; respect and kindness; communication and listening; and considering and working with the natural environment and all living things.

As a collective, we wish to provide the following points as a submission to the Council's Draft Annual Plan 2025/26, with a specific focus on the Climate Resilience Fund (CRF).

The climate is changing because of humans and the way we have treated and used the natural environment, now and in the past. We are part of the environment. Everything is interconnected and interdependent. We believe we need to work as one.

Last year, we made a submission to the Council's Long Term Plan 2024-2034, strongly supporting the creation of the CRF. The Fund will help us and future generations to prepare for and respond to events such as natural disasters, which are going to be more frequent and severe as the climate changes.

As a team, the NGC accepts intergenerational equity as a core value. The CRF allows us and future generations a strong future in the event of a major climate event. With this fund, we aren't just preparing for success, we are preparing for a greater, more responsive future. It will also provide the necessary financial support to vulnerable communities during climate change initiated disasters.

But how will it work?

We think the fund should be kept in reserves for 30 years. After 20 years, up to 50% of the fund can be accessed, if needed. However, if an absolute huge disaster hits, we can access up to 80%. Having access to the fund and extra money will be necessary for emergency supplies, first aid and shelter for people away from their homes. But leaving at least 20% in reserves allows the fund to continue to build for future events and generations.

The fund can also help us and future generations with mitigation and adaptation efforts as well as immediate repair costs to things damaged instead of that being left to the (future) Council. This will inevitably be cheaper for the economy instead of our (future rates) getting raised more and more. As climate change understanding and technology evolves and in the event of a future disaster, we would

rather be prepared and have the funds there rather than having to increase rates immediately and drastically and/or make cuts to other sectors that are important but not as needy.

We believe that it is not equitable to leave the future to pay for the problems caused by the past. While benefiting and protecting ourselves, the Fund also gives opportunity to consider and protect all other living things. We should also, where possible, work with nature rather than against.

As well as the public putting money into the fund, we suggest the Council also contribute via annual reserves/underspent projects. This will reassure and comfort the public in knowing that the Council is also contributing to the fund and supporting future generations in facing climate change impacts.

As one of our values, the NGC believes it is important to make contributing to the fund equitable. You could even add an opt-in more for those who have more e.g., to make up for people with less money/bigger mortgages, others with more contribute more. It isn't going to cost much individually if we all pay a little now, bit by bit, to protect some people's kids and future generations. Current ratepayers will barely notice it is gone.

We think by making a system to prioritise higher risk areas, we could better assess where the money should go. We think making a colour code system, like as was seen in the earthquakes, will help to determine who is at most risk and most vulnerable. We then need to focus on what is necessary and then where we should put our focus.

Education is key.

We think by letting people know more about the fund, its purpose, how it will be used and the (growing) amount of funds in the CRF, it will encourage people to keep putting money in. This will also reassure people where the money is going and why. This could be supported by an information website, highlighting the growth of the fund, what the world will look like in 20 years' time with a 1.5 degree warming, and how the fund will support future generations to respond to and mitigate the impacts of climate change.

We also recommend that homeowners and those selling and buying houses directly should be educated about the fund and what it is for, why it is important, why it would help them and what intergenerational equity is all about. Give them all the details, especially what is expected and what is at risk.

To support people with the decision, we suggest inviting them to a Council workshop, and educate them on where the money is going and why it is important for them to contribute. We don't want to be stuck or lose everything we have in an event that could have been prevented, However, when it does happen, if we had had the money, the events impact could be minimised

648 - Joshua Van Eeden

I would consider that the fund should be used solely for flood control, and wild fire risk reduction.

And thus needs only to be of a modest size

669 - Louise and Bebe Tapper | Frayle (National Council of Women in New Zealand)

6.1 We support the need to plan for future climate impacts and it is irresponsible not to then financially provide for this work.

6.2. However, we were unsure if capital climate resilience initiatives (such as seawalls, stop banks etc) are included as general capital expenditure or there is an expectation that this fund would cover such costs.

6.3. We would like to be assured that climate resilience is a factor taken into account during consenting processes and when the Council is planning work eg developments near waterways to incorporate appropriate measures, possibility of solar panels being compulsory for new builds (residential and commercial).

[full attachment available]

671 - Ava Strieker

I want the funding to go towards offsetting carbon emissions, more bus lanes, and finishing major bike lanes

678 - Eva Wilson

They could use it for mitigation not just as a response climate caused issues. I think this fund is incredibly important particularly for us as rangatahi who will be most impacted by climate change related issues in the future.

679 - Olive Locke

It is an important fund to have, because as a young person, climate change is one of the biggest issues that will affect my future. It should be used for responding to climate based issues such as flooding from sea level rise and extreme weather events.

680 - Claire Coveney

Essential we start planning long term for extreme weather events and ocean rising which will put pressure on our infrastructure. Drains, rivers and housing. Planning for vulnerable communities needs to be based on research.



We need to consider fire and flood.

The highly flammable trees on Banks Peninsula need to be removed. Getting rid of pine and eucalyptus.

Also we need to consider our vulnerable wildlife, their habitat. Work with Ecan to maintain wetlands as much as possible. Liaise with DoC and ECan. about how to support our ecosystems.

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

The Board signalled in its Community Board Plan 2023-25 that it is committed to supporting the Ōtautahi Christchurch Climate Resilience Strategy's climate goals, and it sees supporting the Climate Resilience Fund Policy as an appropriate extension of that.

We do suggest however, that the name of policy, and the information wrapped around it, is clearer on the focus of the funding—that it will be used for the effects of climate adaptation and predominantly in our coastal areas, and in several years' time. Currently we believe the name of the policy suggests a much broader application of the funding.

The Board also highlights that it shone through in the 2023 'what matters most' engagement on the LTP that 'climate change' was of high priority for the wards in the Board area, reinforcing the representative aspect of this advocacy.

690 - Kevin McSweeney

this should be abandoned forthwith.

695 - Will Miler

It seems likely that the fund will be insufficient to do anything material over the next 10 years. That's a long enough time horizon that the fund should be invested in a diversified pool of assets that earn a good rate of return. As it comes closer to the time to use the fund, it could then be de-risked.

698 - Dominic McKeown

this needs to stop and council should be doing things already to implement the resilience for the future. There's no need for any separate fund.

716 - Malcolm Hoare

only if the money is kept totally separate otherwise it will get spent on other things and not for the purpose it was collected

724 - Tim O'Sullivan

Thank you for the opportunity to provide feedback on the climate resilience fund. I submit that there is no climate crisis that warrants the creation of a \$127million fund over ten years. I object to paying a rates increase of 0.25% per year over that period for this purpose.

[Grants & Funding > Airforce Museum]

I submit that the use of rate payer's money would be better directed to funding the Air Force Museum's plans to build more exhibition space. This would be of direct benefit to the city of Christchurch. Rather than being an imposition on all Christchurch ratepayers, the climate fund should be seeking voluntary contributions from interested ratepayers who may have a commitment to this issue. This would allow the council to gauge of how much interest the community actually has in combatting "climate change" and allow a reorientation of priorities to more urgent issues.

The Draft Annual Plan for the Council lists three dubious "potential climate change impacts" (page 216). The three impacts are from the Ministry for the Environment and Stats NZ "Environment Aotearoa 2019" report and are presented prescriptively and are used to support the imposition of this rates rise. The prescriptions are problematic:

a) Projected sea level rise: The projected sea level rise of 1,000mm in one hundred year's time, derived from this report and half that by 2070AD, is no more than speculation and is not supported by evidence.

b) Temperature rise: The average temperature rise of 3.5% by 2090AD is completely speculative. Part of the problem is caused by the interpretation of historical data using a linear graph in which the data appears to trend continuously upwards. Much of this data should be reinterpreted using polynomial analysis which would show that weather data is actually a curved line with a peak and a declining future curve.

c) Extreme weather: The "change in rainfall and extreme weather events" is also speculative given that the weather forecast for the end of the week is generally nothing more than an educated guess. How anyone can say that future weather seventy years hence, will include more extreme events with any degree of certainty is a mystery to me. It may actually be the case that higher temperatures will lead to a reduction in "extreme" weather events.

I note that the council also proposes a separate contingency fund for "weather events" (page 229). This is a much more sensible application of the Councils resources as we are likely to have some adverse weather events although the frequency is unknown. Adverse weather events are not caused by climate change but are a factor of our geographical position in the largest ocean in the world and our proximity to Antarctica.

I submit that the climate resilience fund be cancelled and replaced with a program to reduce rates and reduce council debt. These are more pressing issues than "climate change."

#### 726 - William Warren

The proposal looks sensible to me. I would envisage this fund to be split between recovery and preventative measures, for flooding and wildfires

#### 736 - Adele Geradts (Halswell Residents Association)

We support the Climate Resilience Fund, which accumulates resources and helps to spread costs over time so that future generations are not solely burdened with the costs due to our changing climate. The fund will be financed through a 0.25% rate increase starting in July 2025, with an additional 0.25% added each subsequent year, reaching a total increase of 2.25% by the end of the LTP period, which we support. We think the fund should be grown for the next 10 years till it reaches maturity and then be split into two parts - one that keeps growing interest and is kept in reserve for long-term climate adaptations that will need to happen by 2045+ and the second part is started to be used in 2035 to help pay for climate change adaptations that need to occur in 2035-2045. We don't know what climate change will do to our city in 10 years, but we can assume that rising sea levels and fires like those on the Port Hills will have an impact. The money raised should go into mitigating those factors, such as planting more native trees in the Port Hills that are resilient to fire and ensuring we are prepared as a city for bushfires, especially in the Port Hills area. Flood protection from rising seawater may need to be looked at by restricting development in coastal erosion areas, planning for a managed retreat, and rejecting consents for alterations or extensions to existing buildings in the coastal zone. Allow coastal wetlands to migrate inland (e.g., through setbacks, density restrictions, and land purchases).

#### 75 - Sam Spekrijse

Simply setting it aside to accrue over time, with a fixed amount available each year from a given future date for climate-related upkeep, might be a good start. Having a condition to be able to withdraw some percentage of it in case of a climate-caused natural disaster would also be wise.

#### 753 - Margaret Lovell-Smith

In a world that is rapidly becoming more precarious from damaging natural events caused by climate change, it is important to stay focussed on those measures which will increase the city's resilience and health and safety for its residents. I fully support the establishment of a Climate Resilience Fund to be used in the future on issues like properties and roads affected by sea level rise; or unexpected flooding after major weather events; the planting of trees to provide shade and lower temperatures in the city; subsidies for residents to install solar power units; other incentives to help residents improve the resilience of their properties in emergencies, for example alternative ways of creating power for their homes, e.g. small solar or wind generators; improvements to transport alternatives like cycleways;

#### 754 - Sarah Laxton

I support this initiative, I think that we should be looking to set a cap for it, so we aren't collecting money forever if the money doesn't end up getting used.

I agree that it is a good idea to ensure that future generations are not left with the burden of paying for everything.

#### 761 - Molly Magid

The fund should be used to make changes to the city that will help communities to adapt to climate change. I think it will also be important that the fund is not used to subsidise people to rebuild in areas that should not have residential homes on them given climate trajectories (e.g. houses on flood plains). I think there shouldn't be a specific time period when the fund should be held in reserve, it should be used over time to help prepare for the effects of climate change.

#### 764 - Tim Frank

I think that at least \$ 100 million should be accumulated before the fund is used. Its use should be guided by scientific and technical evidence to adapt to increased flooding risks.

#### 773 - Malcolm Long (Ōpāwaho Heathcote River Network)

##### Comments on The Climate Resilience Fund

13. ŌHRN applauds the Christchurch City Council for beginning the process of building a fund to finance climate resilience and adaptation. This is an essential step towards delivering an effective adaptation process. Over the last two years, ŌHRN has engaged contractors to analyse the local implications of climate change and related policy on the Ōpāwaho-Heathcote River catchment. While not yet fully complete, this submission is based in part on some early findings of that analysis.

Strategic policy settings:

14. We are concerned that the proposed scope of the policy may leave unintended gaps.

14.1. While it makes sense to ring-fence the fund for approved council adaptation plans, we note that at this point in time adaptation planning only appears to be on the horizon for coastal areas, leaving adaptation for inland areas of Christchurch unplanned. The ŌHRN would like to remind the Council that inland floods along current and former rivers, as well as landslides and wildfires on the Port Hills, are likely to be among the climate-exacerbated hazards that will have a significant effect on Christchurch's urban form. These should be explicitly included in the adaptation planning process, including this fund's policy.

15. We support the "exceptional cases" qualifier that allows for some expenditure on assets not included in council adaptation plans.

15.1. However, we would like to see an additional qualifier added clarifying that where an adaptation plan has been completed to a suitable standard outside the Council's adaptation planning process (for example, by the Papatipu Rūnanga or a community group), that the Council may contribute

towards these plans on a case-by-case basis. 16. We would like to see greater integration of the fund with other elements of the local, regional and national climate change framework.

16.1. For example, conversations could be held with Environment Canterbury to establish whether a regional adaptation fund should be established alongside this fund, with a focus on supporting territorial authorities to build ecosystem resilience, restore ecosystems in affected areas, and other environmentally-focused outcomes such as landfill resealing or removal. These areas appear to be largely absent from the current adaptation planning process.

17. We support the proposed reserve period of 30 years.

17.1. However, we wish to note that this should not mean that adaptation action overall is deferred until the release of the fund. Every dollar spent now on adaptation will have a greater impact than the same dollar spent in 30 years time. This fund should not be expected to fund all of the council's adaptation actions. Instead, action should progress at pace, with this fund reserved to provide a "booster" for future generations.

Operational policy settings:

18. We support the operational policy setting relating to financial management, evaluation, monitoring, and reporting, though we would prefer to see reporting take place as part of the standard regular climate change strategy implementation reporting process rather than annually through a new bespoke process.

19. We do not support the proposed governance approach.

19.1. We consider that an independent oversight body including community members, professionals and selected elected members would improve transparency. It would provide an opportunity for public participation in the management of adaptation policy, which is an area the council should be strengthening.

20. We also suggest that, in order to provide some protection for the fund from future councils which may seek to redirect funds to other purposes, the levy should be raised as a targeted rate.

20.1. While the report on the policy notes that a supermajority requirement for significant decisions such as the disestablishment of the fund is not possible, targeted rates must be used for the purposes for which they are raised. Utilising this mechanism would provide a level of protection for those funds that otherwise would not be possible. Additional comments:

21. Due to the significance of the policy for the future of the city, we would like to see the full policy released for public consultation once drafted.

21.1. In particular, we would welcome the opportunity to comment on underpinning principles, including the prioritisation of nature-based adaptation initiatives over hard-engineering solutions.

777 - Craig Pauling (Environment Canterbury)

Climate Resilience Fund

We are pleased to note the establishment of the Climate Resilience Fund to support future climate adaptation needs for Council assets. Regarding how the fund will work, we urge alignment with the Canterbury Mayoral Forum's Canterbury Climate Partnership Plan and working together with the councils of Canterbury to increase our efficiency and collective effectiveness in responding to climate change.

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

The fund should only be used when it is clear a problem is **imminent** and not used because modelling says something will happen as modelling is often wrong.

This could also be used as an emergency fund to prepare for the Alpine fault rupture.

795 - Dianne Downward

The fund should only be used when it is clear a problem is imminent. modelling is often wrong and to use funding based on modelling is irresponsible.

Council modelling shows that with the next big storm, sumner, redcliffe, bromley, heathcote, lyttleton harbour, and other places will be under water, yet, there is still building going on in these areas. Why is this allowed if there is such an risk in these areas?

This could also be used as an emergency fund to prepare for the Alpine fault rupture.

805 - Geoffrey Sugden

I support the Climate Resilience Fund. This should be costed to continue past the 10 years currently allocated.

I'm unsure of how long funds should be held in reserve for, ideally we should be investing in climate resilience products sooner to better mitigate the negative affects for climate change. However there is a risk that projects that may have been funded in other ways then draw on this fund.

More important than how long is ensuring that there are robust guidelines for using the fund to ensure that projects that will have the most impact will be funded from it. In addition Council should not see the fund as an excuse to not fund projects through other means.

815 - Kate Burgess (Christchurch Youth Council Incorporated)

Over the past few years, our youth takeover survey results have consistently shown that climate change is one of the biggest concerns for young people. Many feel a sense of hopelessness in this space, however, this can change when young people are given agency through decision-making power, opportunities to take action, and funding to lead initiatives. To strengthen the Council's climate commitments, we encourage:

- Youth representation on the Climate Resilience Fund allocation board – If this fund is intended to effectively address the future impacts of climate change, young people must have a seat at the table to ensure their concerns and solutions are part of the decision-making process.

816 - Annabel Turley (CCBA)

Need to sell off assets to under take this project

817 - Justin Fletcher (Predator Free Waimairi Beach)

This funding is of great importance and should be extended beyond its current 10 year lifespan.

820 - Helen Pickering

The money should be put to use immediately on any activity that improved our environment and impacts climate change for the good.

832 - Ben Alder (Christchurch Envirohub)

The grant should be used to continue supporting organisations to carry out their thought out strategies, both in raising awareness around climate change and implementing action to reduce the impacts of it, and in supporting groups to have the resourcing they need to carry out the work.

836 - Gerrit Venema

I don't believe the predictions in sea level rise & temperature are valid and so I don't think we need a specific "Climate" Resilience fund. We can just repair and deal with things from Annual plan to annual plan as the changing needs of the environment have always presented. If by 2030 we are not trending in the direction that The Ministry for the Environment and Stats NZ "Environment Aotearoa 2019 has reported...then we have proved the point of avoid the cost of excess & unwarranted "insurance" policies.

84 - Ken Tod

Resilience in terms of our stormwater, waste water and water drinking supplies needs to be built in as part of the design process rather than having a slush fund set aside for boondoggle 'climate' projects.

843 - Harrison McEvoy

This fund should be uncapped and collected in perpetuity. The contribution rate should also increase. We literally can not afford the impacts of climate change unless we start now.

851 - Fiona Bennetts

This fund is a great idea and I fully support it.

This fund should continue in perpetuity.

This fund could be used to respond to hazards, but also to mitigate against the effects of climate change.

853 - Michael Davidson

Fund should not be touched for at least 20 years, so it can accumulate.

Only be used on major projects that have been identified in approved adaptation plans. Not for BAU projects

Not used for disaster response

865 - Marie Gray

The fund should be able to be used for both mitigation and adaption and should be extended indefinitely. Climate change is one of the greatest threats of our time and CCC needs to be a leader in this space, walking the talk and supporting our communities to change behaviours and adapt for the changes coming.

868 - Andrea Kofoet

I support the Climate Resilience Fund and believe it should be budgeted to continue beyond the current 10-year period. While I'm unsure of the ideal timeframe for holding funds in reserve, prioritising early investment in climate resilience projects would help mitigate the impacts of climate change more effectively.

874 - Grant Slade



Don't need it. The climate predictions have repeatedly been wrong. Temperatures not even going up here in CHCH!!! We can, as we have, respond to real time repairs/upgrades for climate issues as they actually develop & become real. The annual and 10 year plan development is sufficient. If we really are concerned about the sea level rising, then the main cargo ports will be the key area to keep an eye on. Has the port of Lyttelton recorded any drama or cause for concern in the last 150 years? Has Akaroa report any wharf-side issues? No? We're good to good without a Climate RFP then.

885 - Simon Shelton (Banks Peninsula Conservation Trust)

BPCT supports the Council's intention to accumulate funds over the 10-year period to provision future climate adaptation needs through the Climate Resilience Fund. This initiative is both strategic, sensible and sine qua non.

(see full attachment)

890 - Kari Hunter

I support allocating funds for the Climate Resilience Fund for Council-approved Adaptation plans for Council assets, and the recommendations for a 30 year reservation period. I am concerned that Council is relying on unduly optimistic assessments about how severe and how soon the impacts of climate change on Ōtautahi Christchurch could be. Because of this, I'm concerned that the Exceptional Circumstances Provision is too likely to be called on before the 30 year mark. If this happens, it will probably also indicate that the need for this Fund in 30+ years will be greater than anticipated. Therefore, I'd like to see more realistic assessment of future climate risks, and significant limitations on this provision

(see full attachment)

893 - David Close (Christchurch East Labour Electorate Committee)

## 7.0 Climate Resilience Fund

7.1 It is most important that the Council plan for resilience. However, the support for a climate resilience fund is misguided, given the Council's heavy borrowing and current inability to fully fund renewals to achieve a balanced budget. Whoever heard of someone with a big mortgage putting money into a savings account instead of paying off the mortgage? Unless the interest received by the Climate Resilience Fund is higher than the interest paid by the Council on its loans, it would make more sense to use the savings to avoid more borrowing. However, given that the fund has already been established, the funds should be used for current capital projects in the climate resilience programme.

## 7.2 Submission

**That the fund be managed in accordance with the Council's overall financial situation.**

## General/Other Comments

1005 - Michael Scales

ABSOLUTELY NOT. We cannot afford this. Plant some trees instead.

1007 - John Thacker

This needs

112 - Sophie Morton

No, just generally supportive of the fund

114 - Paul O'Connor

I don't believe we should be paying someone else for Climate resilience, just what is Climate resilience, who being paid to monitor this, for what outcome. The Climate is what it is and if the real truth is known NZ carbon emissions when compared with the world you could put in a shoe box, at what cost to the city and the Nation economy..

141 - Andrew McKay

It is a slush fund. Taxing people now for what might not be needed. In decades to come people will want to use that money for other purposes just like the stunt you are trying with the Cathedral money. I say no to this tax. STITCH UP; "While the decision to establish the Fund has been made, we are seeking your feedback on how the Fund will work, including what the fund can be used for, and how long it will be held in reserve before being used." OBSCENE; "This will enable the Fund to accumulate in the order of \$127 million by the end of the 10-year period." Stop taxing us and then asking what we want the tax spent on. You should know what it is to be spent on BEFORE YOU TAX US!!

146 - Mark Gunther

All the money & wasteful spending will not change the climate

147 - Michael King

This isn't something the local council should be involved in, it's more ideological ego driven pride.

159 - Jordan Vink

indifferent. Again, spend money on rail.

171 - Melanie Kardt

Not really important for me...

173 - Haidee Scott

I support the Climate Resilience Fund Policy, but at this point in time don't have a strong opinion on how it should be used.

192 - Sonia Bell

None, leave to the expert feed back

209 - Michael Thorley

I do not agree with this as we have to borrow for this. We don't really know when a lot of this is actually needed. If there is a project that is needed and it can be done in a way to address climate, then all good. But this fund could end up being a slush fund for climate activism.

220 - Sandra Pilet

stop the climate change scam its all about the money

221 - Mike Stopforth

Reduce the rate - we can't afford it

244 - Michael Gooby

stick to your knitting stop wasting your time and money

25 - Jimirah Baliza

I support the Climate Resilience Fund and appreciate that a dedicated fund has been established to help communities take meaningful climate action. Ensuring that the fund is accessible, well-targeted, and used efficiently will be key to maximising its impact.

260 - Jan Bierman

Need to know more, why, how etc. Need to be assured that funding allocated appropriately & it does not disappear over time into council coffers

266 - Name Redacted

Not enough info. If you did core responsibilities ONLY then you'd have the money wouldn't you? STOP allowing buildings on iffy areas - stop being greedy. NO to this.

You are not providing enough detail and could mean you're hiding something. And, can you 100% GUARANTEE THAT THIS MONEY WILL NOT BE USED FOR ANYTHING ELSE?

Your track record suggest not, and you will spend it. Until such time as ALL money that has been set aside for SPECIFIC PROJECTS is ONLY used for those projects 100% guaranteed by council and there will be repercussions if used elsewhere I DO NOT TRUST YOU TO SAY IT WILL ONLY BE USED FOR THIS. SO NO TO THIS

30 - David Thorn

Dont agree with the idea of the fund at all

344 - Marjorie Manthei (Victoria Neighbourhood Association)

This fund is essential and should have been set up years ago. Climate change is not new, and "climate adaptation", as well as ways to address climate change (not just "adapt"), must be funded. The proposal seems very modest.

345 - Marjorie Manthei

This fund is essential and should have been set up years ago. Climate change is not new, and "climate adaptation", as well as ways to address climate change (not just "adapt"), must be adequately funded. The proposal seems very modest. I can't believe there will be much to hold in reserve!

35 - Cameron Vincent

I think this is something which is important and should be funded.

362 - David Gardner

the plan looks good.

365 - Malcolm Clark

Stop falling down the Climate Change lie. Obviously you've fallen for our medias incorrect climate emergency propoganda.

390 - Stuart Batty

A Nonsense

401 - Leanne Marechal

do not have the fund at all

425 - Diane Pranker

I dont feel well enough informed about this area - but definitely needs to be an area that needs to be well considered - in my opinion far more improtant than the Cathedral and cycle lanes

475 - Tracy Hatton

a must do

495 - Mark Thygesen

I think a Climate Resilience Fund is a fantastic and necessary step, and will save money and resources in the longer term.

548 - Jeremy Richards

I feel this policy is unnecessary. The science behind the proposal is sketchy at best.

549 - Antony Gough

You should not be collecting rates for an unknown item as a just in case situation.

57 - Euan Gutteridge

Not needed at this present time. Council needs to focus on getting all traffic moving more efficiently. Too much congestion. There is low hanging fruit to resolve a lot of this

59 - Devon Stewart

yea

cull it

waste of time and money

its just making the fat politicians richer

607 - Rebecca Bge

I get it - but we're struggling now and paying for a future that many might not get to experience. How can Council reduce costs, to include this without burdening people?

62 - Diane Mulholland

I feel like this should already have been budget for as continual management of our resources and area.

How much of this is going to be spent on admin and not the actual projects.

633 - Deb Clarke

I think this is a great idea, we all know that we have to start now rather than wait for the Climate Change to leap out at us. We have to abide by the Government Legislation that is in place. Rather than have the ambulance at the bottom of the cliff, lets be proactive now about setting aside the funds to do this well.

703 - Daniel Holland

no. But i think collecting this money is sensible

713 - Nicola McCormick (Waimāero Fendalton-Waimairi-Harewood Community Board)

The Board is deeply concerned at the Council's proposal to establish a fund before knowing the fund's purpose or governance arrangements. Regardless of how commendable the intended outcomes are, we believe the Community expects the Council to have these details ironed out before agreeing to establish a fund.

717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

The Board endorsed the establishment of the Climate Resilience Fund, emphasizing its alignment with the community's priorities. The Board expressed a strong preference for the fund to focus on enhancing community resilience, particularly through the renewal of marine structures in Te Pātaka o Rākaihautū Banks Peninsula.

725 - Gary Durey

Scam, funding for normal good drainage is all that is required.

731 - Victoria Andrews

What Matters Most? Climate Change. I support the Climate Resilience Fund. However, I doubt \$127 million will go very far. The council declared a climate and ecological emergency in May 2019 to ensure that climate change is a key consideration in long-term planning.

755 - Tobias Meyer

This fund is important.

767 - John Steere

This is a questionable fund to have. What if there is no adverse effect from the climate? The experts have been talking about climate change for the last 50 years. They were talking about the sea level rising in the 1970s. This has yet to happen. We maybe taxed for nothing.

794 - Joy Burt

Climate change is real and I am glad to see there is a fund to cover projects. Others are more knowledgeable in this area.

817 - Justin Fletcher (Predator Free Waimairi Beach)

It is great to see the Environmental Partnership Fund, Biodiversity Fund, Sustainability Fund and the Climate Resilience Fund as well as the appointment of the new Biodiversity Policy Lead and the continued advocacy from the CCC Biodiversity Champion and other members of Council. This resourcing is a good step towards achieving the stated biodiversity goals and it is good to see that public and private land, community and business are all being supported. Meeting our biodiversity goals will require a combination of central coordination and distributed action.

827 - Leeann Watson (Business Canterbury)

The Climate Resilience Fund was something we supported in principle last year – but I would like to take the opportunity again to reiterate the importance of protecting the most important council assets first – namely economic enabling assets like the Port of Lyttelton – which we are reliant on to sustainably grow into the future.

835 - Robert Fleming

We have to prepare for the future or we'll pay a higher price eventually. It is inevitable.

849 - John Forbes

This is incredibly important given the City's vulnerability to climate risks including sea level rise and associated flooding, bush fires, and intensity of storms.

852 - Fay Brorens

yes, I think costs are going to be massive.

860 - Rob Batstone

dont know much about it.

861 - Tim McGoldrick (The revitalisation of the Children's Playground at Elmwood Park)

Put it to poll , vote

864 - Graham Robinson (Addington Neighbourhood Association)

Why are you putting money into a fund , when the same money could be used to reduce debt and interest charges?

866 - Martin Richardson

A complete waste of time - just "green rubbish"

875 - George Laxton

I think this is a good idea and we should continue to set this money aside, I view this as an equivalent to putting money aside for an emergency breakdown or other emergency expense and is also more equitable as we are spreading the cost over multiple generations instead of expecting future generations to pick up the full cost.

878 - Peter Galbraith

This Fund is critical. Climate Resilience is vital to our city.

882 - Colin Meurk (Creative Transitions and Sustainable Futures)

we MUST set the highest standards. or all our other fine actions will be for naught. this is a specialist area needing all the best experts onto it.

887 - Sonya Hodder (Spreydon Neighbourhood Network)



This is very important, we all know that we have to start now rather than wait for the Climate Change to leap out at us. We have to abide by the Government Legislation that is in place. Rather than have the ambulance at the bottom of the cliff, let's be proactive now about setting aside the funds to do this well.

888 - Jenny Healey (Cass Bay Residents Association)

It is essential that we prepare for the future and saving now to prepare for any climatic events is wise so that we do not end up in a situation where we cannot afford to cope with sudden disasters.

897 - Colleen Philip (Sustainable Ōtautahi Christchurch)

**Feedback on the draft Climate Resilience Fund Policy**

Important that emissions reduction is still front and centre. Better to need less resilience because we are dealing with less rather than max out emissions and then have to adapt to the consequences.

Nature-based solutions are favoured to be used whenever possible by our organisation.

935 - Kerry Neville

Once again you cannot change the climate and are already cleaning up our act with council recycling; now you are actually doing it: Keep the IWT out of the hole thing at the moment it's them and us: stop that. Air Force Museum Grant IWT (It's an extracost) as we are all Kiwis

949 - Ron Richards

An essential and practical policy given state of atmospheric changes To be kept indefinitely to be helpful to future generations

96 - Justin Yudistira

Please keep it and increase contribution

# Vertical Capital

## General Comments

2 submissions provided feedback on vertical capital.

1 provided alternative/additional proposals and priorities and 1 provided general comments.

## Officers Response

One submitter not happy with the look of Te Kaha and its visibility from many points around the city. One submitter requesting urban planning prioritises youth-specific spaces to foster creativity, social connection and wellbeing.

The size of One New Zealand Stadium at Te Kaha is determined by the capacity required to accommodate the various sports, concerts and other events to be held. Its location was determined through the blueprint for the city's rebuild following the 2010/11 earthquakes. Where the size and scope of a vertical capital project warrants, a youth-specific engagement process is undertaken, such as with the recent Ōmōkihi South Library and Service Centre rebuild project.

## Other

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Prioritise youth-specific spaces in urban planning. Designing more inclusive and welcoming public spaces that cater to young people will foster creativity, social connection, and wellbeing. This includes more youth-friendly parks, performance spaces, and areas that encourage community-building, study, and connection.

>>>

Investing in spaces and services designed for young people benefits the entire community by making Christchurch a more vibrant, connected, and supportive city for future generations

## General/Other Comments

### 794 - Joy Burt

Hate the look of the stadium - a blot on the landscape and it is so visible from many vantage points

# Social Housing

## General Comments

10 submissions provided feedback on social housing.

3 provided comments in opposition and 7 provided general comments.

## Officers Response

There is a mix of support for social housing, with some submitters wanting to see Council do more including increasing funding, and others wishing to see Council get out of social housing and leave this to Central Government.

Several submitters have commented on matters relating to social housing within the disposal of property category. These submitters raise themes such as use surplus land for social housing and use revenue from sales for social housing

While mentioned, this service is not a significant theme in the services valued the most. Similarly, while it is raised in services that submitters could manage without, it is not a significant theme.

With more than 1,900 housing units spread throughout most suburbs in Christchurch, the Council's social housing portfolio provides homes to many people in the community.

In 2014 Council's social housing services faced significant financial challenges. These challenges required major rent increases, funding from alternative sources or a major restructure in delivery. The Council chose to undertake a significant restructuring, with the decision to set up a community housing provider to lease and operate its housing portfolio.

This decision has been a success. Many more tenants are now eligible to pay rent equivalent to 25% of their income, which is lower than the rents previously charged by Council. There is increased funding available, which is being used to both improve the quality of existing properties and to build new homes. Tenant satisfaction has increased, and the overall condition of properties is improving, particularly with regard to warmth and dryness. All of this has been achieved with no call on ratepayer.

Following public consultation, the Council adopted a new strategy on community housing in early 2021. The Strategy contains an objective of restoring Council's housing stock to its pre-quake level, through funding or supporting the construction of new units. Council has facilitated this work through \$50 million of low interest loans, \$5 million gift and \$45 million of no interest loans. It has also worked collaboratively with the OCHT to ensure that the financial arrangements balance security for ratepayers, with flexibility to allow more development. The amount of Council facilitated housing stock now exceed pre-quake levels.

Based on its 2021 strategy, the Council's sees its ongoing role as being focused on facilitating community (i.e. both public and affordable) housing rather than direct provision. It is taking action, both alone and with partners, to identify and implement options to help address current and expected demands, including alternative financing mechanisms, progressive home ownership schemes, and leveraging Council's land holdings to allow for community sector delivery.

While rates funding would accelerate development, the Council's innovative approach is allowing both improvements to the quality of existing units and the development of new units at no cost to ratepayers.

## Oppose

698 - Dominic McKeown

focus on core services to council like infrastructure. Council has no place playing social welfare.

79 - Alex Dieudonne

get out of public housing this is the role of Government.

84 - Ken Tod

Social Housing - this should be undertaken by central Govt, the council is duplicating services when it's core function is around roads, water, waste, parks and recreation.

Alternatively social housing should shift to central govt funded social housing service providers.

## General/Other Comments

1017 - Douglas Shaw

Things that Council can improve:

Social Housing

1020 - Lee Williams

[Things I want Council to do:]

Community housing

1021 - Allanah Cosgrove

**Things that I want Council to do:**

\* Focus on infrastructure and housing

1024 - Mary Wood

[Things I want Council to do:]

Public Housing

159 - Jordan Vink

Homelessness is increasing and council is doing little to tidy it up.

62 - Diane Mulholland

Also housing - why is this not invested in? Those who need housing also generally are lower socio economic with extra needs and health needs. Housing needs to be warm, dry, insulated etc for some of our most vulnerable in society. The more we invest in them the less you will spend on them in other areas for support.

929 - Sandra Sim

more Council Housing

[Coder note: Things I want the Council to do]

>>>

more Council Housing

[Coder note: Things I don't want the Council to do]

## Asset Sales

### General Comments

28 submissions provided feedback on asset sales.

11 provided alternative proposals and 17 provided general comments.

### Officers Response

The Draft Plan proposed to sell certain Council-owned properties that have been identified as surplus to requirements (summarised in a separate sub-category) – it did not propose sale of any CCHL-owned companies or other commercial assets.

However, this group of submissions did focus on commercial asset sales.

- A majority were opposed to asset sales – some due to an in-principle objection to privatisation, and others because they considered that it would lead to poorer service, higher cost, and/or the transfer of future income from Council to wealthy private owners.
- A material minority supported asset sales, provided that the proceeds were used to repay debt rather than to fund operational funding. Several noted that Council could partially sell companies and retain a 51% controlling stake. A few specifically identified Tarras land (owned by the Airport) and Lichfield St car park as assets that should be sold (two submitters each).

The Draft Plan did not propose any asset sales other than the disposal of certain Council-owned properties (summarised in a separate sub-category). No action is required in response to the Asset Sale submissions.

### Other

#### 1005 - Michael Scales

The city ought off under performing assets, such as the airport and port of Lyttelton.

#### 184 - Mark Hampton

Please reconsider selling assets. There is absolutely no rational reason for a council to be borrowing money to invest in under performing assets. I understand the issue of control, so only selling 49% (though control could still be held by selling more) is the best of both worlds.

#### 244 - Michael Gooby

sell off assets that are not needed by a council. Stick to your knitting and stop wasteful spending

#### 299 - David Palmer

Parks and reserves must not be disposed of when they are providing amenity to residents. In other cases, I support selling unused property, as long as care is taken to ensure houses will not be built on unsuitable land.

If the council is interested in considering asset sales, the assets I suggest they start with are:

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#### **Christchurch Airport Shares**

The council should sell its shares in the airport down to the minimum 51% required to remain in control of it as a city asset. Selling shares does not mean that we have to lose control or ownership over the airport, but it does mean we can gain a significant chunk of capital at no material cost to ratepayers. We would still retain our strategic asset, that being ownership and control of the airport.

In all cases, asset sales must not be used to temporarily offset rates; that would be unbelievably short-sighted mismanagement of ratepayer funds. Any large chunks of capital acquired through asset sales must be directed to paying down debt, to insulate ratepayers from future changes in interest rates.

#### 36 - John Miller

sell off your companies too

#### 390 - Stuart Batty

Consider selling redundant assets.

#### 492 - John Noble

Disposal of unneeded assets should be a focus.

#### 734 - David Lawry

Given this situation serious consideration needs to be given to asset sales

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The current returns on CCHL assets are extremely poor yet there seems to be no real focus on this and continued ongoing nice to have spending.

For one example why are we the rate payers owners of a large amount of land at Tarras which we are no doubt paying rates on.

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Should think much wider re sale of under performing assets of which the group has many. Then reducing debt that these under performing assets have and continue to create . This needs to be a major project by qualified persons.

#### 816 - Annabel Turley (CCBA)

Like every responsible household and business, the Council must review its assets and identify those that are no longer relevant or necessary. Surplus assets should be sold to pay down debt rather than relying on continued borrowing and ratepayer funding. Prudent asset management is essential for long-term financial sustainability.

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Surplus or obsolete assets should be sold to reduce debt

>>>

need to get rid of unnecessary and irrelevant assets to pay down debt

#### 843 - Harrison McEvoy

CCC should direct CIAL to sell the land at Tarras. CIAL's failed takeover of Queenstown Airport has sunk the Tarras Project. It is now a burden on the ratepayer as a shareholder of CCHL. There is no way CIAL can develop a competitive airport project at Tarras. Either they reapproach it or sell the land.

[Transport > Other]

CCC should sell the Lichfield Carpark Building. CCC is under no obligation to be a carpark building operator. If it does not make sufficient returns then all CCC is doing is subsidising car trips into the city. That is detrimental.

#### 878 - Peter Galbraith

Sell the Lichfield Street Carpark. Should also try selling the stadium haha.



## General/Other Comments

1017 - Douglas Shaw

**Things that I want Council to do:**

Keep Port in Council Control  
and ownership.

**Things I don't want Council to do:**

Do not Sell Assets

1018 - Grania McKenzie

Retain Council assets in public ownership - most important. Once they are gone - that's forever.  
Especially keep our interest in Port & Airport.

1019 - Ciaran Farmer

**Things I don't want Council to do:**

sell off Assets.

1020 - Lee Williams

**Things I don't want Council to do:**

Good for the day, still people to take it in  
Sale of council owned assets (at all) <sup>the</sup>

1021 - Allanah Cosgrove

**Things I don't want Council to do:**

\* Sell off public assets.

1023 - John Morrison

Things I don't want Council to do:

sell off council assets

1024 - Mary Wood

Things I don't want Council to do:

Sell assets

305 - John Veitch

i don't want capital assets sold.

355 - Sarita MacGregor

but I'd rather assets aren't sold off.

372 - Jacqueline Simons

I am totally opposed to the Sale of Assets, especially the LPC. Privatisation of Public Assets always works out worse for the public. This is clear from the sale of our Telco, and Power. Privatised companies always have a payment to those who invest but don't work in the company; the cost of paying them is always at a cost to consumers. Having shareholder return to CCC is preferential to having it going to rich listers

487 - Christopher Henderson

But please, don't sell assets that make money and/or are strategic for now or the future.

705 - Murray Jamieson

Retain assets.

791 - Marcus Puentener

Keep our port in public ownership. No selling of CCC assets.

821 - Edward Wegner

Do not sell off our CCH assets.

842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

As a committee we do not support the sale of council owned assets as a means of minimising rates increases

918 - Michael Robinson

Keep Assets.

>>>

Do not sell Assets

929 - Sandra Sim

Keep Assets in Public ownership  
Don't sell them off.

[Coder Note: Things I want the Council to do]

>>>

Privatise Council Assets  
Sell off Council Assets

[Coder note: Things I don't want to Council to do]

## Levels of Service (General)

### General Comments

3 submissions provided feedback on Levels of Service (general).

2 provided alternative proposals and 1 provided general comments.

## Other

731 - Victoria Andrews

### The Main Points of My Submission Are

- **Maintain and enhance the level of service** (LOS) for facilities and activities in and around Akaroa.

>>>

### **As always, it is important to Maintain and Enhance the Level of Service in Akaroa because:**

Akaroa is a rural, remote and isolated community located 80-90 kilometres from Christchurch. It is therefore critical to retain and enhance levels of service for ratepayers. In addition, the town must provide a professional level of service for domestic and international visitors since tourism underpins the local economy. Akaroa is also a major tourism attraction for the Canterbury region.

893 - David Close (Christchurch East Labour Electorate Committee)

## 15.0 The meagre content of the Draft Annual Plan

- 15.1 The full Draft Annual Plan provides a detailed breakdown of the capital works programme but the barest of information about operational expenditure. What is lacking are performance measures which set out the performance of the past year or years, the target of the current year, and the target of the coming year. How can anyone – staff, managers, elected members, ratepayers – judge performance without a basis of comparison?
- 15.2 Performance measures should be objective and easy to calculate. In the case of pools, how many swims? For libraries, how many books borrowed? For water supply, how many unplanned outages? How many instances of contamination? Such measures provide confirmation of satisfactory performance or demand an explanation of an aberration. (Perhaps the performance measures are being saved for the Council's official Annual Report, which no member of the public ever sees.)
- 15.3 More specifically, we are concerned about the lack of any reference in the Draft AP to the great environmental challenge of our times. Several years ago, the Council declared a 'crisis'. What is the Council doing to avert the crisis? Is it working? How is it being monitored?
- 15.4 **Submission:**  
**That the Draft Annual Plan be amended by the inclusion of simple, objective performance measures.**

### General/Other Comments

805 - Geoffrey Sugden

I don't support cutting services to reduce rates. In my opinion any cuts would need to show a clear lack of benefit to the community, especially those who might need services the most.

## Civil Defence and Emergency Management

### General Comments

11 submissions provided feedback on civil defence and emergency management.

1 provided comments in support. 9 provided alternative proposals and 1 provided general comments.

## Officers Response

Submitters raised a range of issues primarily around supporting Banks Peninsula's emergency preparedness at a community-led neighbourhood level; and wider planning across the peninsula to mitigate ubiquitous risks of fire and flood. Particular emphasis was given to:

- Building community resilience through assisting local communities with resilience planning and also providing additional funding to allow communities to purchase and utilise the required equipment.
- Equipping local community facilities to be used as CDEM hubs in the event of an emergency.
- The increased provision of fire detectors and fire-fighting water reservoirs.

One submission supported ongoing capacity building to mitigate the consequences of AF8. Another submitter is seeking funding for a Community Energy Pilot Project at the Lyttleton Recreation Centre. One of the aims of this project is to create an energy sufficient emergency hub through the roof top solar and batteries.

Council supports a comprehensive Emergency Management and Community Resilience service.

- CDEM and locally based community staff combine to provide a city-wide and locally focused service in supporting communities to build resilience and social capital in response to adverse events.
- Staff work collaboratively across the organisation and with a range of partner organisations including Fire and Emergency NZ (FENZ), to deliver the "joined up" approach required. This includes the provision of fire detectors and fire-fighting water reservoirs in vulnerable areas.

Council continues to prioritise community preparedness, examples include:

- Community Resilience Coordinators and Community Development Advisors supporting place-based initiatives in high-risk areas, such as Banks Peninsula and 'Weaving the East'.
- Education partnerships with schools and youth organisations.
- Marae engagement and readiness planning.
- Support for tsunami evacuation planning in partnership with local communities.
- Resources tailored for multi-lingual, disabled, and rural audiences.

It is encouraging to see communities responding to this approach by making submissions and applications for funding to support local initiatives.

Council has set aside resources in facilities, CDEM, community development, community funding and project budgets to assist communities. This includes the purchase of equipment. These are considered sufficient for the 2025/26 financial year. Updated risk profiles, changes to Tsunami evacuation zones, the building of community resilience momentum and other factors may require additional resources or the reprioritisation of existing. The appropriate forum for these decisions would be the 2026/27 Annual Plan or the 2027/37 LTP.

Council will continue its collaborative approach with the Akaroa & Bays Emergency Response Team (ABERT) and other local groups. In relation to ABERT's submission, CDEM will work with ABERT to ensure that any proposed emergency equipment, Council funded or otherwise, will effectively support

the risk being addressed and that it is stored, maintained and deployed effectively. As communities' and the wider emergency response will rely on ABERT's capability it is vital that there is a validated assurance that trained personnel will be available to deploy the equipment and contribute effectively to a joined-up local or city-wide response.

Upgrades of community facilities that may have emergency response and recovery roles is already underway. Installation of capital assets such as solar power and generators require a robust business case that considers the viability and feasibility of these upgrades.

The 2024/34 LTP contains funding for solar power installations in FY28. Planning is underway for how this funding is to be used. At this time (noting that the strategy and planning is in early stages), the planning shows that rooftop solar coupled with storage is an attractive option for general connections such as the Lyttelton Recreation Centre. Both the need for emergency hubs and the specific location will be considered as part of the evaluation process. Additionally input from CDEM will be sought.

## Support

### 912 - Heather Walls

I support funding for additional fire detectors on Banks Peninsula particularly in Hinewai Reserve. Wild fires pose an increasing threat as climate change increases temperatures & risk.

I support funding for the Akaroa & Bays emergency response team to increase awareness & support community resilience in natural disasters & extreme weather events.

## Other

### 1019 - Ciaran Farmer

Create a digital Twin of the region to digitise consents and provide a 3D model of the city in case of emergencies.

### 683 - Jan Gregor

Important works and services for me (and many Wainui residents) are (these have all been discussed with Council at some stage):

- A budget line to support isolated communities to prepare for, and respond to the everincreasing threats that will require community emergency management. Our community emergency management plan takes a worse-case scenario that we will be on our own during the worst events, cut off from Christchurch and Akaroa emergency services; we need resources forward-positioned in the bay.
- Tsunami signs along the main beach road.

#### 728 - Wendy Everingham (Lyttelton Energy Transition Society)

Our organisation would like to raise an issue that has not been considered in the Long Term Plan. Under the section Emergency Management and Community Resilience we would like to highlight that the Council could fund a Community Energy Pilot Project. Our organisation is seeking to operate a solar and battery system at the Lyttelton Recreation Centre. This happens to be the location of the Lyttelton Emergency Hub. We believe that our community should have a place that has power available when emergencies happen. The installation of such a system would give our town added resilience in an emergency situation. If council would consider funding the system and then work in partnership with the community so that this hub could form the basis of a community energy project as well. LETS envisage being able to harness the energy produced all year round to share with others in our community. Eventually we see our community owning and managing a series of installations around the township that will enable us to achieve resilience, decarbonisation and equity goals in relation to power. If the council could help kick start this idea - \$150,000 would be amazing. If the pilot works in Lyttelton there is the potential for the CCC to assist all Community Emergency Hubs throughout the city so that not only resilience is improved but that each community can build up energy assets to assist their wider communities. Currently the Banks Peninsula Community Board has an aspiration for solar to be added to community buildings.

#### 787 - Harry Stronach (Akaroa and Bays Emergency Response Team)



The Akaroa and the Bays Emergency Response Team (ABERT) is seeking to ensure that adequate financial resources are allocated in the Annual Plan 2024-2025 budget to support our work. We are working to strengthen community resilience against natural disasters within the Akaroa and Bays area, by comprehensive planning, training, and management of resources.

**We wish to speak in support of our submission.**

**Akaroa and the Bays – Vulnerable Infrastructure**

The eastern part of Banks Peninsula relies on a single road, State Highway 75, for primary access. This road has been repeatedly closed in the past due to flooding, slips or snow, and will be similarly affected in the future. The electricity supply to the eastern Peninsula is via a single high voltage line, which has also proved vulnerable in the past. Many of our smaller communities are in bays that have only one access road and a single power line. Much of the terrain is challenging, with many roads at over 500 m elevation and more prone to weather extremes than the flat-land parts of the city.

**Learning from past events – December 2021 weather event in Eastern Bays:**

The December 2021 adverse weather event was highly destructive, and it took weeks to get even temporary road access into some areas. Key learnings include;

1. **Early activation of Emergency Operations Centre (EOC):** Monitor forecasting, activate an EOC at an early stage, and appoint a Recovery Manager from the start.
2. **Communication challenges:** Response teams faced difficulties due to limited cell coverage and challenging terrain, underscoring the need for clear and effective communication systems with CDEM and the Council.
3. **Community engagement:** The community must be better informed on how to contact the Council Contact Centre during adverse weather, and to understand what services are available.

## Objectives

In the event of a major emergency, it is self-evident that CDEM may not be able to provide much initial support to the communities in the Eastern Peninsula. Our communities need to have plans in place, and access to all necessary resources, in order to initiate an emergency response ourselves. Our planning will focus on:

1. **Community preparedness and response:** Enhance the community's capacity to prepare for and respond effectively to emergencies.
2. **Situational awareness:** Enhance planning and coordination by utilising large aerial satellite maps with overlays of key community features such as roads and streams.
3. **Public engagement:** Better inform and involve the community in emergency planning and response through robust communication and education efforts.
4. **Communications:** Have effective communications systems and networks in place, with backups, at all levels of the organisation.
5. **Resources:** Identify useful resources held within the community, or able to be sourced on demand, or necessary to be acquired.
6. **Training and exercise:** Provide effective training in required skills, with exercises for meaningful scenarios.

## Emergency Response Planning

ABERT has developed emergency plans that will be distributed into the community. Firstly, an information leaflet for visitors to the region, recognizing the large number of accommodation providers and the fact that visitors frequently exceed the number of residents.

We have also developed a comprehensive (37 page) Community Response Plan for the Akaroa and Onuku area, and this plan will be distributed to all permanent residents. Similar plans will be developed for the other communities of the Eastern Peninsula.

At the higher level, the Emergency Management Team Operations Guide details the organization and operation of the Community Emergency Hub. When an event happens, the ABERT will initially undertake an evaluation phase operating out of the FENZ building. Should the scope be of a magnitude that requires wider ongoing community support and communication it will operate from the Akaroa hub, based in the Gaiety, to oversee and coordinate response efforts as per the broader 'Resilience Plan' for the region. The Emergency Response Team will liaise directly with CDEM.

### **Effective Emergency Response needs Local Resources**

We all understand the need to bolster community preparedness, and to enable effective emergency response to protect lives and livelihoods in the face of disasters such as flooding, tsunamis, snowstorms, fires, and earthquakes.

For the Eastern Peninsula, a key element will always be the availability of local resources that can be rapidly deployed to achieve effective emergency response capabilities. Adequate investment in local resources and organisations is a crucial step towards safeguarding the future of the Akaroa and the Bays communities.

Critical resources include communication systems, emergency generators, insulated container and supplies for the Hub. Key buildings need to have 3 phase generator change-over switches installed to enable them to be generator-ready.

Our budget for identified emergency equipment is being developed, and is expected to be approximately \$250,000, over the next two year period.

### **Annual Plan 2024-25**

We note the line item in the Draft Annual Plan for Emergency Management and Community Resilience (Improve the Level of Service), stated as \$1.95m over the next two years.

We confidently expect that the requirements of ABERT will be allocated from within that budget figure. If that is not the case, then we request your urgent focus on this item.

This is really quite simple – provided that it has the resources and equipment, ABERT will be able to provide an effective emergency response for the Eastern Peninsula.

Let's make that happen – BEFORE we have the next event.

788 - Marie Haley (Akaroa Civic Trust)

#### **8. Increase funding for Emergency Response Team**

We ask the council to increase funding to the vital Akaroa and the Bay Emergency Response Team, due to the risk of our communities being cut off in severe storms. This sits in alignment with our request for climate adaptation planning as a priority. The March 2025 rainfall washed out another access bridge at Wainui and highlights the increased severity and risk for the Akaroa community.

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

- 3.2. In the context of storms and flooding we would like to see better planning for emergency management and engagement with the community on this. Residents in Banks Peninsula rely on the roading network to connect them to the wider community. It is important that the Council ensure there is an adaption plan for these crucial links where damage may occur in response to extreme weather events.

806 - Asif Hussain

Strengthening Emergency Response & Community Resilience in Akaroa and the Bays

The Akaroa and the Bays Emergency Response Team (ABERT) are seeking funding in the 2025-26 Annual Plan to enhance community resilience. The region is highly vulnerable, relying on a single road, State Highway 75, and one high-voltage power line—both of which have failed in past emergencies, leaving communities isolated for weeks. Currently, only \$70,000 has been allocated across Banks Peninsula Emergency Hubs, which is insufficient to equip ABERT for an effective emergency response. Small communities in the bays face extreme risks due to limited access, power vulnerabilities, and unreliable communication networks. Emergency services cannot always reach the area quickly, making it essential for local communities to be self-sufficient. ABERT has developed a comprehensive resilience plan that includes securing emergency supplies such as generators and insulated storage, improving communication networks, and conducting regular response training. Additionally, aerial satellite mapping of critical infrastructure will improve situational awareness. Proactive measures include visitor information leaflets, a 37-page Community Response Plan, and an Emergency Management Operations Guide. In a crisis, ABERT will operate from the FENZ building, with welfare hubs at Gaiety Hall, Akaroa Area School, and Mt Vernon Lodge. To implement these, \$250,000 is needed over two years for emergency resources like backup generators and communication infrastructure. With \$1.95 million allocated for Emergency Management and Community Resilience, a fair share must go to Akaroa and the Bays to protect lives and livelihoods.

901 - Joanne Marie Rolley (Le Bons Bay Reserve Management Committee )

We are trying to set the hall up as an emergency hub as there is no other public building to run it from now that the old school, which used to be our civil defence headquarters, has been declared unsafe for public usage due to flooding erosion of the river banks.

As you will be aware Le Bons has in the past, suffered extreme and prolonged weather events, such as the 1992 Big Snow...6 days with no power, no phones and no escape routes open via roading networks... the 15th Dec 2021 flooding with people having to be evacuated and roads and driveways impassible and again flooding in 2022.

We note much has been done in the inner harbour to establish emergency hubs and the setting up of CDEM's. We urge you to consider us a priority as we are remote, often have power and communication failures, snow and flooding, and have been left to our own devices to fend for ourselves and our neighbours

We are still awaiting our first resilience meeting but we are aware that these things will be of the utmost importance.

We further submit in favour of the development of strategically position ponds to facilitate efficient fire fighting in our bay and others.

903 - Asif Hussain (Banks Peninsula Volunteer Fire Brigade)



## **Enhancing Fire Detection for Banks Peninsula**

As of 2025, around 20% of Banks Peninsula is covered in regenerating native vegetation—an impressive recovery from the 1920s when indigenous forest had been reduced to just 1%. While this regeneration brings ecological benefits, it also increases the risk of wildfire. With climate change driving more extreme weather, early fire detection is crucial to protecting both our communities and the environment.

I applaud Christchurch City Council for taking this opportunity and install the self-powered fire detectors on and around Port Hills – bringing the total to 15 strategically placed units designed to detect fire in its early stages. I reiterate that it is critical to expand this network to remote areas such as the Eastern and Southern bays of Banks Peninsula as very few people travel there it is less likely that that fire will be detected/reported as not many people visit those areas where world-famous reserves such as Hinewai Reserve remain unprotected.

I have been strongly advocating for an Early Fire Detection Network expansion across the entire Banks Peninsula—not just at a single site—ensuring all communities are safeguarded against the growing risk of wildfire. Last year Port-Hills fire cost taxpayers around \$3M and with small investment now we can save a good cost. The Council Smart City Team has already identified various areas and it will be good to allocate funding for this project. This will improve the Council's fire resilience and save lives and livelihoods and our native forests regeneration.

Past emergencies have demonstrated the need for continuous improvements in fire response strategies. This fire detection network is part of that ongoing commitment, and by expanding and refining these capabilities, we can better protect our communities and regenerate forests for generations to come.

I would like to add a quote from Canterbury Community Risk Manager Dean Harker “The Canterbury network is a great tool in the toolbox for Fire and Emergency, it provides us near real-time information that assists us in an emergency and helps to reduce the impact of fire

on our community. The system has been used operationally by Fire Commanders, IMT members and the Fire Communications centre to gain situational awareness, weather data, smoke analytics, and images of incidents. We saw how the network provided information & intelligence during the 2024 Port Hills fire including capturing its growth.”

“From a Community Risk Management point of view. Several of the areas across the Port Hills and Banks Peninsular are remote and access to them is via 4wd or helicopter. If a fire was to break out any form of early notification or oversight of the fire is a huge advantage. The Attentis towers are not only a system that can be used by Fire and Emergency, they are a fantastic tool for other agencies to utilise.”

### **Improving Fire Resilience on Banks Peninsula**

As a volunteer brigade, we have faced significant challenges in securing water during large-scale fire events. Across Banks Peninsula, the limited water storage capacity is a major barrier to effective firefighting, putting lives and livelihoods at risk.

Reflecting on past experiences, particularly the Port Hill fires, we have recognised the critical role of nearby water reservoirs and open water sources in combating fires. However, our existing infrastructure fails to fully utilise these resources, and access to them is often hindered during extreme weather conditions.

In our Annual Plan submission, we strongly urge the Council to invest in constructing water ponds in key areas across Banks Peninsula. Simple ponds, such as the dirt dams used during last year’s Port Hill fire, have proven to be highly effective. For instance, my crew and I operated two such dams during the fire, and we found them to be invaluable, as they store significant amounts of water with minimal maintenance and can be built at a much lower cost than more complex solutions.

These ponds would serve as essential reservoirs, providing a reliable water supply during emergencies. With numerous natural springs on the Peninsula, we have an opportunity to create small ponds/reservoirs/dams, offering a sustainable solution to our water storage capacity/needs and greatly enhancing our firefighting capacity and resilience.

Investing in these water ponds will help mitigate the risk of devastating fires and strengthen the safety and resilience of our community. This initiative aligns with the Council’s commitment to ensuring the long-term sustainability and resilience of the region.

The 2024 Port Hills fire, although occurring in a similar location to the 2017 fire, was a distinct event, driven by strong winds rather than fuel accumulation—much like the recent wildfire in California (LA), fuelled by the region’s infamous Santa Ana winds. We can prevent such disasters by investing in technology that enables proactive measures to safeguard lives and livelihoods.

Additionally, we welcome the Council’s allocation of funding in the Annual Plan 2025/26 for the Banks Peninsula Communal Fire Water Storage Tanks, which will provide fire storage for

areas without access to fire hydrants. Currently, facilities are being planned for Birdlings Flat, Little River, Wainui, and Pigeon Bay. However, the Eastern Bays, including Hinewai Reserve, are not included. A major challenge we face in these areas is the absence of water supply systems and the lengthy average 40-minute response time for fire trucks. To address this, it would be ideal to install water tanks plus some water ponds along the summit road to save time during refuelling and enhance firefighting efforts in these remote areas.

We appreciate your consideration of our proposal and look forward to collaborating with the Council to improve fire preparedness across the Banks Peninsula.

## General/Other Comments

116 - Andrew Massie

I want to see:

Preparation for the Alpine Fault disaster recovery to be implemented.

## Public Transport

### General Comments

26 submissions provided feedback on public transport.

5 provided alternative/additional proposals and priorities, and 5 provided general comments.

### Officers Response

#### **Submission themes included:**

General Comments



- the value of public transport for different demographics, for example, enabling young people and the elderly to access employment, education, medical services and social opportunities; and
- positive benefits of public transport in easing road congestion.

#### Public Transport Services

- A significant number of submissions in this category related to public transport service delivery concerns, for example: PT fare affordability; bus frequency, connectivity and reliability issues; and safety concerns.

#### Passenger Rail

- Advocacy for inter-regional passenger rail development.

The majority of submissions in this category relate to the provision of public transport services, which is the role of Environment Canterbury.

As noted in the Strategic Transport submission response, with regard to passenger rail: consideration of passenger rail developments is a regional matter, and is within the scope of the Regional Transport Committee.

## Other

### 1007 - John Thacker

As long as it included the Lyttleton Buses it would be ideal. An Electric Link Bus for the area would be a useful combined C.C.C / Environment Canterbury / Government Transport move.

### 1021 - Allanah Cosgrove

[Things I want Council to do:]

More public transport

### 1023 - John Morrison

#### Things that Council can improve:

Public transport. Bus stops on Prestons Rd

**Things that I want Council to do:**

More public transport, on Prestons RD especially  
buses

1024 - Mary Wood

**Things that I want Council to do:**

Bus stops/more public transport Prestons Road  
Morning traffic is heavy in the North

143 - Gretchen Boyd

User pays with both cash and Metrocard for the inner shuttle. Trail eftpos fares

>>>

Add Cash and Metrocard option, instead of free. Trail EFTPOS at a low rate of around \$1-2/trip.

148 - Belinda Lansley

Please keep improving the bus frequency - the no. 8 bus is very good now.

192 - Sonia Bell

I support promoting and improving the public transport. I have taken my grand-daughter on the bus to the Botanical gardens a real thrill to be part of the "the wheels on the bus go round and round" experience for her.

Totally support public transport for environmental reasons and cost effective, parking free operation. The car, if you have one, is a special event experience.

355 - Sarita MacGregor

We just can't seem to give up our cars so there need to be increasing incentives, like easier ways to get around on your bike + gentle ways to discourage hopping your car, likes buses + light railway if

perhaps the weather isn't right for your bike ride (this is me) or you've got too much stuff to cart for your bike to handle (this is me some days too).

469 - Charlotte Nicholl

definitely bring back bike racks on all busses.

488 - Fiona Judson

ensure the buses are more efficient and reliable. 8 Lyttelton to port has been more unreliable since adding extra services. Review and improve this as it's cost effective to bus to central city just not very reliable

615 - William Blair

But, work on your bus service to improve regularity and reliability, central city is choking on cars

618 - Sebastian Marinovich (Green Enterprises @ Co)

Yes. Bus & train fares should be government & council funded.

712 - Talei Howell-Price

The Banks Peninsula community is ever growing and I am particularly interested in the community at Governors Bay. I believe a linked bus service from the bay to Sign of the Tahake is necessary for the young people and elderly to be able to access employment opportunities, social connection, medical services, increase mobility for the elderly to do shopping etc.

722 - Elizabeth Ireland

Would be great if there were more frequent bus services in the mean time around the city and on the Halswell route if the project to make it more straightforward will be deferred. I use the bus 44 route frequently as well, and it only comes every 30 minutes, it gets so busy at times that there is barely standing room on the bus so it would be great if that one (and probably other ones - I just haven't experienced it) were more frequent.

>>>

for rainy days / winter time or when injured it would be great for the bus routes to be more frequent as well

762 - Margaret Noble (The Ferry Mead Trust)

We are supportive of the ongoing development of the cycle ways projects but there are also transport needs that are not met by the current plans and these could be met by some small changes that

increase the accessibility of key community facilities. Ferrymead Heritage Park located at 50 Ferrymead Park Drive is not directly accessible by bus and the road access presents some safety concerns for pedestrians due to the absence of pavements. We would propose that the number 8 service to Heathcote and the Gondola has a minor rerouting to provide direct access to Ferrymead Heritage Park on the days that it is open, Thursday to Sunday weekly and that this access is extended to be provided daily during the school holidays. This minor rerouting would enable many more residents to access Ferrymead Heritage Park as a living Museum of Crafts, Technology and Heritage. It would also support access to the Park by schools who use the Park as a significant educational resource and address the costs of access which serve to restrict accessibility of the Park due to the cost of hiring coaches.

#### 778 - Lydia Heard

more needs to be spent on public transport, brougham road improvements and systems for commuters from suburbs like Rolleston.

#### 791 - Marcus Puentener

There is currently no public transport to Banks Peninsula, and yet Red Bus run a tourist service to Akaroa every day. There should be subsidised tickets for locals. Cycle ways need to be affordable and to not be paved in gold- ie, shingle, hard seal is fine, it does not need to be paving stones and tarseal/ road carpet.

#### 807 - Zoe Brock

add busses from Lyttelton to Sumner and around to Governors Bay

#### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Affordable and accessible transport is essential for young people to access education, employment, and social opportunities. We support further investment in public and active transport options, including:

- Lower bus fares for youth to encourage sustainable and independent mobility. Many young people rely on public transport daily, as many do not drive or own cars. This includes many members of the Christchurch Youth Council. However, youth employment is often low-paying or unavailable, making it difficult to afford public transport alongside rising living costs. Without affordable transport, young people become dependent on others for travel, which is not a sustainable long-term solution. Affordable public transport supports youth independence and employment while being an environmentally friendly and convenient option.

- Enhanced safety and security measures to ensure public transport is a viable and sustainable option for young people. Unfortunately many young people feel unsafe using public transport due to risks of harassment or assault, deterring them from using these services. The Christchurch Youth Council supports advancements in safety and security to encourage consistent and confident use of public

transport, fostering independence and improving access to employment, education, and social opportunities.

- Adjusting bus routes to connect with the Youth Hub to allow this newly established space to be more accessible to more young people. The Youth Hub provides support services, accommodation, and a safe environment for young people to build connections and engage in creative and developmental activities and currently, few and infrequent bus routes pass by the Youth Hub, limiting accessibility. Ensuring safe and convenient transport options to this space is essential for supporting youth engagement and wellbeing.

>>> Accessible and sustainable transport: Investing in affordable, safe, and well-connected public and active transport options to ensure young people can reliably access education, employment, and social opportunities.

929 - Sandra Sim

Improve bus services along Marine Parade

Keep bus fares affordable

995 - Rose Riley

\* Is it possible to have bus indicators back at bus stops??

\* Please bring back a bus service like the one we used to have from Harewood to the city down Harewood Rd. & into Papanui Rd. through Merivale, Victoria Street & the Durham St. side of the city.

For me to get to Papanui Medical Centre (opp. Blighs Rd.) Can take an hour relying on buses or longer.

## General/Other Comments

266 - Name Redacted

The drivers do NOT pay attention I have been nearly killed a couple of times while passing a stopped bus and the latest I was 3/4 of the way going past them and they pulled out on me they did NOT look, you couldn't miss me. I was nearly killed and they didn't look. When reporting it they did not care

either (ecan) no accountability at all. THAT is what needs looking into. It happens a lot.

#### 383 - Dave Crake

Many years ago, when I was a schoolboy, I could take 1 bus from Harewood Rd into town, now I have to take 2, with the weather and time delays I don't bother.

#### 440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

DPA supports the extension of public transport as a means of increasing transport accessibility for all Christchurch residents and combatting climate change. We see both central and local government as key partners in extending public transport services, including when it comes to funding, so that the burden does not fall on local government alone

#### 464 - B Frederikson

MORE comprehensive and frequent bus routes will also help with reducing the congestion of cars on the roads. ( smaller buses?)

#### 91 - Dave Robin

yes but bus Fares up

## Annual Plan Consultation

### General Comments

10 submissions provided feedback on the Annual Plan consultation.

2 provided additional proposals and 8 provided general comments.

### Officers Response

Ten submitters provided feedback on the annual plan consultation document itself, or on the wider annual plan consultation process.

- Five submitters indicated they were not satisfied with the consultation document and/or the consultation process, with some providing specific feedback on the lack of detail within the documents, or the difficulty they had in finding information.
- One submitter was supportive of the consultation document and, in particular, the 'Day in the life of rates' graphic as an illustration of all the things the Council does.
- Two submitters commented on the consultation close off date and requested that, in future, we close on a Sunday rather than a Friday, to allow more time for submitters.

- Two other submitters provided other opinions or proposals.

Developing the Annual Plan consultation material is always a balance between providing sufficient detail to be meaningful, while also delivering documents that are clear, easy to understand and accessible.

While the consultation document does not go into specific detail about all projects, we do point to where people can find more information within the draft Annual Plan documents themselves. We also make information about our capital projects available via our online, searchable budget tool:

<https://ccc.orbviz.com/bubbles/draftannualplanconsultation/lftv/cdur>

However, we know there is always opportunity for improvement, and we will be continuing to look for ways to make information more accessible during future annual plan consultations.

This is our second year of using the ‘Day in the life of rates’ graphic in our consultation material. It is proving to be an effective way of communicating the depth and breadth of Council’s work, and we are looking at ways we can build on this graphic in the future.

Regarding the consultation close-off date, we acknowledge the concerns raised about closing on a Friday rather than a Sunday. We will take this into account when planning future consultation timelines.

## Other

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

### **4. POTENTIAL DISPOSAL OF COUNCIL-OWNED PROPERTIES**

- 4.1. CCC has 44 properties which are no longer required for the purpose for which they had originally acquired them. The properties under consideration make up less than 1% of the Council’s overall portfolio.
- 4.2. While the properties make up a small part of the total assets, they may still have significant value or potential for other uses. This level of detail was not provided within the consultation materials. If there are clear economic benefits in the disposal of these properties, such as the measurable offsetting of rates, then NCFF supports the disposal. However, it may be useful for the Council to carry out more targeted engagement with the community which looks at the potential for re-use or re-purposing of the buildings conducted on a building-by-building basis.

914 - Lesley and Neil Willoughby

- Allow more time for communities to make submissions and allowing the close off date to be a Sunday instead of a Friday as this would give people a couple of days extra to collaborate on community and neighbouring issues, when I am sure the submissions will not be looked at until the following Monday.
- Communicate the process more promptly to communities affected so that all community input and feedback can be gathered and therefore considered.

## General/Other Comments

### 241 - Anna Gruczynska

I found this consultation form quite cumbersome. It would be helpful to see the form in its entirety to know exactly what questions are coming on the subsequent pages. It wasn't clear to me if I could save the submission form part-way and return to it later, and providing a detailed submission takes quite a lot of time. Perhaps this is to discourage people from making a submission, but if not, then I would urge you to make it more straightforward in future. And cater for ratepayers who do not have easy access or are not comfortable making a submission in this manner.

### 266 - Name Redacted

Can you please remove the maori words - very confusing and frustrating to read. And, should NOT be on any official document did the govt not say that?

### 282 - Donald Morgan

I got a note in the mail regarding the Harewood Rd cycleway. This gave an address where I could give a submission. Got to a council website where it was apparent the council does not want any submissions as there was no obvious place to make one.

### 408 - Rebecca Robin

Engaging with the community to gather feedback can further enhance transparency and support for the increases.

### 783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

It was difficult to find the proposed spending on parks and reserves in the booklet

### 846 - Mark Fursdon



Thankyou for the opportunity to comment on the draft annual plan.

Through this process I have found it difficult to find the supporting information related to the questions and for that reason I have not been able to complete as many as I wanted to.

The consultation document is sparse on information and for the most part there are insufficient links to easily find the relevant information to be able to make reasoned submissions.

A cynic would suggest that the information is intentionally difficult to find to discourage review and comment and minimise objection to the Councils largely predetermined agenda.

896 - Peter Tuffley

As a peripheral matter, I would also like to compliment those responsible for the design and layout of the Consultative Document. In particular, I very much like “A day in the life of your rates” – a nicely graphic way of bringing home (in a way that I haven’t seen before in many years of reading CCC Annual and Long Term Plans) the various things the Council does that support citizens’ quality of life.

919 - Andrew Charles McDougall

Allow more time for communities to make submissions on proposals. It would be helpful if the closing dates were on Sundays instead of Fridays - allowing communities

to collaborate and therefore allow the council to have a more complete idea of the best way to proceed with projects. This would also give people who are working all weekdays to consider and prepare their input.

## Engagement and Communications (General)

### General Comments

19 submissions provided feedback on urban regeneration.

9 provided alternative/additional proposals and priorities and 10 provided general comments.

## Officers Response

19 submitters provided feedback on communications and engagement in general. The comments range from feedback on specific projects, to opinions or proposal on how the Council could communicate and engage more effectively with residents. As the comments are so wide-ranging, it is difficult to provide thematic commentary, other than to recognise that the majority of these submitters are generally dissatisfied with how the Council engages.

We are committed to providing high-quality communications and engagement support to the Council. We value the feedback received, and are considering how we can use the comments, suggestions and proposals to improve the service that we deliver.

## Other

### 1022 - Alexia Macovei

Improve the website to be user friendly.

### 238 - Mitchell Cameron

The process that needs to be completed to get the work approved is far too long.

In an ideal world the council would have more autonomy to make decisions without consultation to the public.

and you may already do this but if you need to consult the public consolidate meetings, so the process is streamlined

[Coder note: originally said in the section about transport but seems more general than that]

### 783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Ratepayers need to be consulted more as there are many with the right qualifications that could offer their services freely or with little cost and achieve greater outcomes with their intimate knowledge of the area in question. Ratepayers are experts at living, working and playing in our city and the ones who pay for it all. Trust has been lost as most do not feel council listens and/or cares for what ratepayers think and feel council decisions are primarily politically driven.

### 815 - Kate Burgess (Christchurch Youth Council Incorporated)

Youth engagement and decision-making: Expanding opportunities for young people to participate in civic processes, including dedicated youth representation in Council decision-making, increased funding for the Christchurch Youth Council, and supporting youth-led initiatives.

#### 842 - Murray James (We Are Richmond (Richmond Residents and Business Association))

The Long term plan starts by setting out a beautifully drafted set of strategic aims and objectives. From the perspective of the WAR the intent described in these paragraphs is compelling. In our experience across activities engaged in by WAR and by our associated groups AON, FRN, Otakaro Orchard, Council staff (not so much elected members) do not live by the doctrines described but rather view Community engagement as an inconvenient nuisance. (Rev) Peter Beck recently noted in a Finance and Expenditure committee meeting that Community is happy to be a nuisance and will continue to be so as a means of holding council to account against its stated aims and objectives.

This is a massive disappointment to us at WAR and we would love to see the focus and expressed actions of all council staff change to align with the stated position of the long term and by delegated inference annual plan.

#### 882 - Colin Meurk (Creative Transitions and Sustainable Futures)

i'm very happy to share my knowledge in a citizen assembly atmosphere with other experts. and i don't mean breaking up into subgroups - that is not an assembly!

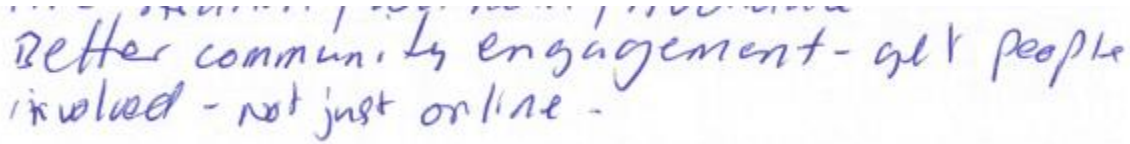
>>>

Celebrate our beauty, reach for the stars and be grounded in reality and prepare for the future.



And many among other things (where are the **Citizen Assemblies** I've been requesting for years & everyone nods their head – e.g. **pets on buses** might only be allowed for health/mobility/dependency reasons. Accurate scientific interpretation of survey results in this and other cases are paramount. In this case, the publicity is from a biased sample, only a few % of citizens responded, takes no account of allergies, fear and anxiety, not to mention the general lack of biogeographic literacy on part of entitled predator-owners.

918 - Michael Robinson

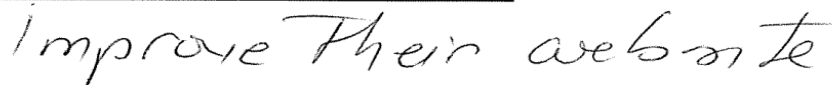


Better community engagement - get people involved - not just online -

[Coder note: Things the Council can improve]

924 - Maria Morait

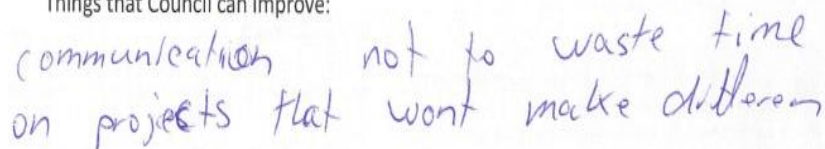
**Things that I want Council to do:**



Improve Their website

996 - Scott Castle

Things that Council can improve:



communication not to waste time  
on projects that won't make difference

## General/Other Comments

142 - Scott McCormick

Start telling us where you are making saving, what budgets are being cut and how many headcount positions at ccc have been terminated.

315 - Jude Groves

I realise my submission is a complete waste of time as locals don't appear to be listened to

399 - Will Fazakerley

i feel that there is alot of bloat in the council, and that anything 3 waters related is too top heavy, could this price be reduced by getting on with the work rather than everyone having their say?

[Three Waters > Local Water done well]

439 - Amanda Ward

Also you need to ask and consult before putting unnecessary cycleways in such as the one on Park Terrace which is already alongside a shared pathway!!! And it removed a car lane and lane turning from Kilmore which has caused more congestion. This was an unapproved, non-consulted and unnecessary change and expense. You are meant to work for the people of Christchurch rather than answer your own agendas.

440 - Chris Ford (Disabled Persons Assembly (DPA) New Zealand)

DPA through our local Kaitiaki (Community Connector) have engaged in numerous consultations around infrastructure improvements relating to pedestrian crossings, roads and streets and we appreciate that these have been generally well received by Council.

795 - Dianne Downward

It was difficult to find the proposed spending on parks and reserves in the booklet

809 - Jan Cook

[Community Facilities> Operational]

I would like the Council to provide Wifi service at the Gaiety Hall, Akaroa. This is an important venue for community meetings and hearings. Wifi would facilitate such events and assist public participation.

810 - Lee Hogsden

[Transport > Cycleways (Capital)]

Simeon Street proposed cycle lane back on the table after being scraped. Have submitted on every platform and in person in relation to this last round. Council still ignoring my disability and the hardship I will experience if it goes ahead. Very distressed to have to go through that all again only to be ignored again. Over engineered, heavy handed cycle lanes ignore the residences that must endure them at the end of their driveways. Please remember residents ARE you rate payers TOO!

827 - Leeann Watson (Business Canterbury)

While I do think our city is much better than any other in New Zealand – sometimes there is the perception that this is despite the Christchurch City Council, not because of it (an example being the Council re-writing a 30-year transport strategy – 16 years early). This is not to say that over time since

the original plan was developed things have not changed. However, there is care required by the Council that it doesn't try to boil the ocean with these projects and fail to appropriately consult on and appreciate the views of the businesses impacted – ultimately creating uncertainty about continuing to invest in our thriving CBD.

#### 92 - Rachelle Woodhouse

The public NEED to be consulted on major projects when it involves spending our money.

## Governance

### General Comments

32 submissions provided feedback on governance.

7 provided alternative/additional proposals and priorities and 25 provided general comments.

### Officers Response

This sub-category makes observations about whether the submitter thinks members of the council are doing a good job; are listening to the public; and how it is perceived to operate by taking advice from staff and making decisions in a transparent manner.

Submitters shared a range of diverse views. Some advocating for a greater Council Commitment to lower rates through service level cuts, removal of Councillor generated initiatives and “vanity projects”, sticking to “core business” and carefully considering community feedback. A number of submitters criticised what they perceived to be the Council deferring financial pressures to future years in order to accommodate a lower rate in 2025/26. There was also a request to reinstate a Multicultural Committee.

The responses in this category reflect the submitters' views on decisions councillors have taken and how they have taken them. It is a feature of democracy that not every decision the elected members take will be admired or respected by all residents.

Elected Members legally must make decisions based on evidence in accordance with the requirements of the Local Government Act 2002. This means that decisions may not necessarily reflect the views of the persons who have chosen to participate in an engagement or consultation exercise. Elected members are legally required to take into account rational factors that are in the interests of the city as a whole when making decisions.

The majority of submissions in the is category primarily refer to another substantive issue and the comments regarding governance are incidental to their main talking point.

The incoming Council are able to consider a Multicultural Committee when they discuss the committee structure post-election.

## Other

### 407 - Viviana Zanetti (Multicultural Recreation and Community Centre Charitable Trust)

We would also request Council to consider the reinstatement of the Multicultural Committee, which was disestablished in November 2022 when Portfolios were created and assigned to specific Councillors.

Until November 2024, the Multicultural Committee was a vital part of the Christchurch City Council. Comprising five Councillors and meeting quarterly, the Committee reported on the implementation of the Multicultural Strategy.

The Committee worked in partnership with existing mandated community networks and forums to promote the goals of the Christchurch Multicultural Strategy and reported to the Council on its engagement with a range of ethnic communities who lived, worked, visited, and/or studied in Greater Christchurch to ensure that everyone had a voice in Council decision-making.

The Multicultural Advisory Group (MAG) used to provide regular updates to the Multicultural Committee on its work through oral presentations and by sending the minutes of the meetings. Similarly, the Committee received updates from governmental agencies, NGOs, community organisations, as well as council staff, on topics relevant to the Committee. These updates were minuted and reported back to the Council Chamber, where they could be actioned and followed up.

### 655 - Josephine Tanner

Also make wiser decisions. Long term good decisions. I have faith that because the Major has owned a business and successful at that, he would be able to run a successful council. Maybe!

### 703 - Daniel Holland

[Coder note: submission in relation to Wheels to Wings]

I think the proposal is good. We need to continue to enable people to shift away from cars to more sustainable transport options. The continued development of cycleways and improved support of public transport options is critical.

I Would also like to note that some groups are spreading disinformation about the planned works. I received a notice that suggested the Wheels to Wings cycle path would cost \$32M, nearly 10x the

actual cost. This appeared to be sent by my local councillor. Many respondents are unlikely to read the full plan. So when reviewing submissions with comments that indicate this cost please bear that disinformation in mind.

#### 717 - Lyn Leslie (Te Pātaka o Rākaihautū Banks Peninsula Community Board)

**Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan (the DMP)**-The DMP was created through thorough community consultation from late 2022 to late 2023. It was endorsed by the Community Board (6 November 2023), and by the Council (15 November 2023). ChristchurchNZ began the Plan's implementation in February 2024, alongside the Ōtautahi Christchurch Waitaha Canterbury Destination Management Plan.

The Board believes that ChristchurchNZ should keep the community informed about the progress of implementation. They were disappointed to learn that, owing to resource constraints, ChristchurchNZ will not be holding Advisory Group meetings to review the implementation of the Destination Management Plan.

The Board requests that Council's Letter of Intent with ChristchurchNZ includes a specific commitment to provide regular progress updates to both the Board and the community on the implementation of Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan.

#### 782 - Morgan Price

I would also question the figure stated in flyers and online posts pushing for no cycleway, asking "or do you want to carry on with the \$32m cycle way?" The original figure was "\$19 million", so why is it now quoted at nearly 170% more?

[Coder note: relating to Wheels to Wings]

#### 783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

Most important is to keep Christchurch a place that people want to live and are able to live, afford to live, rates must come down.

>>>

Ratepayers need to be consulted more as there are many with the right qualifications that could offer their services freely or with little cost and achieve greater outcomes with their intimate knowledge of the area in question. Ratepayers are experts at living, working and playing in our city and the ones who pay for it all. Trust has been lost as most do not feel council listens and/or cares for what ratepayers think and feel council decisions are primarily politically driven.



935 - Kerry Neville

Do you have any comments about our proposed spending on our three waters network?

Yes, Get the Iwi out of 3 waters all together and out of council too would be good  
Then and us less iwi more kiwi is costing us all

>>>

Who's climate are you trying to save.  
Council needs a good shake up, now.

>>>

PS

We the rate payers are now starting to take notice of the people in the council responsible for all this mess and are voting but, so as to expose who they are Wake idiots we are coming to get you out

### General/Other Comments

1037 - Rosemary Martini

The Council don't listen to the rate payer.

114 - Paul O'Connor

I believe that consideration should be given to cutting some of the wacky councillors wish lists for their areas. Haswell does not need a \$100,000 dog park.

116 - Andrew Massie

I want to see:

Dropkick business owners who think it's fine to block residents views punished.

147 - Michael King

Respect the residents, stop being deceitful

173 - Haidee Scott

[Rates > Residential Rates]

I do not support using one-off savings to reduce the rates increase. This is electioneering and puts the burden of future rates increases on our next elected members.

192 - Sonia Bell

Over all I think the council is working well to meet the needs of the people.

206 - Mat Logan

[Rates > Residential Rates]

Council should have left the rates increased at the proposed levels to smooth the increases out over subsequent years. The decision to reduce the short-term burden is very short-sighted - we elect our Councillors to take a long-term view. Next years' increase will, as a result, be much larger which is not "better".

210 - Lindsay Sandford

Our mayor campaigned on going through expenses line by line, and not having increases. So far he has failed badly. Elections are coming up this year.

212 - Laura Goodman

The forecasted increase for the fiscal years 2026/27 and 2027/28 has risen from approximately 5.8% in the Long-Term Plan to 10.4% and 8.6% respectively in the Annual Plan? It feels that Mauger et al may be disingenuously attempting to present a lower rate increase this year as a favorable narrative for the upcoming election, only to impose significantly higher rates on ratepayers in the subsequent non-election years.

#### 214 - Jan Edwards

I am sick and tired of seeing a group of Councillors deciding on things that they have no mandate for

#### 224 - Kyle Sutherland

[Rates > Residential Rates]

Furthermore, reducing rates during an election year while deferring financial pressures to the following year is an incredibly disingenuous approach. This tactic misleads voters and fails to provide sustainable financial management. Councils should take a long-term, responsible approach to budgeting rather than delaying difficult decisions for political convenience. I urge the council to reconsider its approach and implement a fairer, more transparent rating strategy that does not disproportionately impact residents.

#### 231 - Simon Cutler

Does the council even listen to the public that votes for them.

#### 241 - Anna Gruczynska

[Transport > Cycleways (Capital)], [Transport > Other]

I have a general comment to make about how decisions are made about spending, effectively locks Council into projects which are poorly costed from the start, with little or no debate around budgets, no scrutiny of cost increases and little opportunity for the more fiscally responsible Councillors to intervene and stop/re-assess projects when costs start getting out of hand.

If we take the Antigua Street Project as an example, the initial report to Council in December 2022 did not even mention the cost estimate, which was buried in a staff paper under an appendix to the main report. Concerns regarding this raised by Cr Keown were brushed aside and there was literally zero discussion about whether the \$3.7 million budget is reasonable for less than 500 metres of a road. The recommendations related to design only, there was no suggestion that Council should discuss or approve the budget, which was probably buried as a small print line item somewhere in the 500 pages or so of the LTP or AP. The subsequent budget increase to \$4.5 million, over 20%, surfaced in an Info Session in July 2024, not even a full Council meeting, with no reports to explain the increase. Those raised concerns about the increase were brushed aside and told this is not the right space to discuss costs, it's all about design again. Once again, the cost was sneaked in as a small print line item somewhere in the 500 pages or so of the AP. When the cost increased once again, now to \$5 million, approval was not sought for the increased budget, it was packaged up as "reallocation" from Wheels to Wings to squeeze it into the current financial year. Once again, the cost was assumed to be approved with no discussion or scrutiny, and those Councillors who once again tried to raise concerns about the blank chequebook approach were ridiculed in both the Council meeting and on social media .

My comment regarding the proposed spending on the transport network is therefore that the process for approving initial budgets, and any budget increases needs to be more transparent for significant projects. I implore Council to apply scrutiny to any proposed change which starts with "Adding an additional xxx" and seek ways to deliver a functional outcome without adding the additional cost to the projects.

In particular I do not support Adding an additional \$1.25 million in 2025/26 for Antigua Street Cycle Network (Tuam – Moorhouse) to support the initial design for the project. This would be rewarding reckless behaviour of some Councillors to spending ratepayers' money.

#### 263 - John Cumberpatch

I commend your efforts and sympathise with the politicking that gets in the way of common sense.

#### 265 - Bevan Phillipson

This was "crystal ball" politics, and I am definitely against any Christchurch City Councillors who believes in FUTURISTIC Fortune Telling.

#### 266 - Name Redacted

Will you listen?

Will you act on core responsibilities first and foremost?

Will you stop the nice to have spending?

Will you stop the speed bump madness?

Will you actually cancel projects?

Will you STOP funding businesses, etc?

Will you STOP giving/loaning/gifting OUR money?

Will you STOP waiving interest payments and writing off loans for that matter (aka cricket oval, etc) and so many more?

Will you SAVE MORE MONEY?

Will you let the residents of this city look at your books and provide savings? huh, that'll be a no.

Will you STOP listening to cycle groups only who have one agenda only and will not and do not care about anyone else?

Will you do ANY of the above?

Much room for improvement and it's not happening

296 - Kerry Loper

please make sure majority rules because as we have had in previous issues ratepayers say one thing then Council does what they want anyway without listening too us ratepayers

310 - Alicia Pilkington

Our council is a joke. It's nice to think we have a choice but ultimately you will do what you want.

621 - Colin Ong

There has been reports that this lower proposed rate is an election ploy and an even greater rate hike waits next year.

Clarification appreciated.

725 - Gary Durey

too much money being spent on iwi consultant groups

795 - Dianne Downward

keep Christchurch a place that people want to live and are able to afford to live,

Ratepayers are experts at living, working and playing in our city and many are also qualified engineers and the like who could offer designs with local knowledge and the way things actually work.

Trust needs to be earned between council and ratepayers as too many ratepayers believe council does not listen to ratepayers and therefore no longer engage.

810 - Lee Hogsden

[Spending > Our proposed spending]; [Three Waters > Local water done well]

Past council showed little regard for looking after Christchurch's water supply and as such we have all suffered the effects. I don't trust the council to look after our water. Again the priorities for spend seem very skewed to vanity projects and cycle lanes rather than the main services that the council should be prioritizing. Trust not there.

#### 827 - Leeann Watson (Business Canterbury)

While I do think our city is much better than any other in New Zealand – sometimes there is the perception that this is despite the Christchurch City Council, not because of it (an example being the Council re-writing a 30-year transport strategy – 16 years early). This is not to say that over time since the original plan was developed things have not changed. However, there is care required by the Council that it doesn't try to boil the ocean with these projects and fail to appropriately consult on and appreciate the views of the businesses impacted – ultimately creating uncertainty about continuing to invest in our thriving CBD.

#### 860 - Rob Batstone

For a start speak english, the majority of us have no idea what those Maori words mean. Winston has said to knock it on the head.

#### 889 - Allan Taunt

Staff provide very good information explaining where rates go, but unfortunately that good work is undone by misinformation on social media. Please can I ask that Elected Members, ensure the information they provide is complete and not open to misinterpretation by the public. Also, where there is obvious misinformation appearing on their social media pages, can they please address that.

## Staff Matters

### General Comments

17 submissions provided feedback on staff matters.

These 17 provided general comments.

### Officers Response

Reviewing and reducing staffing numbers, reviewing and reducing salaries and optimising operational efficiencies to reduce costs.

#### **Reducing staff numbers**

Council has an obligation to be fiscally and financially prudent with ratepayer funds. The Council regularly reviews service levels alongside required staffing levels and considers the requirement of vacant roles and the opportunity to optimise through efficiencies on a case by case basis.

The number of staff Council employ is directly related to the Levels of Services in the Long-term Plan. Council regularly reviews required staffing levels and considers the recruitment of vacant roles on a case by case basis against the delivery of the Long-term Plan.

### **Reducing the work of Contractors and Consultants**

Council has an obligation to be fiscally and financially prudent with ratepayer funds. Where the Council is required to use external parties, we ensure these are managed within budgetary constraints or financial limits.

### **Reducing staff salaries**

Council has an obligation to be fiscally and financially prudent with ratepayer funds. We aim to pay staff a fair and reasonable wage (living wage accredited) or salary while also balancing our responsibilities to the community.

## **General/Other Comments**

### **120 - Lyndon Telfer**

Why has council not looked at reducing staff costs by say 5% like all central government agencies? Most ratepayers probably wouldn't notice any difference if you reduced staff in the head office.

### **126 - Stephanie Innes**

A lot of your staff need to be sacked. I know them personally and they admit its a cruisy job and do sweet f all and like it because of this! 3 staff members in different divisions!

### **142 - Scott McCormick**

cut your staffing numbers.

### **146 - Mark Gunther**

Audit all council staff & weed out the dead wood.

### **156 - David Blanchard**

#### **4. Efficiency and AI in Council Operations**

The council should explore artificial intelligence (AI) to improve operational efficiency, particularly in customer service and administrative processes. AI could:

- Reduce human errors and improve response times for public inquiries.
- Cut costs by streamlining repetitive tasks.
- Improve transparency by identifying inefficiencies that may otherwise go unnoticed.

While AI may reduce some council jobs, the public sector must evolve, just as private businesses do when facing financial constraints. Christchurch ratepayers should not have to bear the cost of inefficiency

### 311 - Tom King

believe CCC needs to look at whether overall headcount is too high and it's Operational / Capex budget.

>>>

I would again like CCC to look at overall headcount and operational budget for savings. CCC headcount is high in comparison to similar sized cities, especially in UK.

>>>

I believe CCC needs to review and reduce staffing levels and it's operational budget. Money is being wasted on external experts / consultants as well as "nice to have / feel good" initiatives. Many householder are doing it tough while CCC just increases rates, runs endless committees that don't deliver.

### 391 - Regina Martin

Less high paid executives!

### 439 - Amanda Ward

CCC pays hugger wages to their employees and MP's than their councils. You need to cut some costs.

>>>

have a look at your in house costs like salaries

### 490 - Noelene Hodder

CCC employees will never understand with their over the top incomes.

[Coder note: about rates getting prohibitive]



496 - James Hunter

We read about the numbers of CCC staff on incomes over \$100k. Perhaps another way to reduce the costs is to reduce all CCC salaries by say 15%. I worked for a business where this happened due to a reduction in demand for services. Reduce costs & thus reduce income required.

549 - Antony Gough

Council staffing levels continue to grow without any corresponding increase in efficiency. A reduction of 20% to 30% is necessary to curb unnecessary bureaucracy and streamline operations – as has been done in many Government organisations recently.

For example - I recently applied to re-roof my home, a straightforward project on a 100-year-old house with an existing slate roof that is no longer watertight. Despite no structural changes, I was required to provide full architectural drawings and obtain a building consent. Once submitted, I was then asked to secure a resource consent as well. This unnecessary red tape suggests that some council departments are creating work for themselves rather than focusing on efficiency and service delivery.

Council seems to be having a number of strategy review plans for things like Liquor Licensing and City Traffic plan that was written for a 30 plan and is now being reviewed after less than ten years into it. There is a lot of money being wasted in reviewing the Development Levies when within six months Central Government are going to come out with a total change in this sphere.

725 - Gary Durey

Reduce waste by getting rid of back office slackers.

83 - Erin Cowlshaw

But we cant be spending an additional 12+ million per year on extra staffing expenses. Some of that money needs to be scouting an area for a new primary and potential secondary school in the halswall zone.

867 - Taina Scur (Sweet Soul Patisserie)

Council staffing levels continue to grow without any corresponding increase in efficiency.

1024 - Mary Wood

Things that Council can improve:

Improve employment processes at gym/pools, more diversity required.

790 - Karl Dean (North Canterbury Federated Farmers of New Zealand)

- 2.5. The additional spend of \$11.7million on staff costs, salaries and wages is not acceptable and raises concerns about the financial management of CCC. It is important to consider how the overspend on staff affects the broader financial health of CCC and its ability to fund other essential areas.

935 - Kerry Neville

'Cut your staff'

>>>

Well why dont you get a wake  
consultant in at a great cost to rate  
payer and state the obvious

Fair to meany staff why dont care to  
much about who payes there wages

cut your own running cost I will come in and  
help sort it out with only one meeting  
no emails just fix it

# Proformas

## Skating

### General Comments

44 submissions provided feedback on a proforma asking if there was anything else Council could do to support skating in the city.

35 submissions provided feedback on a proforma question asking if they support proposed funding for a vert ramp.

41 submissions provided feedback on a proforma question asking if they support the Council funding to support a vert ramp Ticked

### Officers Response

The submissions highlighted a strong desire for upgraded and improved skate facilities across Christchurch, with submitters noting that skate parks provide positive social benefits, especially for youth. A few submissions opposed the proposed \$75 000 investment on Washington Way Skate Park renewal, stating it was a waste of money.

Requested upgrades to skate park facilities included:

- A vert ramp at Washington Way Skate Park
- Thompson Park mini ramp
- Re-concrete all skate parks in Christchurch
- Build a massive skate plaza
- Install more bins, shade, toilets, and lighting across all skate parks
- Repairing the Waltham bowl

A vert ramp at Washington Way Skate Park is currently being investigated by staff. \$75,000 is proposed to support investigations.

Various skate parks have renewal funding scheduled in the current Long-Term Plan including Wycla Skate Park, Linwood Skate Park, Cypress Gardens Skate Ramp and Waltham Park Skate Bowl (alongside the play space renewal). Further projects will be considered in the development of the next Long-Term Plan, such as Thompson Park Skate Renewal and a skate plaza.

Other submissions called for girls-only skate spaces, financially supporting skate clubs and hosting more skate competitions.

## Other

502 - Shanna Howden

Thomson Park mini could do with an upgrade also

503 - Daroll Clark

- Provide more rubbish bins at parks
- Provide more shade at parks
- Proper Maintenance at all parks

504 - Charlotte Burgess

Supporting skating with clean well serviced safe spaces makes this wholesome activity family friendly for skaters & spectators.

505 - Noah Howcroft

Would be awesome to have a mini Ramp as well as a vert

Build a massive destination Skate Plaza that has all aspects -  
eg. Mount Mangawiri, Gisborne, Kilbirnie. World class facilities + World events -  
Safe street skating spots designed into city parks + plazas eg. Dunedin/Akl  
Wellington.

508 - Krysta Ashwell

Indoor park, Coaching,

510 - Beaudine Besant

Leave Washington, build a new world class park with  
all aspects. Street, Park, Bowl, Vert -  
Safe street spots encouraging street skating in the city.  
eg. Dunedin/Wellington/Akl

511 - Joe Hill

Do it

512 - Penny Prescott

skating is a very pro-social  
activity, particularly for  
young men. It is a supportive  
and inclusive community.

517 - John Routledge

Don't do it at Washington  
save the money

518 - Sarah Jackson

Host skating camps

524 - Brayden Murdoch

KEEP UPGRADING AND BUILDING  
NEW PARKS. WITH SOME SMALLER  
BOWLS ;)

526 - Freddie Barber

- Cypress gardens is a waste of money
- vert ramp.
- rectification of dangerous parts of Washington ways.

527 - Mike Baker

- upgrades to unsafe areas @ washington way
- vert ramp for washington.
  - Congress gardens is a waste of money.

528 - Rok Kupljen

- MORE SKATEPARKS AND SKATE EVENTS
- PROVIDE AN INDOOR SPACE FOR SKATING / SKATE PARK TO BATTLE WINTER WEATHER
- GIVE MORE BUDGET TO SUPPORT SKATE CLUBS AND OTHER SKATE ORGANIZATIONS

532 - Jake Harris

Please keep/repair the  
waltham bowl.  
Something with a roof.

534 - Melu Blackburn

We need a vert ramp for Christchurch  
skaters to practice for big comps like  
nationals!

- Thank you!

542 - Neil Lyon

competitive skateboard contests  
parks more geared towards  
olympic standard street sections  
professional builds

544 - Simon Blackburn

Washington is the best venue for this.  
as we will be able to hold the nationals  
in chch as a result.

- the progression for our young skaters  
will be massive having a vert ramp beside  
the bowl and smaller transitions.

545 - Victoria Dowall

- support rangitahi
- different ways to be athletic/creative.

550 - Will Bartlett



WORLD CLASS PARK REQUIRED TO PUSH LEVELS OF ACCIDY!  
Design in street spots like Dunein/Akc  
+ Wellington councils do. Leave Washington, build a  
new park.

Destination skatepark eg. Gisborne/Kilbirnie  
(Wellington)

Name: Will Rattott

553 - Kyle Monaehan

Plaza/Destination skatepark. Big flow bowls  
Safe Street spots encouraging skating in the city  
Leave Washington, build a new park!!

555 - Sunny Soccroft

Destination skatepark. World class facility. Hasley park?  
Combine all aspects into a mega park - street/bowl/went/park.  
Spend 5 million and get CONVIC to design + build. LEAVE WASHINGTON  
Build a new one.

565 - Mike Denny

Street spots designed into city plazas.  
Destination skatepark, big flow bowls, more ramps -  
around the city. Leave Washington, build a new one!!

574 - Mikayla Morris

Skate creates community + encourages being outdoors  
in our beautiful city

578 - Caelan Walsh

START WITH THE VERT RAMP!

583 - Ken Mora

in the city? yes support  
if alot more,

584 - Pauly Lhauri

Anything else Council can do to support Skating in the city?

Support our skate community  
Keep our young ones out of  
trouble

585 - Elly Townshend

more events & wooden/skate like  
minis (like the summer one)

Indoor skate park

586 - Sophie Willis

More events getting people into  
skating

indoor skate park

589 - Stuart Roper

Build a world class  
Skate plaza with a vert  
Ramp next to it.

590 - Sarah Ackerley

redo Thompson park  
mini & street section.  
to support New Brighton / eastern  
skate community.

613 - Zita Ackerley

Redo Thompson park skate park

783 - Dianne Downward (Concerned Ratepayers Canterbury Region)

The \$75,000 to go towards **thinking** about a new skate park is a waste of money. It would be better to use this money towards creating a new skate park on one of the unwanted properties council owns.

795 - Dianne Downward

The \$75,000 to go towards thinking about a new skate park is a waste of money. It would be better to use this money towards creating a new skate park on one of the unwanted properties council owns.

906 - Milania Johanson

Anything else Council can do to support Skating in the city?

more Skate park ramps

936 - Samuel Weatherall

Street Lights  
Toilets

942 - Hardy Vieting

More events  
Better Park Maintenance  
More curbs  
Lights @ Parks

947 - Te Manako Keogh

**Any other comments on what else Council can do to support Skating:**

decent Rails / Rainbow Curbs  
Skate Plaza Park flow  
Lights Better Street Sections

961 - Tyrelle Pitama

Curbs everywhere Skate Plaza  
more events Park Upgrades  
Lights-

966 - Claire \*

Street lights  
Toilets  
bigger, better parks  
Girls only parks

971 - Rachel Shirley

STREET LIGHTS  
AMBIDEXTRIX SKATE PARKS  
GIRLS ONLY PARK

976 - Nika Medle

- more skate events and sessions
- indoor bowl

980 - Sam Platt

With Skateboarding now an olympic sport. CCL needs a vert ramp to develop skating and achieve olympic gold

984 - Tama \*

**Any other comments on what else Council can do to support Skating:**

- \* Re Concrete All Skate Parks
- \* Smooth tarmac
- \* Smooth Coping
- \* ~~medium~~ medium rails ledges
- \* decent manual pad

## Proposed funding for a vert ramp

### General/Other Comments

510 - Beaudine Besant

**Question:** I support the proposed funding for a vert ramp Ticked

545 - Victoria Dowall

**Question:** I support the proposed funding for a vert ramp Ticked

550 - Will Bartlett

**Question:** I support the proposed funding for a vert ramp Ticked

553 - Kyle Monaehan

**Question:** I support the proposed funding for a vert ramp Ticked

554 - Edie Ackerley

**Question:** I support the proposed funding for a vert ramp Ticked

555 - Sunny Soccroft

**Question:** I support the proposed funding for a vert ramp Ticked

557 - Lee Page

**Question:** I support the proposed funding for a vert ramp Ticked

559 - Phoebe Chatterton

**Question:** I support the proposed funding for a vert ramp Ticked

560 - Bexi Schrender

**Question:** I support the proposed funding for a vert ramp Ticked

562 - Brendan Mulder

**Question:** I support the proposed funding for a vert ramp Ticked

564 - Noah Burns

**Question:** I support the proposed funding for a vert ramp Ticked

565 - Mike Denny

**Question:** I support the proposed funding for a vert ramp Ticked

566 - Reuben Woods

**Question:** I support the proposed funding for a vert ramp Ticked

568 - Simon Granville

**Question:** I support the proposed funding for a vert ramp Ticked

571 - Alex Dawsan

**Question:** I support the proposed funding for a vert ramp Ticked

572 - Tram Kells

**Question:** I support the proposed funding for a vert ramp Ticked

573 - Rose Jenkins

**Question:** I support the proposed funding for a vert ramp Ticked

574 - Mikayla Morris

**Question:** I support the proposed funding for a vert ramp Ticked

575 - Bridget O' Connor

**Question:** I support the proposed funding for a vert ramp Ticked

576 - Tyler Burnett

**Question:** I support the proposed funding for a vert ramp Ticked

578 - Caelan Walsh

**Question:** I support the proposed funding for a vert ramp Ticked

579 - Brendan Burnett

**Question:** I support the proposed funding for a vert ramp Ticked

580 - Kyle Fray

**Question:** I support the proposed funding for a vert ramp Ticked

581 - Jackson Burnett

**Question:** I support the proposed funding for a vert ramp Ticked

582 - Etham Webster

**Question:** I support the proposed funding for a vert ramp Ticked

583 - Ken Mora

**Question:** I support the proposed funding for a vert ramp Ticked

584 - Pauly Lhauri

**Question:** I support the proposed funding for a vert ramp Ticked

585 - Elly Townshend

**Question:** I support the proposed funding for a vert ramp Ticked

586 - Sophie Willis



**Question:** I support the proposed funding for a vert ramp Ticked

587 - Bill Kells

**Question:** I support the proposed funding for a vert ramp Ticked

588 - Joanna Burnett

**Question:** I support the proposed funding for a vert ramp Ticked

589 - Stuart Roper

**Question:** I support the proposed funding for a vert ramp Ticked

590 - Sarah Ackerley

**Question:** I support the proposed funding for a vert ramp Ticked

613 - Zita Ackerley

**Question:** I support the proposed funding for a vert ramp Ticked

906 - Milania Johanson

**Question:** I support the proposed funding for a vert ramp Ticked

## Council funding vert ramp

## General/Other Comments

502 - Shanna Howden

**Question:** I support the Council funding to support a vert ramp Ticked

503 - Daroll Clark

**Question:** I support the Council funding to support a vert ramp Ticked

504 - Charlotte Burgess

**Question:** I support the Council funding to support a vert ramp Ticked

505 - Noah Howcroft

**Question:** I support the Council funding to support a vert ramp Ticked

506 - Ali Al - Sarraf

**Question:** I support the Council funding to support a vert ramp Ticked

507 - Troy Newton

**Question:** I support the Council funding to support a vert ramp Ticked

508 - Krysta Ashwell

**Question:** I support the Council funding to support a vert ramp Ticked

509 - Tim Mostert

**Question:** I support the Council funding to support a vert ramp Ticked

511 - Joe Hill

**Question:** I support the Council funding to support a vert ramp Ticked

512 - Penny Prescott

**Question:** I support the Council funding to support a vert ramp Ticked

513 - Violet Gallo

**Question:** I support the Council funding to support a vert ramp Ticked

514 - Zoe Gallo

**Question:** I support the Council funding to support a vert ramp Ticked

**Question:** I support the Council funding to support a vert ramp Ticked

516 - Nadia Sultan

**Question:** I support the Council funding to support a vert ramp Ticked

517 - John Routledge

**Question:** I support the Council funding to support a vert ramp Ticked

518 - Sarah Jackson

**Question:** I support the Council funding to support a vert ramp Ticked

519 - Jess Milne

**Question:** I support the Council funding to support a vert ramp Ticked

520 - Jem Haitana

**Question:** I support the Council funding to support a vert ramp Ticked

521 - Nick Milne

**Question:** I support the Council funding to support a vert ramp Ticked

523 - Isaiah Thomton

**Question:** I support the Council funding to support a vert ramp Ticked

524 - Brayden Murdoch

**Question:** I support the Council funding to support a vert ramp Ticked

526 - Freddie Barber

**Question:** I support the Council funding to support a vert ramp Ticked

527 - Mike Baker

**Question:** I support the Council funding to support a vert ramp Ticked

528 - Rok Kupljen

**Question:** I support the Council funding to support a vert ramp Ticked

530 - Cooper Mulder

**Question:** I support the Council funding to support a vert ramp Ticked

531 - James Mulder

**Question:** I support the Council funding to support a vert ramp Ticked

532 - Jake Harris

**Question:** I support the Council funding to support a vert ramp Ticked

534 - Melu Blackburn

**Question:** I support the Council funding to support a vert ramp Ticked

540 - Caleb Murdoch

**Question:** I support the Council funding to support a vert ramp Ticked

542 - Neil Lyon

**Question:** I support the Council funding to support a vert ramp Ticked

544 - Simon Blackburn

**Question:** I support the Council funding to support a vert ramp Ticked

936 - Samuel Weatherall

**Question:** I support the Council funding to support a vert ramp Ticked

942 - Hardy Vieting

**Question:** I support the Council funding to support a vert ramp Ticked

947 - Te Manako Keogh

**Question:** I support the Council funding to support a vert ramp Ticked

951 - Alisha \*

**Question:** I support the Council funding to support a vert ramp Ticked

961 - Tyrelle Pitama

**Question:** I support the Council funding to support a vert ramp Ticked

966 - Claire \*

**Question:** I support the Council funding to support a vert ramp Ticked

971 - Rachel Shirley

**Question:** I support the Council funding to support a vert ramp Ticked

976 - Nika Medle

**Question:** I support the Council funding to support a vert ramp Ticked

980 - Sam Platt

**Question:** I support the Council funding to support a vert ramp Ticked

984 - Tama \*

**Question:** I support the Council funding to support a vert ramp Ticked