

Appendix E – Summary of submissions and staff responses

Summary of Submissions and Staff Responses

Volume 1: Not heard submissions

Volume 2-4: Submissions which were heard at the Christchurch City Council Draft Annual Plan Hearings Panel on Wednesday 14 May 2014 (volume 2), Thursday 15 May 2014 (volume 3) and Friday 16 May 2014 (volume 4)

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11416	1	17	Jim Young	Financial Strategy General	The submitter observes that facilities rebuild seems to be a lower priority than the Infrastructure rebuild, and it would seem that much of the facilities rebuild will be funded by borrowing.	The facilities rebuild programme is not considered a lower priority, its just more difficult to progress due to the need to get Council's engineers, and the insurer's and reinsurer's engineers to agree on the extent of the damage. Insurers no longer have an interest in the infrastructure assets and hence it can progress at a faster rate.
11416	1	17	Jim Young	Stadium Rebuild (includes temporary stadium) Rugby	Stadium should be a low priority. No convincing economic argument exists to support the borrowing required. Please release an economic evaluation on the proposal and seek a mandate from ratepayers before spending.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11416	1	17	Jim Young	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11417	1	18	William Walker	Road Network	1. Deans Ave/ Old Blenheim Rd Roundabout - Before the 2011 earthquake the roundabout was removed. Nothing has been done to improve the unacceptable delays during the late afternoon traffic movement 2. The need to have a clearway from Oakford Close to Bartlett Street between 4.30-6pm.	1. Project design currently being finalised and construction is likely to commence in coming months 2. The Avenues around the CBD (including Deans Ave) will be reviewed and enhanced at the same time as the CBD Accessible City (Transport Chapter) works.
11420	1	20	David Pigou	Rates General/Overall Increase	The submitter considers the 6.5% rate increase unfair and unacceptable, coming on top of a revaluation increase which will no doubt increase rates as well.	The 6.5% rates increase is the total amount of additional rates charges that will be charged to existing ratepayers, and every effort has been made to find savings and keep rates at an affordable level. It is important to understand that the general revaluation of property will not affect this 6.5% increase, only how rates charges are allocated between ratepayers - if your property value has increased by more than average, then your rates will increase by more than average; if it has increased by less than average, your rates will increase by less than average (and may even fall).
11421	1	22	Bernadette Devonport	Recreation & Sport Services	Reconsider changing start time to 6am. Pools well used at 5.30am. Fee increase is enough of a change.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11423	1	24	Grant Close	Central City Plan (Includes Accessible City)	Submitter notes that CERA has accountability for CBD but seeks CCC input into process by seeking competitive architectural responses to specific blocks of the CBD, assess the responses and repeat the process for the construction process. The objective of this approach is to encourage competition on the completion of the specific city blocks and speed up the rebuild.	The majority of the land within the CBD is in private ownership. While Council could undertake the process set out by the submitter, there is no means to compel private landowners to follow the process. Should such a process or a variant of it be undertaken, it would need to be undertaken in collaboration with CERA.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11423	1	24	Grant Close	Stadium Rebuild (includes temporary stadium) Rugby	Concerned city will be over-committed to capital projects that fail basic cost-benefit analysis. New stadium should be last priority. Propose complete a north stand in temporary stadium.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities. The Stadium Trust is investigating seating options for the temporary stadium.
11424	1	27	Margaret June Sheppard	Miscellaneous	Debris on footpaths.	1. Leaves are collected from streets and footpaths for a 12 week period during Autumn, beginning the week after Easter. 2. Pavement Maintenance staff agree that property owners should keep their driveway metal (stones) swept clear of footpaths. Residents can contact the Council Call Centre should a specific address be an issue.
11425	1	29	Diane Blackwell	Miscellaneous	Property owners should mow their own berms. Only Seniors and disabled people should be eligible to have their berms mown by Council contractors.	Residents are encouraged to mow their own berms. Where this cannot happen, Council contractors can mow the berms to a level that mitigates the risk of fire in long grass.
11427	1	31	Michael Fogden	Stadium Rebuild (includes temporary stadium) Rugby	Defer any expenditure on a new stadium until city debt is less than \$1 billion.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11428	1	32	Deborah Ann Minchington	Public Transport Infrastructure	2. Bus Services and Shelters - much work needed re bus condition and shelter problems eg crime. Held hostage to the idea that car users are somehow superior to bus users. 3. Consideration of a bus route from Brighton via Parklands to Northland/ Riccarton 4. Believe that a bus stop at end of Mairahau Road at Marshlands Road is very dangerous. And because the corner is blind generally and there is no footpath or proper crossing or any pedestrian sign or help at that corner.	2. Bus condition - noted. This is the responsibility of Environment Canterbury. Shelter Crime is the responsibility of the Police, however CCC is responsible for graffiti removal and maintenance. Residents can report any occurrence to the call centre. The Christchurch Transport Strategic Plan has proposed a hierarchy of roads where all road users are equal but different routes are prioritised for different modes. 3. Bus routes are the responsibility of Environment Canterbury. They are currently undertaking consultation on a new hub and spoke network system, so this is the appropriate way for the submitter to provide feedback. 4. Mairehau/ Marshland intersection is being upgraded to include better facilities for pedestrians.
11428	1	32	Deborah Ann Minchington	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	1. Parklands - The need for some proper pedestrian help along by Inwoods Rd vet clinic, one Good Horse Hotel. I note since moving here that the area is very car oriented which is fine but does not encourage pedestrians at all let alone entry on foot from the inner Parklands housing area into the wetlands.	1. Assistance to pedestrians crossing in the vicinity of Inwoods Road/Mairehau Road intersection has previously been considered by staff following concerns from residents. In response to the concerns, staff assessed options for this site and concluded that the preferred solution was to install a central island facility on Mairehau Road, just west of the Inwoods Road T intersection. The planning and design of the crossing facility was completed, however construction was put on hold due the February 2011 earthquake. The installation of this facility remains within the pedestrian safety database to be ranked against other pedestrian safety projects around the city. As an interim measure staff have installed fluorescent yellow pedestrian permanent warning signs on each of the 3 approaches to the T intersection. This measure was decided upon with input from the Community Board.
11430	1	35	Kevin Keenan	Miscellaneous	1. Insufficient rubbish bins at bus stops. 2. Tree roots damaging footpath. 3. Limit tree species to evergreen with height potential of 2m or less. 4. Dredging of rivers to prevent flooding.	1. Rubbish bins are installed at major urban bus stops. Submitter's comments on requirements for all bus stops noted. Christchurch Hospital (including Women's Hospital) bus stop has rubbish bins for bus patrons. 2. Footpath resealing is programmed for the city. Fairway Drive has been noted for investigation. 3. Comments on tree species have been forwarded to City Arborists. 4. Flooding issues are being addressed through the Mayoral Taskforce and the Land Drainage recovery Programme.

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11430	1	35	Kevin Keenan	Waterways and Land Drainage	Flooding Heathcote and Avon rivers	The Land Drainage Recovery Program and the Mayoral Task Force are mitigating this issue.
11431	1	38	Robin Smith	Waterways and Land Drainage	Flooding - Flockton Area	Flooding in this area is being mitigated by the Mayoral Task Force and the The Land Drainage Recovery Programme
11431	1	38	Robin Smith	Rates General/Overall Increase	The submitter is concerned that only 5% of rates fund stormwater drainage and flood protection while 14% fund cultural and learning activities and considers the priority should be stormwater drainage at this time.	Drainage is a priority for Council at this time. The 5% figure relates to operating costs only, and excludes significant earthquake response and rebuild costs that are borrowed for - Council plans to undertake \$82.7m of capital investment in Drainage in 2014/15, around 12.7% of its total capital programme.
11433	1	39	Don Crerar	Recreation & Sport Services	1. Proposed fee increases up to 9% unacceptable, especially for populations with accessibility challenges. Lower fees would increase participation. Non ratepayers should not be subsidised. 2. Investigate cost reduction in staffing levels.	1. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. A 25% Community Beneficiary discount is available for customers with accessibility challenges. 2. Staffing efficiencies have been achieved this year and a priority for next year.
11434	1	41	Colleen Jones	Regulatory Approvals - buildings - Residential Consents	Please note I support and strongly encourage residential development being required to meet Homestar and Lifemark standards. I also support the proposals for permitting higher density residential development.	Thank you for your comments with regard to Homestar and Lifemark standards, and, higher density residential development.
11435	1	42	John Hewitson	Asset Sales (includes CCO's and land)	The submitter urges Council to sell City Care to raise funds.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11436	1	45	Raymond Rinsma	Miscellaneous	Submitter wants roadside grass outside property maintained.	Resident has been contacted and the berm mowing policy explained. Berms can be mown by Council contractors where required to mitigate fire risk. i.e. 3 - 4 times per year.
11437	1	46	David Maclure	Miscellaneous	Red Bus should boost operations and provide greater flexibility.	Response: The Red Bus company is a Council controlled trading organisation, owned by Christchurch City Holdings Ltd, which in turn is owned by the Christchurch City Council. The governance and management of Red Bus is carried out by a board of directors and management team and does not sit directly with CCC. Red Bus delivers public transport services under contract to Environment Canterbury. The nature of any public transport services operated by Red Bus, and the tendering process by which those services are procured, are therefore determined by Environment Canterbury. Your comments are noted by CCC and will be forwarded to ECan for consideration. In terms of an expansion of Red Bus's commercial tourism service this would be a commercial decision to be undertaken by the Red Bus management team and board. Your suggestion that bus tour services be expanded has therefore been forwarded to the Red Bus company for consideration in their business planning process.
11437	1	46	David Maclure	Libraries	Recommended course of actions are cut operational staff, some services that used little need downsize. Suburban libraries should considered setup trust themselves where membership drive is low. Other option setup suburban libraries company as a subsidiary	The libraries unit currently operate on a modest staffing ratio; cutting operational staff would result in reducing programmes and services offered. Services and programmes are consistently reviewed to reduce any low uptake continuing. Membership is high across the city of all the libraries and they form a network (shared resources/staffing, shared services etc).

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11438	1	47	Sara Newman	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11438	1	47	Sara Newman	Town Hall	Concern over fit for purpose of Town Hall especially James Hay theatre	The Council resolution was based upon the Refurbishment Project that was underway prior to the event, which included upgrades throughout the complex, including additional works to the James Hay. The project team are completing a revalidation of the functional requirements of each area with improvement via user group input.
11438	1	47	Sara Newman	Stadium Rebuild (includes temporary stadium) Rugby	New stadium must be covered to encourage people to attend considering Christchurch's climate	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11505	1	48	Christine Hetherington	Recreation & Sport Services	Jellie Park pool and fitness centre well utilised at 5.30am. A change to this time could result in customers choosing other providers. Consider closing at other less used times of the day.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11439	1	50	Robert Henry Clarke	Heritage Protection	Home on the hill, above the inversion layer, is to be rebuilt due to the earthquakes. Previously had a woodburner but are now unable to rebuild due to current clean air regulations. Looking forward to the reply regarding how emissions from St Andrews Hill impact on Woolston and/or St Albans.	Clean Air regulations set by Environment Canterbury and are currently being reviewed.
11441	1	53	Rhys Bissland	Recreation & Sport Services	Maintain 5.30am start time. Enables parents to swim prior to work without facilities being overcrowded. If need be close earlier.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11442	1	54	Richard Davis	Christchurch Transport Plan (Strategic)	1. The section of Avonside Drive next to the river between Fitzgerald Avenue and Stanmore Road would be better used as a cycleway/pedestrian way but still be available to emergency services. At the moment it is the main racetrack for heavy vehicles. Being TC3 land this seems inappropriate is it legal? The constant shaking continues to damage the main retaining wall which will be costly to fix.	Avonside Drive falls within the Red Zone therefore any decision on it's future will be determined by CERA. There will be scope for the public to comment on the future of the Red Zone through the planned CERA Red Zone public consultation process. Avonside Drive is highlighted as being a Major Cycleway route linking New Brighton to the City along the Avon River corridor therefore it is likely that cyclists will be provided with a high level of provision along the road.

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11442	1	54	Richard Davis	SCIRT repairs	1. The section of Avonside Drive next to the river between Fitzgerald Avenue and Stanmore Rd would be better used as a cycleway/ pedestrian way but still be available to emergency services. At the moment it is the main racetrack for heavy vehicles. Being TC3 land this seems inappropriate is it legal? The constant shaking continues to damage the main retaining wall which will be costly to fix.	Avonside Drive is a minor arterial and important link to Stanmore Road from the central city and Fitzgerald Ave. Much of the surrounding area is red zoned land and it is important to keep this west to east route and link to the south to north Stanmore Road. There will be a major cycleway on the other side of the Avon River at this point linking the central city to the sea.
11443	1	56	Ian Morrison	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11444	1	58	Jeanne Cooper	LURP (this is actually the District Plan)	Intensification zoning... District Plan.	Increased residential densities are being proposed as part of the review of the District Plan and so your comments will need to be considered through the statutory District Plan process so we encourage you to submit your views through a formal submission on the District Plan when it is notified for public consultation later in 2014. The operative District Plan includes a number of Special Amenity Areas (SAMs), these can be viewed on the Council website at City Plan, Volume 3, Part 2 – Living Zones, Appendix 4 – List of Special Amenity Areas (URL link: http://www.cityplan.ccc.govt.nz/NXT/gateway.dll?f=templates&fn=default.htm).
11444	1	58	Jeanne Cooper	Parking	Submitter believes Merivale Mall's activities are over flowing on to nearby streets and clogging up the streets for residents.	The Council has no immediate plans to review parking near the Mall.
11444	1	58	Jeanne Cooper	Waterways and Land Drainage	Land fill Development - load on stormwater systems	This is covered by the development rules in the City Plan.
11445	1	62	Niki De Pina	Proposed Water Park (New Brighton)/Eastern Recreation & Sports Centre	The North Eastern Aquatic Facility should be built on the QEII site with the current funds allocated and not be divided amongst other eastern projects	Council recognises the need for an Eastern Recreation & Sport Centre in the North East to meet current Levels of Service and community needs. An Eastern Recreation & Sport Centre Advisory Group will recommend site options to the Community Board by August. The group includes community representative and board members. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre.
11445	1	62	Niki De Pina	Water Supply	Pressure wastewater systems should not be installed where people object. Earthquake frequencies have died down and so economics must have changed.	The review of pressure wastewater systems in Parklands is still being concluded. Current repair strategies may mean some areas originally designated for pressure sewers may now stay gravity as damage evaluation criteria have changed since the networks in these areas were first assessed.
11446	1	63	David Young	Road Network	Request for improved levels of service and new assets	Noted. Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement of lower priority work and development of new assets. Staff will continue to work collaboratively with the community to find innovative ways to achieve the best outcomes.

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11446	1	63	David Young	Road Network	<ol style="list-style-type: none"> 1. Lyttelton To Christchurch Centre cycle route. 2. Loop route around Lake Forsyth, Te Waiwera. 3. Loop out to and along Birdlings Flat. 	<ol style="list-style-type: none"> 1. Lyttelton To Christchurch Centre cycle route. Ecan are providing cycle facilities on the bus services to link to the city. The new Major Cycleway will link to Heathcote Valley at Martindales Road. The Heathcote Link is proposed within the next 8 years. 2. Loop route around Lake Forsyth, Te Waiwera. This would be a great route for mountain bikers. There is the existing Bossu Road and Kinloch Roads which are predominantly gravel which currently form this loop and join to Little River Village. The Little River Rail Trail forms the main access to the north side of the lake. No capital funds are available in the Three Year Plan to create a separate mountain bike trail which would have to be mainly on private farm land owned by Te Oka Farms Ltd for the south side of the lake. Bossu Road provides fine views from the top of the hill over the lake. 3. Loop out to and along Birdlings Flat. Jones Road and Bayleys Roads form a gravel road and mountain bike trail to the end of Kaitorete Spit. There are paper roads through private farms to the gravel beach front
11446	1	63	David Young	Road Network	<ol style="list-style-type: none"> 4. Connections to Tai Tapu and Lincoln. 5. Hub at Motukara for rest. 6. Improve signs at Hornby end. 7. Create separate cycle tracks parallel to existing popular but dangerous roads. 	<ol style="list-style-type: none"> 4. Connections to Tai Tapu and Lincoln. This is in the Selwyn District who provide a sealed off road path for cyclists along Birchs Road from Prebbleton to Lincoln. As part of the new Major Cycleways there will be a connection from the Southern Motorway to Springs Road near Hodgens Road to connect the City to Prebbleton. This is in the Major Cycleways next 8 years programme. Halswell to Tai Tapu is in the Selwyn District Council and some cyclists use the quieter Old Tai Tapu Road from Halswell. 5. Hub at Motukara for rest. No budget provision in the Three Year Plan. The land is owned by DOC and is in the Selwyn District. Currently a car park, shed and toilet, is provided. 6. Improve signs at Hornby end. This will be delivered with the Major Cycleway connection to the Little River Rail Trail proposed in the next 8 years programme. 7. Create separate cycle tracks parallel to existing popular but dangerous roads. The major cycleways intend to achieve this outcome in some instances.
11446	1	63	David Young	Harbours & Marine Structures	Lake Forsyth areas set aside for jet boat and skiing	Council owns land around the edge, DOC and Ngai Tahu manage the lake and lake bed.
11446	1	63	David Young	City Promotions	Request for provision of promotional material (maps, explanatory boards) for environmental / ecology interested visitors to Akaroa / Banks peninsula	<p>There are a number of signage projects, including the Banks Peninsula Tourist Interpretation Signage project, occurring on the Banks Peninsula which are led by the Transport and Greenspace Unit.</p> <p>The existing 'Peninsula Pioneers' signage and brochures for the tourist drive from Little River to Akaroa highlight the geological history and distinctive landscapes of the area.</p>
11447	1	72	Roelant Hofmans	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11448	1	73	David Pierce	Stadium Rebuild (includes temporary stadium) Rugby	Sport is important to Cantabrians however proposed stadium should not be a high priority due to financial restraints and delayed for 10-20 yrs. Other priorities within community more urgent. Rugby should contribute more. Temporary stadium adequate.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11448	1	73	David Pierce	QE II Stadium	Loss of QEII major impact on East and New Brighton. Part of insurance money should be spent in this region to replace a facility, albeit on a smaller scale.	Council recognises the need for an Eastern Recreation & Sport Centre in the North East of the City to meet current Levels of Service and community needs. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre. Insurance proceeds from QEII have been committed to the Metro Sports Facility in the Central City

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11449	1	76	Edward Griffiths	Fees and Charges	Increase in slipway fees	Noted. Percentage increase is standard across most fees charged.
11449	1	76	Edward Griffiths	Fees and Charges	Fee increase not justified. Pool crowded and lower quality compared with Blenheim and Timaru for same price. Build more simple pools quickly or support private sector to do so. Canterbury Swim School an excellent example with better services and prices	Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget. Council staff work with community and private agencies to support the provision of aquatic facilities.
11451	1	78	Pamela Gove	Fees and Charges	Pleased with group fitness sessions and quality of instructors. Proposed changes to opening times and fees seem to be a reasonable way to contain costs/increase income. Parklands already operate to shorter hours. Can the start time not be changed as this suits the customers and would not be able to attend if start later.	For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11452	1	79	Rob Key	Recreation & Sport Services	5.30am start times for Council fitness centres enables people to complete their workout then get to work. Changing this time could result in customers choosing other options	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11453	1	80	Ron Williams	Stadium Rebuild (includes temporary stadium) Rugby	Stadium must be roofed due to cold climate, and designed with a mix of commercial and retail accommodation to help viability	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11453	1	80	Ron Williams	Central City Plan (Includes Accessible City)	1. CCC should subsidise multi-storey carparks. 2. There is urgency to building planned precincts, infrastructure, consenting, hotels and other developments. 3. Small 20-seater electric vehicles could continuously driver around CBD with minimum charges for CBD residents.	1. Council is working with CERA and the Private Sector regarding carparking in the core of the central city. 2. Much of the precinct development is either in the hands of CERA or the private sector, and Council works closely with developers through Rebuild Central. 3. An Accessible City, the Christchurch Central Recovery Plan transport chapter, states that "Any inner-city public transport service will be integrated with the city-wide public transport system. Energy-efficient and environmentally friendly options will be considered.
11454	1	82	James Insull	Financial Strategy General	1) The submitter proposes that Christchurch be shifted to higher ground. 2) Queries the cost of the draft annual plan.	1) The previous Council considered and rejected the idea of moving to a new site, 2) Much of the cost of producing an annual plan is not captured as it is part of the Council's normal business. The additional costs incurred are in the region of \$50,000.
11456	1	84	Robert Cook	Tram	The submitter suggests a Light Rail System be initiated promptly and co ordinated within the new Transport Hub.	Response: The future of Christchurch's public transport system in the post-earthquake situation is still under investigation. The Urban Development Strategy Partners (CCC, WDC, SDC, ECan and NZTA) are currently investigating if, when, where and in what form, a Rapid Public Transit (RPT) system could be introduced to Christchurch. RPT could take the form of either a rapid bus system (based on new busways and/or bus lanes on key road corridors), a light rail system (based on a new network of tracks using existing road corridors and/or new rail corridors), a heavy rail system (using the existing rail network), or a combination of these. There are numerous costs and benefits associated with each approach and these are currently being explored. The many benefits of light rail you identify in your submission have been noted and will be considered as part of the ongoing investigation into the future shape of public transport in Christchurch.

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11457	1	86	Trish Murray	Financial Strategy General	The submitter requests that spending be prioritised to essential items such as water libraries, etc, rather than wasted on non-essential items.	The Council's budget extends across multiple areas and caters to the needs of all ratepayers. All levels of service have been reviewed as part of the Annual Plan process and cost savings made where possible.
11457	1	86	Trish Murray	Development Contributions	Supports charging developers the 'whole cost' of their developments to cover future requirements.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. Note that future changes to the Local Government act 2002 may impact Council's ability to collect development contributions for some community infrastructure.
11457	1	86	Trish Murray	Community Grants	The submitter is concerned at cost escalations and suggests community groups and residents could assist and be rewarded through grants.	Community Boards are encouraging community to highlight these opportunities as they arise.
11457	1	86	Trish Murray	Stadium Rebuild (includes temporary stadium) Rugby	Support a covered stadium when the city can afford it. An international all weather venue will attract events and visitors. Charge less so more people can attend to achieve more revenue	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11458	1	88	Alison Downes	Christchurch Transport Plan (Strategic)	Timing of Cycleway programme	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11459	1	89	Martin Wheldon	Christchurch Transport Plan (Strategic)	Timing of Cycleway programme	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11460	1	90	Sarah	Recreation & Sport Services	Believe starting 15 mins later in the morning would create too much demand for the facilities. Believe it is possible to close 15-30 minutes earlier as this would not affect too many people.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11461	1	91	David Viles	Financial Strategy General	The submitter requests that spending be prioritised to essential items such as water, libraries, etc, rather than wasted on non-essential items. Asset holdings should be rationalised, rather than just increasing rates.	The Council's budget extends across multiple areas and caters to the needs of all ratepayers. All levels of service have been reviewed as part of the Annual Plan process and cost savings made where possible. The Council will reconsider all funding options as part of the Long Term Plan process.
11463	1	92	Vanessa Merritt	Road Network	Water ponding in Hagley and effective spending of rates	Specific concerns noted and will be investigated. Drainage in parts of Hagley Park challenging, exacerbated by the Quakes.
11463	1	92	Vanessa Merritt	Garden and Heritage Parks	Request reduction in events on Hagley Parks	A Council working group established in February to investigate and propose controls to ensure sustainable use.

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11464	1	94	Tim Dearsley	Recreation & Sport Services	Understand need for Council cut costs but do not believe changing the 5.30am start time will achieve this outcome due to the current demand and suggest you close the compled 30 minutes earlier in the evening.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11465	1	96	Lisa Hibbs	Recreation & Sport Services	1. Concerned over changing the 5.30am start time for fitness centres. Any change would mean I as a mother could not attend the gym while my husband looks after the children. 2. staff do a great job and should receive a discounted acces to the Recreation and Sport Centres.	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Council staff can receive a group/corporate discount the same as other group/corporate bulk membersh packages.
11466	1	97	Elizabeth Campbell	Christchurch Transport Plan (Strategic)	Major cycleway programme and Wigram Road Cycle safety	The purpose of the Major Cycleway Programme is to create 13 cycling routes across the city, linking people to key destinations. The routes are being built with a high level of safety and priority with designers aiming to create a cycling environment that is safe for a 10 year old to use.
11467	1	99	Latte Ladies Cycle Group	Christchurch Transport Plan (Strategic)	Wigram Road Cycle safety	As part of the Major Cycleway programme and to improve access to the south west development area the Council has committed to funding a new bridge linking Wigram Road and Magdala Place. This new link will dramatically improve the cycle connections across Curletts Road.
11468	1	101	Norbert Kimmer	Waterways and Land Drainage	Waterway Maintenance	Thank you for your comments about waterways maintenance. The points you have raised are noted.
11469	1	104	Jenny Ross	Christchurch Transport Plan (Strategic)	Timing of Cycleway programme	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11470	1	105	CBM Design	City and Community Long-Term Policy and Planning (General)	Submitter is suggesting that timber is used in public buildings	Timber is used in a wide range of public buildings.
11470	1	105	CBM Design	City and Community Long-Term Policy and Planning (General)	Submitter suggests a dual rail tunnel to improve container access to the port	A freight study is underway that will inform future planning. The provision of rail tunnels is a responsibility of KiwiRail.
11471	1	107	Robyn Kitty	Convention Centre	Feels that many of the anchor projects, such as the convention centre, are unnecessary and that decisions are being made by others Asks if there could be a referendum on projects	The convention centre development is led by CERA, with the Crown becoming the owner on completion. It is expected that the convention centre will deliver significant economic benefit and will be a catalyst for tourism recovery and growth
11471	1	107	Robyn Kitty	Garden and Heritage Parks	Retain the 'Garden City' Brand	Council acknowledges the success of the Garden City Brand. Any proposal to rebrand would require thorough investigation and consultation.
11472	1	109	T L Barnett	Waterways and Land Drainage	Waterway Maintenance	Thank you for your comments about waterways maintenance. The points you have reaised are noted.
11473	1	112	Richard Harman	Central City Plan (Includes Accessible City)	Submitter makes comments on the frame and precincts.	These proposals are part of the Central City Recovery Plan which has been released by the Minister for Canterbury Earthquake Recovery. The frame and the precincts are being implemented by CERA and other Government departments, not CCC.

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11473	1	112	Richard Harman	Stadium Rebuild (includes temporary stadium) Rugby	Do not support a new stadium. Noise and parking issues with profit going off shore leaving the city in debt. Propose re-shape and strengthen the old AMI stadium.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities. The Stadium Trust is investigating maintenance and seating options for the temporary stadium.
11473	1	112	Richard Harman	Libraries	Keep the Gloucester Street library building and build an extension to make larger.	The Central Christchurch Recovery Plan has located the new convention centre on the old Central library site in Gloucester Street. The option to retain the library is not available. The demolition of the building has commenced.
11474	1	114	Eric MacFall	Recreation & Sport Services	Request no change to operating hours of recreation and sport centres	Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget.
11475	1	115	Paddy Stronach	Harbours & Marine Structures	Recreational reserves, inner Harbour Banks Peninsula, planning and especially flat land links needed.	Comment noted, specific planning for recreation harbour links not scheduled for this year
11476	1	116	Annie Horton	Recreation & Sport Services	For community health and wellbeing maintain 5.30am opening time. Busy life with work and family makes this time very convenient. Consider earlier closing if need be, due to lower useage at this time. Less space available in the city currently.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11477	1	118	Jennifer Dray	Recreation & Sport Services	If opening hours need to change do so at end of day. 5.30 start time enables people to swim/train before starting work at 8am. The facilities appear to be used less after 9pm.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11478	1	119	Wendy Clark	Recreation & Sport Services	Maintain 5.30am start time to suit people's current work schedules. A later start would result in customer choosing a different fitness centre. Close 30 minutes earlier due to reduced useage at this time	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11479	1	120	Christine Mckinlay	Recreation & Sport Services	Retain 5.30am start time for pools to avoid over crowding since reduced availability currently causes this.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11482	1	121	Selwyn Manning	Fees and Charges	The proposed 6% increase to annual sub is excessive. Fee increase should be no more than inflation to encourage healthy activity.	Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget.
11484	1	122	Lesley Lawry	Recreation & Sport Services	Please do not reduce opening hours. Staff great compared to other providers.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.

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11485	1	123	Libby Gallagher	Recreation & Sport Services	Increase opening hours to make the facilities more accessible. Maintain 5.30am start otherwise customers may choose other facilities. Current operating hours in the morning suit people who work during the day.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11486	1	124	David Hill	Recreation & Sport Services	Understand need to save costs. Suggest close 30 minutes earlier due to low demand at end of day (especially Friday) and high demand at start of day. Current 5.30am start suits many working people.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11487	1	125	Scott Butcher	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11488	1	126	Nadia Maclaren	Recreation & Sport Services	Do not support proposal to open pools 15 minutes later. Would increase congestion and delay for other swimmers, especially since less pool space currently available. Consider closing 30 minutes earlier when less people lane swimming.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11490	1	127	Don Beaumont	Recreation & Sport Services	Maintain 5.30am start time so can swim before starting work at 6.30am. After ten hour work day too tired to swim at end of day. Close earlier if need be.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11492	1	128	Len Damiano	Recreation & Sport Services	Reducing start time for the pool in morning would limit participation and is well supported. Change to these would limit access when facilities availability already less due to earthquake. Appreciate financial challenge but suggest alternatives including fee increases.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11493	1	129	Greg Bassam	Recreation & Sport Services	Maintain present opening hours to enable customers to complete health and fitness sessions prior to current working patterns	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11493	1	129	Greg Bassam	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.

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11494	1	130	Belinda Wilson	Recreation & Sport Services	Object to changing the start time for fitness centres. 5.30am start is only time for a working mum to attend for their health and wellbeing considering current traffic and housing issues	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11495	1	131	John Image	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11495	1	131	John Image	Asset Sales (includes CCO's and land)	Council assets should not be sold; they work for our city, not private owners, and are an investment for future generations.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11496	1	133	Simon Olliver	Recreation & Sport Services	Reduced opening hours would reduce pool availability especially in the morning. Consider increasing and/or closing in the middle of the day	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed opening hours will enable Council to deliver Recreation and Sports services within budget.
11497	1	134	Nikki Smetham	Christchurch Transport Plan (Strategic n)	Cycle safety and timing of cycle programme	The purpose of the Major Cycleway Programme is to create 13 cycling routes across the city, linking people to key destinations. The routes are being built with a high level of safety and priority with designers aiming to create a cycling environment that is safe for a 10 year old to use.
11498	1	135	Jens Zollhoffer	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11499	1	136	Ria Chapman	Recreation & Sport Services	It is fantastic that the fitness centre opens at 5.30am. Opening at 5.45am would make it impractical to use the facilities prior to work.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11500	1	137	Hazel Agnew	Fees and Charges	1. Maintain opening hours of pools due to reduced availability of facilities, importance for health and reduction of drowning 2. Increase admission charges by inflation rate only. Charges higher than other places	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget.
11500	1	137	Hazel Agnew	Christchurch Transport Plan (Strategic)	Major cycleways in general.	The Christchurch Transport Strategic Plan aims to provide Christchurch residents with a range of travel choices, the major cycleway programme will enable more people to consider cycling as a viable transport choice. It is envisaged that the Major Cycleway programme will, along with a range of supporting initiatives encourage people who are interested in cycling but concerned about the current level of safety to cycle.

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11501	1	139	Mark Watson	Waterways and Land Drainage	Wants Head to Head Walkway funding reinstated	Staff have been working closely with the Community over the past year through the establishment of a Working Party to progress this project. The project now has a number of stages ready for implementation through track improvements and signage installation. Funding will be subject to the Annual Plan deliberations
11502	1	140	Dorothy Lovell-Smith	Recreation & Sport Services	Provision of recreation changing facilities	There is no provision with in council's current CAPEX programme for new facilities at Kyle or Broomfield Common Reserves.
11502	1	140	Dorothy Lovell-Smith	Recyclable/Organic/Commercial	Fast food retailers and liquor outlets should be charged so that more effective rubbish collection can be carried out.	There is a maintenance regime to clear litter from public places. Most fast food retailers provide in store rubbish facilities for their customers.
11502	1	140	Dorothy Lovell-Smith	Road Network	<ol style="list-style-type: none"> 1. Footpaths should be provided on both sides of all new and old roads. 2. The footpaths near the Hub are shocking 3. There should be a footpath connecting Countdown and the Hub 4. No footpath on some parts of the North side of Waterloo Rd 	<ol style="list-style-type: none"> 1. In general footpaths are now provided on both sides of all new roads. There are some existing roads that do not have footpaths on both sides and CCC has a programme of works to fill the gaps 2. Damaged footpaths will be repaired either as part of the mall redevelopment or by maintenance crews. The missing footpaths may be completed as part of future developments in the area. 3. Agreed, and this can be added to the footpath extension programme to be completed when funding is available. 4. Noted. This will be added to the footpath extension database to be ranked against other similar projects
11502	1	140	Dorothy Lovell-Smith	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	<p>Don't delay the cycleways. Get safe cycle ways through-out the city as soon as possible. As the industry moves out west ensure that all new estates are services with good safe cycle access. There should be a cycleway linking Hornby with Wigram, Haswell and the new motorway cycleway</p> <p>The land underneath the high tension power line should be used to link aread. The houses underneath the lines in Roberts Rd area should be removed and the private land in Buchannans Rd purchased so that a cycle road can be built right through from Hornby to Yaldhurst Rd.</p>	The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension. These origin and destination of the 13 major cycleways has been determined but the actual route has not been determined for all cycleways. It is unlikely that private landowners will be made to sell their properties.

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11502	1	140	Dorothy Lovell-Smith	Public Transport Infrastructure	<p>1. Bus services should be coordinated between Regional Council and the City Council so there is a match between routes, timetables, bus stops and the buses provided.</p> <p>2. At present some buses are more comfortable than others. They should all be comfortable, smooth running and fuel economical and please lets have them so that small people like me can see out of the windows. Bus travel needs to be made more attractive to a wider section of the public instead of being perceived as a service for losers. Attractive advertising showing where they go, what special events are serviced and cheaper fares could perhaps help.</p> <p>3. There could be a greater range of special fares for families on weekend etc.</p> <p>4. How about special bike carrying buses to go out to such areas as Bottle lake, Halswell Port Hills?</p> <p>5. What about allowing muzzled dogs on buses so people can get to beach and dog walking parks</p> <p>6. Extra buses and special fares for sports teams</p> <p>7. More frequent services between 7pm and 11pm</p> <p>8. All new industrial and residential areas need to have bus services provided as soon</p>	<p>1. Bus routes, timetables and buses provided are all the responsibility of Ecan rather than CCC. PT infrastructure installation is coordinated with Ecan</p> <p>2.This is the responsibility of Ecan</p> <p>3. Fare setting is the responsibility of Ecan</p> <p>4. All buses have the ability to carry bikes. The routes the buses travel are the responsibility of ECan</p> <p>5. This is the responsibility of ECan</p> <p>6. This is the responsibility of Ecan</p> <p>7. This is the responsibility of ECan</p> <p>8. ECan currently have Stage 2 of their bus route review out for consultation.</p>
11502	1	140	Dorothy Lovell-Smith	Libraries	Opposes reduction of opening hours at CCL	Libraries were requested to assist Council with cost management. The early closing of three libraries are a measure to accommodate this.
11502	1	140	Dorothy Lovell-Smith	City and Community Long-Term Policy and Planning (General)	Submitter suggests that as the population density is increasing in Hornby the Council should consider planning for a range off facility and amenity improvements in the area.	The Southern Line Cycleway Puari ki Nihototo is planned to connect Hornby to the Central City and Templeton. Parks quality and improvements are driven by the levels of service in the activity management plan. Where parks are getting to a condition in which they do not meet the level of service redevelopment and improvements are scheduled. There was no capital project scheduled in the 2013-2016 period in the Three Year Plan for a South West swimming pool and recreation centre. The planning for the South West Library is provided for in the Three Year Plan with delivery anticipated about 2017.

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11576	1	142	Steve Richardson	Recreation & Sport Services	<p>1. 5.30am start allows customers to exercise before work considering the increased travel and work challenges post earthquake. Regular exercise and the health and well-being of residents is paramount and is an 'essential service'. Understand need to save money but this idea will not achieve this outcome.</p> <p>2. Suggest you only pay maintenance staff if the facility is open.</p>	<p>1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.</p> <p>2. Council maintenance team achieving well to maintain current facility availability considering increased pressure on facilities and less ability to complete major repair work normally scheduled during regular shut downs.</p>
11503	1	145	William John Kelly	Major Cycleways	Major cycleways	The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane, in other situations separated cycleways will be required. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.
11504	1	147	Richard Goldsbury	Major Cycleways	Major cycleways and Bowenvale track	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11506	1	149	Lynley Weeber	Recreation & Sport Services	<p>1. Object to changing opening hours. Start time of 5.30am enables many working people to exercise in the fitness centre. Changes to these could result in members looking at other providers. Encourage staff to mingle more with customers to help attract more customers.</p> <p>2. Object to extra charge for spin classes. If spin classes were not extra for members I would do more</p>	<p>1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Staff training delivered to support staff increasing interaction with customers</p> <p>2. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget. No charge for spin classes would require other fees to increase or a higher rate payer subsidy for Recreation and Sport Services</p>
11507	1	150	Robin McCarthy	Miscellaneous	Submitter proposes a written contract between Council and Christchurch and Canterbury Tourism to include a number of provisions. Funding CCT.	There is no existing formal contract. Levels of service and funding levels are determined by the Council through the Long-Term Plan/Annual Plan. Performance against the levels of service is reported regularly.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests a contract with Christchurch and Canterbury Tourism includes a clause that up-front fees no longer be sought from tourism operators.	Christchurch and Canterbury Tourism operates a business partner programme. Tourism operators can choose to become a business partner and receive specific services such as having brochures displayed in the i-SITE, bookings being taken at the i-SITE (for an agreed commission fee), listing on christchurchnz.co website etc. This provides a source of revenue to supplement the funding received from the Council.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests a contract with Christchurch and Canterbury Tourism includes a clause that no differential commission fee scheme on operators fees be allowed.	Christchurch and Canterbury Tourism requires a commission of 12.5% for all bookings taken through the i-SITE. This is the same/similar level for all i-SITES across NZ. Some operators voluntarily pay a higher level of commission either to contribute further to Christchurch and Canterbury Tourism or to incentivise it to sell their services/products. The option of paying a higher rate of commission is made explicit on the relevant forms.

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11507	1	150	Robin McCarthy	Miscellaneous	Submitter alleges Christchurch and Canterbury Tourism requires business partners to enter in a restraint of trade in respect of their freedom to invest in another or similar business and reuests this be prohibited in the requested contract with the Council.	The Terms and Conditions for Business Partners contain no restraint of trade. In practice one company that owns multiple businesses and brands is not able to obtain multiple brochure displays in the i-SITE for the price of one. This is necessary to ensure that each brochure display space is paid for.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests that the only condition of retailing tourism operators services and products be that their brochures contain nothing of an offensive nature, misrepresentation or passing off.	There are a number of terms and conditions for business partners which are clearly displayed on the christchurchnz.com website. These are designed to provide a fair an equitable service to all Business Partners and ensure the integrity and quality of the service provided to tourists. In these Terms and Conditions Christchurch and Canterbury Toursim reserves the right to remove a brochure from display if: product or service claims are made within the brochure that are untrue; a number of material complaints are received about a particular product or service advertised in the brochure; the quality of the printed brochure is deemed to be sub standard.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests that Dircetor vacancies for the Destination Christchurch Canterbury New Zealand Trust and the Christchurch and Canterbury Marketing Limited (Christchurch and Canterbury Tourism) boards be publicly advertised.	The Council appoints one trustee to the Destination Christchurch Trust. The trust deed does not specifiy a process for selecting new trustees. In practice trustees are appointed by the remaining trustees based on governance knowledge, standing in the community and knowledge of the tourism sector. The Christchurch and Canterbury Tourism Directors are appointed by the Trustees of the Destination Christchurch Trust. A normal governance process is followed. A skillset, experience and other attributes are agreed between the trustees. This is discussed with the Chair of the Christchurch and Canterbury Tourism Board. A long list is discussed and a short list interviewed. Any feedback is sought from the chair, though the chair does not make the decision. The trustees have the option to advertise the role if they are not satisfied with the candidates otherwise.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests that tourism operators and the public be able to attend the board meetings of both Destination Christchurch Canterbury New Zealand Trust and the Christchurch and Canterbury Marketing Limited (Christchurch and Canterbury Tourism).	The Board Meetings of these two organisations are not public forums. Christchurch and Canterbury Toursim invites all Business Partners to its Annual General Meeting and to at least 6 Business Update Meetings a year with its management team at which it is open with the organisation's strategy and stakeholders have the opportunity to ask questions in an open forum.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter requests that the minutes of the Destination Christchurch Canterbury New Zealand Trust and the Christchurch and Canterbury Marketing Limited (Christchurch and Canterbury Tourism) be made available to the public on request.	The Board Meetings of these two organisations are not public forums. Christchurch and Canterbury Toursim invites all Business Partners to its Annual General Meeting and to at least 6 Business Update Meetings a year with its management team at which it is open with the organisation's strategy and stakeholders have the opportunity to ask questions in an open forum.
11507	1	150	Robin McCarthy	Miscellaneous	Submitter alleges that tourism operators appointed to the Board have an unfair advantage based on the knowledge they gain of the market in this way.	The Christchurch and Canterbury Tourism Board has appropriate conflict of interest procedures that Board members comply with.

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11508	1	152	Betty Shore	Major Cycleways	Major cycleways	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane, in other situations separated cycleways will be required. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.
11509	1	153	Herbert David Black	Recreation & Sport Services	Maintain 5.30am open time and close 30 minutes early due to demand being higher in the morning. Current start time enables people to swim and get to work prior to major traffic congestions	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11510	1	154	RJ Barr	Recreation & Sport Services	Extended opening hours has been a successful initiative. Do not shorten especially in the morning. Greater savings in a healthy community.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11511	1	155	Susan Goodfellow	Recreation & Sport Services	Working mother needs the 5.30am start time for fitness training, looking after children and complete paid work as well. Reduction in hours would result in a shift to other providers and does not make business sense nor serve the goal of a healthy city	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11512	1	157	Kim Goodfellow	Recreation & Sport Services	Working mother needs the 5.30am start time to allow time to look after children and complete paid work as well. Reduction in hours would result in a shift to other providers and does not make business sense	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11513	1	158	Liona	Recreation & Sport Services	Please do not open Parklands Fitness Centre later in the morning. Any change would impact on our ability to leave the centre at 7am to get to work on time, which now is mostly on the Western side of the town. Close 30 minutes earlier if need be.	For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11514	1	159	Emma Pearce	Libraries	Opposes reduction of opening hours at CCL	Libraries were requested to assist Council with cost savings. The early closing of three libraries are a measure to accommodate this.

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11515	1	161	Pauline Smith	Tram	Submitter concerned that there is no allowance in the 2014/15 plan to complete the tram extension. Notes international events planned for 2015. Tram will assist joining the inner city retail and entertainment precincts. Seeks funding for completing extension from behind the Cathedral to High Street Mall and High Street.	The importance of tourism, the need for central city attractions and the value of the tram in that regard and linking central city precincts is acknowledged. A major consideration at this time is the cost of completion estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11516	1	163	Asher Lewis	Tram	Submitter supports tram being back in operation, great attraction for visitors and locals with annual pass. There is a noticeable need for more people to visit New Regent Street and it would be great for business in both New Regent Street and Cashel Mall if they were linked by tram. Seeks funding in the 2014/15 plan to complete the tramway extension loop.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11517	1	164	Sophie Beaumont	Tram	Completion of the tram extension would be a great thing for Christchurch. Seeks funding for this.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11518	1	165	Larry Day	Tram	Tourism is important to CBD economic recovery, and trams are a key part of this. International events planned for 2015. Requests \$1M in 2014/15 plan so that route behind Cathedral and through Colombo Street are joined.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11519	1	166	Allan and Karen Scott	Tram	Tourism is important to Christchurch recovery, and tram partial reopening has been a boost to city and tourist support and used by locals with annual pass. Tram an important link to CBD hubs. Only 50 metres of track to lay and Council needs to finish what was started. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High Street and Cathedral Square.	The importance of tourism to Christchurch recovery and the value of the partly re-opened tram in that regard and in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11520	1	166	Alan Smith	Recreation & Sport Services	5.30am start time at Jellie Park means people can complete a work out of swim before work. 20-30 people will be waiting at the door in the morning. Starting later would result in customers not being able to use the gym before work so they would cancel their memberships so not achieve the cost savings Council is aiming for.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11521	1	168	Trudi Bouman	Tram	Tourism is important to Christchurch wellbeing and vibrancy. The tram is an important link for the city to promote recovery and for wellbeing of citizens. Requests funding in 2014/15 plan to complete the tram extension	The importance of tourism to Christchurch recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11522	1	169	Jan	Tram	Wants to see tram track finished around the city as it attracts visitors and locals and brings more money to the city. Is good for New Regent Street and would be for Restart Mall and High Street. Requests that that tram track be finished.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11523	1	170	Louise Olin	Recreation & Sport Services	Thanks for the opportunity to have my say. 1. Council should not change the opening times but be encouraging participation in healthy activity. Our household needs to use the early starts and late finishes to fit in the family's exercise needs. 2. Do not increase the fees. Our household of 4 people already send \$2,800 per year.	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Investigate family price discount options and present back to Council for LTP consideration
11524	1	171	Max Ronald Smith	Tram	Return of trams has been terrific but job needs to be completed. Every incentive needed to get activity going in the central city. Requests that 2014/15 plan provides for completion of tram extension so track is joined from High Street, Manchester Street, High Street Mall, Colombo Street and Cathedral Square, to be operating by the time The Terrace project is complete.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11525	1	172	Dan Joines	Tram	The Tram is vital to bring in visitors and generate foot traffic, and facilitates traffic flow and moving easily around CBD. As a city retailer, relies on people coming to CBD and larger tram loop will help CBD area recover and repopulate. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11528	1	173	Alan Tunnicliffe	Libraries	Would like one late night at Central Manchester. Support rent free buildings for voluntary libraries.	We are currently monitoring the rebuild situation in the CBD. As the workers and residential population increases we will continue to review the opening hours of Central Manchester Library. The Libraries 2025 Facilities Plan enforces the support of Voluntary Libraries in the provision of rent free community facilities. There are no plans to charge rent for voluntary libraries using current Council buildings or change support for their collections.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11529	1	175	Pauline Cooper	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11530	1	176	Charlotte Stephen-Brownie	Cycleway funding	Objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11531	1	178	South Brighton Motor Camp	Waterways and Land Drainage	Flooding South Brighton Motor Camp	Thank you for your detailed submission. This will be investigated as part of the Council's Land Drainage Recovery Programme.
11532	1	182	Blake Hartland	Christchurch Transport Plan (Strategic)	Tram is important to tourism and the central city. At least 3 major events next year (Cricket and Youth Football World Cups and National Kapa Haka) and complete tram circuit needs to be part of visitor experience. Needs to be complete tram loop rather than there and back on same track. Requests funds be allocated to complete the tram track extension beyond the junction of Cashel and High Streets to connect to Colombo Street and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. The advantages of the extension being a complete loop are also acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11533	1	183	Ross Mackintosh	Christchurch Transport Plan (Strategic)	Active Transport	The Christchurch Transport Strategic Plan aims to provide Christchurch residents with a range of travel choices, the major cycleway programme will enable more people to consider cycling as a viable transport choice. It is envisaged that the Major Cycleway programme will, along with a range of supporting initiatives encourage people who are interested in cycling but concerned about the current level of safety to cycle.
11534	1	184	Lynne Amos	Tram	Tourism is essential to inner city redevelopment and trams are an important link in catering for increasing visitor numbers. Requests funding in 2014/15 plan (\$1.2M ?) to complete the tram extension down High Street and around the back of the Cathedral.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11535	1	185	Sarah Wisson	Recreation & Sport Services	The current 5.30am start enables people to exercise considering reduced facility availability, increased work hours and travel times. Customers waiting to get in at 5.30am. If hours are cut what are customers getting for their money, which increases every year. 24 hr gyms will become more attractive.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. The fees are good value for money.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11536	1	186	Roy Sinclair	Tram	Tram extension will add to Christchurch's visitor attractions while enhancing CBD business activity as well as being relevant to Restart Mall. Track was almost complete before the quakes and only requires some track behind the Cathedral and in High Street plus the overhead power supply. Requests funding in the 2014/15 plan to complete the extension along Oxford Terrace, through Restart Mall and back to Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11536	1	186	Roy Sinclair	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11537	1	188	Mat Harris	Harbours & Marine Structures	Repair Governors Bay jetty	Investigations are currently underway to establish the cost of reopening the jetty, and keeping it open. Initial investigations show that the repair cost is significant and not currently budgeted for in this Annual Plan
11537	1	188	Mat Harris	Community Facilities (including rebuilds)	The submitter suggests that the Council offer a management/lease operation to local whereby the Governors Bay Schoolmasters House & neighbouring cottage are used as holiday accommodation.	Council staff are currently investigation the use of this facility as a transitional community facility. This is at the direction of the Committee following a deputation from the Governors Bay Communication Association.
11538	1	189	Matt Moulson	Fees and Charges	Increasing the fees will make the facilities exclusive and not accessible.	A 25% discount is eligible for Community Beneficiary Card holders. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget.
11539	1	190	Christy McKessar	Cycleway funding	Objects to Cycleway programme timing change from 5 to 8 years.	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11540	1	191	Rebecca Slattery	Christchurch Transport Plan (Strategic)	Rejuvenation of central city is important and tram has a huge impact on both tourist experience and local residents. Will help link central city hubs and has already had huge impact on New Regent Street area and linked it to Museum and Botanic Gardens. Completion of loop needed to assist business growth including hotels and tourism businesses. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11541	1	192	John Smith	Tram	Tram restart has improved businesses in New Regent Street and Cathedral Junction, but more is needed, and completion of the extension will provide link with Cashel and High Street businesses. International events in the city in 2015 will showcase Christchurch to the world and tram extension needs to be completed by then. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11542	1	192	ETP Group	Tram	<p>Submitter owns Cathedral Junction and adjacent buildings and also sites near High-Lichfield-Manchester Streets. Tram restart linking tourist hub to New Regent Street has been of huge benefit to the struggling area of Cathedral Junction- New Regent Street business community, bringing people and profile. Tram has a very important role in encouraging and sustaining the rebuild and revival. Vital that its reinstatement and extension programme continue and be accelerated. Notes the new Stranges node, which is near submitter's interests in the Innovation Precinct. This was recognised by the Council's October 2013 resolution. Disappointed that no further funding in Annual plan to complete the line to Manchester St and back to Cathedral Square. Tram operator has proven track record to present a world class product to visitors and local residents and pays the Council for the right to operate, giving both a direct and indirect return on investment. (continued below)</p>	<p>The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts and as a wayfinder is acknowledged. While accepting that completion of the tram extension will give both a direct and indirect return on the Council's already significant investment, a major consideration at this time is the cost of completion. This is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). Present costs for building Stage 2 to CPIT have not been determined, but the estimate in 2009 when the whole tram proposal was included in the Council's Long Term Council Community Plan was \$5.2M.</p>

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11542	1	192	ETP Group	Tram	Tram and infrastructure assists way finding and provides permanent and legible linkages to existing business and tourist hubs along the route and as the next stage to C1 and the remaining heritage precinct of High Street. Notes that only about 50 metres of track plus overhead poles and wires are required to get tram as far as High-Manchester Streets and back. Requests firstly the resumption of operation of the balance of the existing tram loop and completion of the first part of extension to Cashel Mall as a priority to assist central city recovery, secondly urgently determining the funding required to complete and open the extension to High-Manchester Streets and back to Cathedral Square via High and Colombo Streets and including this in the 2014/15 plan, and thirdly seeking the inclusion of funding in the early years of the next Long Term Plan to complete the balance of Stage 1 plus Stage 2, as previously designed and approved by the Council.	See above comment
11543	1	199	Joanne Lill	Tram	Submitter supports tram being back in operation, but full tram extension project needs to be completed. Tram vital to getting the central city more vibrant. Will be a better attraction for visitors and locals with annual pass, reason to stay longer. Sees tram as a vital link to inner CBD businesses as they reopen and develop, especially convention business and hotels. Requests the extra funding required to complete the tramway extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11544	1	200	Frank Dohmen	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.

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11545	1	203	Gary Stagg	Tram	Tram extension is needed to get the people of Christchurch and our tourist industry back to where it was before the earthquakes, Recovery and tourism must move forward this year to help CBD. Only about 50 metres of track still to do. Requests that it be a priority in 2014/15 plan to fund the completion of the tram extension.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11546	1	204	Jurgen Wagner	Christchurch Transport Plan (Strategic n)	Tram is an iconic visitor attraction and needs to be completed to allow for a circular tour. Requests that Council amends plans to allow for this.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. It would be better to have the extension as a complete loop rather than there and back on the same track. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11547	1	205	Julie Wolbers	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11549	1	208	Jennifer Porter	Parking	Submitter believes the Council could utilise Parking Revenue from off-street parking to increase revenues.	The Council has a parking operation that has developed a portfolio of sites to provide parking, particularly to support retail activities.
11549	1	208	Jennifer Porter	District Plan Review	Concerned at effects of easing restrictions on use and ownership of EPH	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11549	1	208	Jennifer Porter	Central City Plan (Includes Accessible City)	Submitters hopes that building standards do not slip to a tilt slab ghetto.	Building standards are the responsibility of Central Government. The Urban Design Panel does not, as a rule, comment on a proposed buildings materials, but rather how they are used to meet good urban design outcomes.
11550	1	210	Eddie Hayes	Financial Strategy General	The submitter requests that spending be prioritised to community groups rather than on events such as the Ellerslie Flower Show.	All levels of service have been reviewed as part of the Annual Plan process and cost savings made where possible.
11550	1	210	Eddie Hayes	Build Strong Communities (includes Early Learning Centres)	This submitter opposes Cutting Strengthening Communities funding.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11551	1	212	Beth Smith	Recreation & Sport Services	Oppose the change to opening hours. 5.30am start time enables me to get to work for my 7am start. Customers would choose other gyms so the Council would not achieve its nett cost savings.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11552	1	213	Mike Bonisch	Recreation & Sport Services	Since the Earthquake Jellie Park change its start time to 5.30am from 6am. This has enabled customers to still exercise and htneg get to work with the increased travel times. If the time change I would not be bale to exercise before work. Shorten the hours at the end of the day not the start.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.

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11553	1	214	Ian Johnson	Community Grants	This submitter opposes cuts to community funding	Acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11554	1	215	Joe Pickering	Tram	Ability of tramway to bring life and economic benefits amply demonstrated in New Regent Street and Cathedral Junction. It will bring many patrons to Cashel mall and the High Street area. The tram extension project should not be left unfinished. Requests funding to take trams through Cashel Mall and back along High Street to Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11555	1	216	Lisa Funnell	Recreation & Sport Services	Maintain Parklands recreation centre current opening hours. Opening 15 minutes later would mean customers could not attend classes prior to work. East already disadvantaged.	Maintain Parklands 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11556	1	217	Allan Grant	Financial Strategy General	The submitter points out that the plan apportions only 5% of the budget to Storm water drainage and flood protection, and 14% to cultural learning. The percentage allocated to flood protection should be 14% and culture and learning reduced to less than 10%.	Your point is noted, and you will be aware that the Mayor has commissioned a task force to bring a solution to Council on the flooding problems. The figures that you have quoted relate to operating costs only; Council plans to undertake a further \$82.7m of capital investment in storm water and flood protection in 2014/15, or around 12.7% of its total capital programme for the year.
11557	1	218	Betty Hazeldine	Tram	Trams returning to New Regent Street post quake gave a dramatic increase in business bringing many tourists and local visitors back into the central city. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11558	1	219	Tom Fenton	Recreation & Sport Services	Do not support reducing opening hours by 30 minutes. Would result in overcrowded facilities in the morning and other unable to train prior to work. Post earthquake encourage exercise for health and wellbeing	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11559	1	220	Sally Overton	Recreation & Sport Services	Concerned over proposed change to opening hours of Recreation and Sport Centres. A 5.30am start time enables customers to exercise before work. Leave the hours as they are.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11561	1	221	Male Survivors of Sexual Abuse Trust	Community Grants	This submitter opposes Cutting Community grants	Acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11562	1	222	Margaret Black	Recreation & Sport Services	20-25 customers use the Jellie Park Fitness Centre at 5.30am. I have used the Fitness Centre at night and the numbers of customers are very low, as is the pool. Why not close the Fitness Centre and Pool earlier. The current start time enables exercise before work. Health and fitness is \more important than the cost of and unhealthy citizen.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11564	1	223	Marie O'Connell	Waterways and Land Drainage	1. Submitter favours rainwater storage tanks to mitigate stormwater issues.	The submitter's comments are noted. Individual property rainwater storage tanks are no longer required for drinking water, as suitable water is reticulated to city properties. In some new housing construction projects on sloping land in the port hills, rainwater storage tanks are still required to moderate the effect of stormwater runoff in major rain events.
11564	1	223	Marie O'Connell	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	2. Footpaths are often on a steep gradient causing difficulties for some walkers.	There are requirements when constructing vehicle crossings (driveways over footpaths) to ensure that the slope or slant is kept to a reasonable degree, such that pedestrians are not disadvantaged. This is not always achievable, but the Council Asset Protection Team work to ensure these crossings are constructed to Council standards wherever possible.
11565	1	226	Crystal Light Shellamar-Tanner	Recreation & Sport Services	1. Would like to see the charges decreased and opening hours increased to support people dealing with stress. 2. would like to know where the increased rates money is going when services have not increased	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Proposed fees and rates will enable Council to deliver Recreation and Sports Services within budget.
11566	1	228	Barbara Scott	Stadium Rebuild (includes temporary stadium) Rugby	Object to new rugby stadium. Addington working well and rarely filled to capacity.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11566	1	228	Barbara Scott	Road Network	I am sick and tired of being caught in the traffic going out to Ohoka via Marshland Road to pick up school children. It is time we had lights at the corner of Marshlands / Prestons Roads to help congestions	Work to install traffic signals at this intersection is currently underway.
11566	1	228	Barbara Scott	Waterways and Land Drainage	State of stormwater system	Your comments are noted. The Council's Land Drainage Recovery Programme and the Mayoral Taskforce are addressing the priority stormwater systems.

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11567	1	230	Valerie Mayer	Tram	Tourism is vitally important to Christchurch recovery and tram, used by tourists and locals, plays a very big part. Return of tram over part of original loop last November gave a huge boost to the city. Expansion of the tram will be a superb link to the various city centre hubs. Extended loop is almost complete and will be a huge attraction and give extra impetus to businesses along the route. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11568	1	232	Jeffrey Greenep	Stadium Rebuild (includes temporary stadium) Rugby	Reconsider building a covered stadium. Other priorities for funds, would have ongoing operational costs, present stadium adequate, less than 5% of great Christchurch attend games, better uses exist for the land.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11568	1	232	Jeffrey Greenep	Convention Centre	States that the convention centre is too big and will have to complete with new centres in Auckland and Queenstown	The Crown has reduced the scale of the Convention Centre from the early concepts. CERA is mindful of the national strategy for bringing business events to NZ as a whole. Queenstown ratepayers are currently being consulted on a possible convention centre, but a decision to proceed has yet to be made.
11568	1	232	Jeffrey Greenep	Major Cycleways	Major cycleways	Planning and design for cycleways is already underway. In the central city in particular the design of the cycle network is being developed as an integrated part of the Recovery Plan. The timing of construction needs to be carefully managed however as the heavy traffic required for construction of buildings can cause damage to roading infrastructure. For this reason it is in many cases more cost effective to wait until major building construction is completed before expensive cycleway infrastructure is placed on the ground. The progression of the Major Cycleway programme is also being aligned with SCIRT work as much as possible in order to make the most of opportunities for savings and efficiencies and minimise the disruption to residents.
11569	1	234	Stuart Payne	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11569	1	234	Stuart Payne	Waterways and Land Drainage	Mid Heathcote river flooding	The Mayoral task force is addressing the issue of siltation in the lower Heathcote and developing a dredging program
11569	1	234	Stuart Payne	Suburban Master Plans	Restricting commercial development in suburban centres to facilitate CBD recovery is mistaken.	There are no plans to restrict suburban development in suburban centres.

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11570	1	237	Dylan Filbee	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11571	1	238	Tjalling Jonker	Asset Sales (includes CCO's and land)	1) The submitter is strongly opposed to the Council selling assets to pay for white elephant projects such as the stadium. 2) The submitter asks for the total cost of the cycleways including signposts etc.	1) Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. This may include the sale or partial sale of its Trading Organisations. The Council will consult again at that stage. 2) The budgets as given in the Annual Plan include all costs
11572	1	240	John Draper	Asset Sales (includes CCO's and land)	The submitter is strongly opposed to the Council selling assets to pay for white elephant projects such as the stadium.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11574	1	241	Sean Wang	Miscellaneous	Supports content of draft Annual Plan.	Thank you for your feedback and support of the Annual Plan 2014/15.
11577	1	244	Amanda Peter	Asset Sales (includes CCO's and land)	The submitter is strongly opposed to the Council selling it assets to pay for white elephant projects such as the stadium; they work for our city, not private owners, and are an investment for future generations.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11578	1	245	Rebecca Lovell-Smith	Asset Sales (includes CCO's and land)	the submitter is strongly opposed to the Council selling it assets to pay for white elephant projects such as the stadium; they work for our city, not private owners, and are an investment for future generations.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11580	1	246	Tim Baird	Financial Strategy Debt	Opposed to new stadium. Not needed, does not make financial sense.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11581	1	247	Christine Tweedie	Tram	Trams back operating have provided a boost to retailers in New Regent Street and the Junction by linking with the Gardens and Museum. Inner city retailers are still struggling and they must be given as much support as possible. Completion of the extension is essential to the revitalisation of the central city. It will provide a tourist link to Cashel Mall, The Terraces and High Street connecting with the Square, Cathedral Junction and New Regent Street. Requests funding in 2014/15 plan to complete the extension so it is linked to High Street and Colombo Street and behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11582	1	248	Mathew Wilson	Tram	Tram is a vital part of the inner city development and the extension was almost complete before the February earthquake. Small business operators need visitors to support their business and trams help provide the link which is so important to the city. Requests funding in 2014/15 plan to complete the extension down High Street and back behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11583	1	249	Bridget Read	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11584	1	250	Michael Ball	Public Transport Infrastructure	1. Urges the Council to promote the investigation and implementation of suburban rail. 2. Believes bridges over rail lines are required Council should be promoting railways for freight and buses for getting people out of cars. Freight should exit via Lyttelton. Simply building roads will not solve gridlock	1. Council is currently working with UDS partners looking into studies on future rapid public transport. This will also consider opportunities for rail 2. Agree that level crossings contribute to traffic congestion, however there currently is no funding available for the construction of additional bridges over the railway.
11584	1	250	Michael Ball	Christchurch Transport Plan (Strategic)	The Tram is a vital part of the inner city development and the extension was almost complete before the February earthquake. Small business operators need visitors to support their business and trams help provide the link which is so important to the city. Requests funding in 2014/15 plan to complete the extension down High Street and back behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11585	1	252	Belfast Community Network Inc	Community Grants	This submitter opposes decreasing the Strengthening Communities Fund.	Acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11586	1	253	Marjorie Mantheil	Major Cycleways	Timing of Cycleway programme	The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane, in other situations separated cycleways will be required. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.
11587	1	255	Woolston Development Project	Community Grants	This submitter opposes decreases in Strengthening Communities Fund.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.

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11588	1	257	New Zealand Land Development Co Ltd	District Plan Review	Wants a reduction in Living 1 lots sizes	This submission is relevant to the district Plan review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11589	1	260	Jo Hall	Asset Sales (includes CCO's and land)	The submitter requests that Council assets not be sold, as they provide a good return to the Council.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11591	1	261	Donna Amos-Bell	Tram	Tram was city's No. 1 attraction before the quake. Need to attract visitors and city needs them to stay longer. Requests funding in 2014/15 plan to complete the extension.	The importance of the tram as a visitor attraction and its value to local business is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11592	1	262	Hildegard Grant and Anna Langley	Community Grants	This submitter suggests Strengthening Communities Fund be kept close to the current level.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11593	1	264	Greg Booth	Major Cycleways	Major cycleways	The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane, in other situations separated cycleways will be required. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.
11594	1	267	Jo-Elle Abraas	Recreation & Sport Services	Maintain current opening hours to allow time for customers to complete fitness sessions prior to work and minimise overcrowding	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11595	1	268	Robert Glennie	Public Transport Infrastructure	Council should be promoting railways for freight and buses for getting people out of cars. Freight should exit via Lyttelton. Simply building roads will not solve gridlock	The Christchurch Transport Strategic Plan identifies different routes within Christchurch that will be prioritised for different modes. It also supports the mode shift from private vehicles to more active modes. The amount of freight being moved by rail is set to increase.

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11596	1	270	Charlie Catt	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	Christchurch has a once in a lifetime chance to get the cycling issue sorted. This city is made for cycling yet using a bike everyday as I do, is getting harder and harder, not to say more and more dangerous. More dedicated cycle tracks that are separated from vehicular traffic are needed, and they should not be put on the back burner, as recently suggested. Apart from being much cheaper than building yet more roads, they have the added advantages that bikes do not produce pollution, they are good for your health, and evidence from overseas suggests that an increase in pedestrians and cyclists is good for business. In short everyone benefits, even the car drivers as there will be fewer cars and cyclists on the roads. Please make it happen - sooner rather than later.	Council is committed to the provision of the 13 major cycleways. The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension.
11597	1	271	Christchurch Community Accounting	Community Grants	The submitter recommends: Include the following goal : Strengthening not for profit infrastructure by supporting and engaging with not for profit infrastructure providers, and developing strategies for community organisation capacity and capability development with their help.	Strengthening Communities advisors are a resource available to organisations to assist with organisational capacity and development along with a grants scheme available to assist where possible with capacity issues.
11597	1	271	Christchurch Community Accounting	Community Grants	Submitter recommends : Adjust Strengthening Communities Fund from 2013/14 level of \$7,890,000 to \$8,216,000	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11598	1	274	Victoria Andrews	Convention Centre	Does not want rates to fund a 35,000 seat covered stadium or a new convention centre	The exact scope, cost and timing of a new stadium has yet to be agreed. The convention centre is being developed by the Crown under the cost sharing agreement
11598	1	274	Victoria Andrews	Stadium Rebuild (includes temporary stadium) Rugby	Do not support use of rates to fund a 35,000 covered stadium	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11598	1	274	Victoria Andrews	Hagley Park Cricket	Canterbury Cricket should repay Council legal costs for Hagley Oval hearings	The Environment Court has ordered Canterbury Cricket Association pay 100% of the costs incurred by the CCC in the direct referral proceedings for Hagley Oval
11598	1	274	Victoria Andrews	Events and Festivals	The Annual plan budget of \$9.5m for events and festivals is excessive	The budget for Events and Festivals is explained on page 60 of the Draft Annual Plan. Total cost of events and festivals is \$9.55m, with operating revenue (including ticket sales and sponsorship etc) of \$3.934m, resulting in a net position of \$5.56m (the cost to Council).
11598	1	274	Victoria Andrews	Fees and Charges	Remove the admission charge at Akaroa Museum. Repair Akaroa Museum and reopen it fully to the public.	Thank you for your comments. Repairs to Akaroa Museum are being progressed along with others.

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11598	1	274	Victoria Andrews	Fees and Charges	Increase wharf fees for cruise ship	Initial nationwide review shows that for the standard of the Akaroa wharf we are charging a fair and reasonable amount.
11598	1	274	Victoria Andrews	Harbours & Marine Structures	Restrict number of Cruise ship passengers Akaroa Seawall next to Dalys Wharf needs repairing.	Recent independent research by Lincoln University supports mitigating negative impacts of high numbers in the tourist town rather than restricting numbers. The Akaroa seawall repair is under investigation.
11598	1	274	Victoria Andrews	Events and Festivals	The submitter proposes that the fees for the Recreation Ground in Akaroa are too high for a small rural community and that the Harvest Festival and Paddy's Market which use this venue are under threat because of the fees.	The fees and charges for events on Council parks and reserves are proposed by the Transport and Greenspace Unit and are set out on pages 151-155 of the draft annual plan. The Council's Events Development team implements these fees and charges for events. Staff do not have discretion to waive or reduce the fees. As a point of reference, the fee for the Harvest Market in 2013/14 was \$270.50, including the administration fee. This would increase by \$8 if proposed fees and charges in the 2014/15 Annual Plan are adopted.
11598	1	274	Victoria Andrews	City Governance & Decision-making	Banks Peninsula requires its own city Councillor and two Community Boards to ensure the area is heard.	Currently Banks Peninsula has an elected Councillor covering the whole area and two Community Boards. There is nothing in the Annual Plan that will change that. A Representation Review will be conducted with full public consultation during 2014 and 2015.
11598	1	274	Victoria Andrews	Enforcement and Inspections	Freedom Camping issues in Akaroa including incorrect Tourism and Promotional material; Inappropriate use of public spaces by freedom campers and the impact on local communities; Nuisance effects of freedom camping; Use of public facilities and services by Freedom Campers	Staff are currently reporting to the Strategy and Planning Committee on various Freedom Camping issues raised in Akaroa and across the wider district. Education, monitoring and compliance approaches are to be implemented to address freedom camping issues.
11599	1	279	Ken Henderson	Tram	Trams were a big feature of Christchurch experience since 1995, and this recognised when extensions approved prior to the 2011 earthquakes. Submitter is a tram driver and has received only favourable comments about the tram operating. Businesses on current shortened route have commented on extra business created by tram. Tram is alerting overseas tourists as to what can be done with CBD and vicinity. Requests funding in 2014/15 plan to complete existing circuit and route extension along Oxford Terrace, down the mall and back up High Street.	The importance of tourism to Christchurch recovery and the value of the partly re-opened tram in that regard and in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11600	1	280	Deirdre Rooney	Build Strong Communities (includes Early Learning Centres)	This submitter : 1. Appreciates current service; 2 Considers service would be compromised if it went into a corporate style centre;3 Suggests a solution is to extend the hours of operation; 4 Hopes service will continue to operate under the Council banner	1. The submitters appreciation is noted.2. Any terms and conditions relating to outsourcing would take into account the levels of service required. 3. Extending the hours of operation has some merit; 4 This depends upon the outcome of draft Annual Plan deliberations.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11601	1	282	Alan Robb	Tram	Great majority of tram extension installed before the earthquakes. Work needs to be completed as extension will contribute significantly to renewal of retail business in inner city, there is a demand from visitors for it to be done, with unused tram lines visible in City Mall and High Street, and there would be increased rental to the Council from the tram operator, thus an increased return for ratepayers. Requests sufficient fund in 2014/15 plan to complete the extension, believed to be in the order of \$1M.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11603	1	283	Canterbury Horticultural Society	Events and Festivals	Support for an annual international flower and garden show continuing to be held in Christchurch with input from local interests.	A review, with options for the future, of the Ellerslie International Flower Show was presented to Council on 22 May 2014
11604	1	284	Vaughan Ormsby	Rates General/Overall Increase	The submitter objects to the increase in charges for services to fund the rebuild and outlines a number of cost saving measures to reduce cost.	The Council has made every effort to find savings and keep rates at an affordable level. Inflationary adjustments to user charges and minor service level changes are part of this. The financial strategy covers funding of the rebuild.
11604	1	284	Vaughan Ormsby	Recreation & Sport Services	1. Object to 30 minute reduction in operating hours as means to rebuild Christchurch. Do not change the 5.30am start as this enables many people to exercise before work. 2. Object to recreational facilities being called "non-essential" services. Health and wellbeing on the individual and community essential to the earthquake recovery.	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. The Council provides facilities and supports opportunities for all members of the community to participate and enjoy recreation and sport.
11605	1	289	Mathew Brown	Tram	Submitter a business owner in Cathedral Junction. Completion of route will contribute to retail growth in the city and link for visitors between Restart Mall, High Street to the Junction and New Regent Street. Council committed to the project before the earthquake. Business is quite brittle, city needs to assist retailers as much as possible and completion of tram route the cheapest way as trams cover a large number of businesses along the planned route. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11606	1	290	Seiji Shimizu	Tram	Submitter a business owner in Cathedral Junction. Relies on tourist numbers and tram is important as it brings visitors who board at the Museum. Business in inner city is very tough and there is a need to attract as many tourists as possible. Supports the 2014/15 plan subject to it including funding to complete the tram extension by 2015.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11607	1	291	Tony Young	Tram	Council had previously committed to the extension which is 90% complete. It will give much needed support to inner city retailers and help grow business infrastructure. Visitor average stay time in city needs to get back to pre quake levels. Requests 2014/15 plan to complete the extension up Cashel Mall to High Street and back behind the Cathedral to link with the existing track.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11608	1	292	Andrew Allen	Tram	Tram extension all but done prior to earthquakes. Cost minimal to finish. More visitors returning to city and tram service encompassing a wider area would benefit re-establishing businesses. Current underutilisation a waste of resource.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11609	1	293	Stephen Goldson	Tram	Small amount of work needed to complete a meaningful and substantial tram ride through inner city and its retail precincts. Relatively modest additional cost would leverage substantially resources already invested in the tram. This would represent a fundamental development the city giving retail a reason to grow. Requests that the connection up Cashel Mall to High Street and behind the Cathedral be completed.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11610	1	294	Hazel Chapman	Tram	Pre-quake tram carried almost 250,000 people and recognised as number 1 tourist attraction. International events in the city in 2015 will allow Christchurch to showcase itself to the world and the city needs to be on track with popular and unique tourist attractions. Also a major local attraction with use of annual tram/gondola pass. \$5M already spent, 50 metres of track plus overhead lines to be completed, so worth investing the small amount needed to complete the circuit. Requests funding in the 2014/15 plan to complete the tram extension	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11611	1	295	Ian Luxton	Recreation & Sport Services	1. 5.30am start makes fitness centre available to people who can not use at any other time of the day. Change to start time could result in customer choosing other options, especially those increasing hours 2. increased fees, lack of development and updating equipment makes Council poor value. Increase members rather than reduce services	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Equipment supplied is current industry benchmark and replaced following a robust asset management plan. Council operates active membership retention and acquisition plans.
11612	1	297	Martin Langridge	Recreation & Sport Services	1. Recreation critical during the rebuild. 5.30am start suits many busy and stressed people. 2. price rise for pool membership not fair or equitable Attract more members. Any change will result in cancelation of membership.	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market.
11613	1	298	Rose Pearson	Major Cycleways	Major cycleways	The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane, in other situations separated cycleways will be required. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.
11614	1	300	Murray Gain	Tram	Trams have become an integral part of the city, well known for this beyond Christchurch. Provide other options for transport and sight seeing and experiencing the central city. Requests that pre-quake plans to extend tram up High Street be continued.	The importance of the tram as a visitor and local attraction is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11621	1	303	Jiong Xin Mei	Tram	Submitter is Chinese working in tourism industry and notes bigger market and direct flights which will be good for tourists. Finishing the tram extension will contribute to renewal of retail business in the city and tourism. Requests the funding be supplied for the completion of the tram tracks.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11622	1	304	Shane Breen	Tram	Tram needs to be able to show visitors all of the central city and not just half. Good for local businesses and tram will allow locals and visitors access. Request that work continue on the nearly completed tram loop.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11623	1	305	Juno Jung	Tram	Submitter works in Cathedral Junction and notes that many customers arrive by tram and without them business may suffer. Requests that the tram loop be completed.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11624	1	306	Sawaji Haraguchi	Tram	Submitter works in Cathedral Junction and notes that many customers arrive by tram and without them business may suffer. Requests that the tram extension be completed.	The value of the tram to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11625	1	307	Rowley Resource Centre	Community Grants	This submitter is supportive of Community Development funding	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11625	1	307	Rowley Resource Centre	Community Grants	Submitter is concerned there appears to be little provision set aside for non-council community facilities such as COSS, Community House etc.	The funding of all eligible non-Council community facilities is generally through application to the Community Grants programme.
11626	1	309	Adrian Ramsay	Tram	Trams are a key feature of the city, providing a stimulating attraction for visitors and give opportunity for them to visit important retail areas. Tram investment already made in key retail streets and areas - Cathedral Square, Worcester Boulevard, Cashel Mall, High Street, New Regent Street. Tram operation will make owning a business attractive. Tram features in the artists impressions of the Terrace development. Supports proposal to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11627	1	310	Terongo Tekii	Tram	Submitter is property manager for 18 retail outlets in Cathedral Junction. Tram partial restart provided a boost for tenants and there is a need for visitor connection to Cashel Mall, The Terrace and High Street. Retailing is very difficult in the central city and local business can benefit from the connections the tram extension will bring. Request funding in the 2014/15 plan to complete the extension during the 2014/15 period.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11628	1	311	Crystal Chang	Tram	Submitter is a café operator in Cathedral Junction, re-opened after 3 years post-quake. Business relies on local hotels, small number of local workers, plus tram passengers. Growth will be achieved by completing the tram extension which will be the best way the Council can support small business owners who have taken the risk of reopening in the city centre. Requests the completion of the tram extension during 2014/15.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11629	1	312	Mark Forster	Tram	Pre-quake tram carried almost 250,000 people and recognised as one of the city's best tourist attractions. International events in the city in 2015 will allow Christchurch to showcase itself to the world and the city needs to be on track with popular and unique tourist attractions. Also a major local attraction with use of annual tram/gondola pass. \$5M already spent, 50 metres of track plus overhead lines to be completed, so worth investing the small amount needed to complete the circuit. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11630	1	313	Barbara Haughey	Tram	Tram a great asset for tourists and locals and following the post-quake upheavals getting tram extension completed would be just another small way to get city up and going again. Submitter supports additional funding to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11631	1	314	James Bourne	Tram	Tram has a lot of history with city of Christchurch. Would be a shame not to have this iconic attraction back up and running. Benefits outweigh the costs as a fantastic future investment to make the CBD more appealing to new businesses/franchises.	The importance of the tram as part of the city's history, as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11633	1	315	Julie Robertson-Steel	Development Contributions	Supports reinstating development contributions for community infrastructure. Would prefer to see redevelopment within existing city boundaries encouraged over new greenfields that stretch the boundaries.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. Some discounting options exist within the DCP to encourage higher density housing within existing brownfield areas. The Council currently has a Development Contributions rebate scheme for increasing the level of residential provision in the Central City. Note that future changes the Local Government Act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11633	1	315	Julie Robertson-Steel	Rates Targeted levy	Urgent flood remediation should be undertaken; at least 10% of Council's total budget should be directed to drainage & flood protection, plus maybe funds from the Capital Endowment Fund.	Spending on Stormwater and Flood Protection & Control (broadly, "drainage") must be prioritised against other essential infrastructure spending (including on water supply and sewage). For 2014/15, Council plans to spend around \$108 million on drainage activity, including \$82.7 million of capital investment (around 12.7% of the total capital programme for the year). There are no plans to use funds from the Capital endowment Fund, as income from this Fund is already committed to other projects.
11633	1	315	Julie Robertson-Steel	Walk in Customer Services	Proposes that service centres remain open two evenings per week instead of being open on Saturdays.	The cost per transaction is very high because there are generally very few customers on Saturday morning. Therefore, this proposition seemed an appropriate source of savings.
11634	1	316	Kevin Praince	Fees and Charges	Council's proposed fee increases related to dog control are penalising responsible dog owners. Requests the costs associated with policing poor dog behaviours on the offending owners including significant fines and serious consequences instead of increasing the dog control fees.	Council has not raised the fees associated with dog control for the past 7 years. In the main, the proposed fee increases related to dogs equates from \$1.00 to \$3.00 per annum across the various licence types. Ten percent fee increases (up to \$13.00 per annum more) are proposed for dogs with a dangerous dog classification. The value of the infringement fines associated with poor dog behaviour are set by statute under the Dog Control Act 1986 and range from \$200 upwards.
11635	1	317	Kate McNab	Major Cycleways	MCR General, MCR timing, Aligning Major Cycleways work with SCIRT, Public Transport Infrastructure, Reduced Private Vehicle use	The delivery of the Major Cycle Network is already underway. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. Environment Canterbury is in the process of re-designing and delivering a new network of public transport services Council is working closing with Environment Canterbury to develop an appropriate programme of supporting bus infrastructure. The Council is also a key investor in the new Central City Public Transport Interchange which is being developed by Central City Development Unit. The Council has adopted the Christchurch Transport Strategic Plan which sets out the direction for council to provide Christchurch residents with a range of travel choices, through better public transport, cycleways, education and a more walkable city. This aims to encourage a shift away from prioritising private motor vehicles, toward a more balanced transport system that will reduce
11635	1	317	Kate McNab	Community Grants	1) Supports community grants. 2) Simplify grants funding application process.	(1). The Council supports community based organisations with grants contributions. (2) The Council has worked to simply the application process as much as it can while still allowing for sufficient project information to be collated.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11635	1	317	Kate McNab	City Governance & Decision-making	Supporting funding for the development of promotion campaigns to ensure residents are informed about Council decision-making processes. Currently low participation and low voter turnout in elections is compromising the Council's legitimacy.	The Council continues to review its engagement plan and to ensure citizens have opportunities to express their views and to participate in an active democracy. Council meetings are now webcast live and available for replay, community consultation is a pre-requisite when possible and participation through presentations meetings of the Council and its Community Boards is encouraged. A Working party has been established to promote on-line voting and participation in elections.
11635	1	317	Kate McNab	Tram	Tourism is important to Christchurch recovery, and tram partial reopening has been a boost to city and tourist support and used by locals with annual pass. Tram an important link to CBD hubs. Only 50 metres of track to lay and Council needs to finish what was started. Requests funding of approximately \$1M in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11635	1	317	Kate McNab	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	1. While I acknowledge that the construction of the thirteen new cycleways is a major project and needs to be implemented correctly, I am concerned about the project being extended by three years. I feel that separated cycle routes in the city are an urgent need.	1. The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension. Where possible work will be coordinated.
11635	1	317	Kate McNab	Public Transport Infrastructure	2. I would like to see more people in Christchurch using public transport, and the Council keeps saying this too...yet your targets for user satisfaction with bus shelters and the Central Bus Exchange is only a 5% increase for 2015. I think that your targets are low.	2. Targets for customer satisfaction with these facilities will incrementally increase over the coming years as funding is made available to address some of the current issues.
11635	1	317	Kate McNab	Road Network	In terms of the proportion of trips made by private vehicle, you aim to decrease the result by 1.5%	Vehicle use in Christchurch is currently 76.8%. Due to road works and the fact that many businesses have moved to the west of the city peoples preference is to use private vehicles and not public transport or active means such as cycling . The levels of service targets in the Activity Management Plan is to move people from private vehicles onto cycling and public transport, recognises that the new major cycleways will start shortly in late 2014, and that the public transport network is being improved by Ecan.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11636	1	319	William Stewart	Tram	Partial re-opening of the tram has begun revitalising the inner city. Submitter has opened a shop on current line and tram running has definitely increased foot traffic and revenue. Tram extension an excellent way to improve and bring back life to the city. Tram investment will be repaid by urban renewal, revitalisation and new economic opportunities. Requests that Christchurch re-evaluates commitment towards finishing the tram network.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11637	1	320	Dennis Gallagher	Issues NOT in 3 Year Plan	Opposes Trans Pacific Partnership Agreement.	Thank you for your feedback. Your comments have been noted. Please be aware that the Trans Pacific Partnership Agreement is not an area in which CCC has specific policy, nor is there any legal mandate for local government to create policy on this matter. It may be better to refer your concerns to your local Member of Parliament.
11638	1	321	Halswell District Lions Club Inc.	Neighbourhood Parks	Install childrens playground at Halswell Quarry.	No funding is currently allocated for a new playground in this park.
11641	1	325	Rebecca Adams	Recreation & Sport Services	Hope the Council will reconsider its proposal to change the opening hours. 5.30am start time is perfect to allow time to swim before having to get to work across town since QEII is not longer available. Fitness is an essential service.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11642	1	326	David Butel	Tram	Trams are a suitable safe and novel means of getting people and tourists around. Need to be operational the sooner the better. Requests that funding be allocated in 2014/15 plan to make tram loop operational as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11643	1	327	Tony Kettle	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11644	1	328	Sarah Wylie	Community Grants	1. Opposes Cutting Strengthening Communities funding. 2. Increase funding.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11645	1	329	Christchurch City Mission	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Council seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different option of implementation and insuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11648	1	330	Sue Sutherland	Libraries	Opposes reduction of opening hours at CCL Suggest South opens one late night and Fendalton the other late night.	Libraries were requested to assist Council with cost management. The early closing of three libraries are a measure to accommodate this.
11649	1	331	Hannah Sylvester	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Council seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different option of implementation and insuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.
11650	1	332	Sam	Tram	Submitter's business was located adjacent to tram extension (Tuam-Poplar Streets area) pre quake and they were looking forward to tram opening by time of Rugby World Cup. Supports various Council decisions taken in 2012 and 2013 to get existing tram loop reopened and the extension as far as High and Manchester Streets, which recognises that tram will encourage reinvestment and assist traders to survive and thrive as further areas begin to repopulate, e.g. Stranges development. Desire also at C1/Alice's corner (High and Tuam for tram connection back to the CBD. Tram will have greater use with wider coverage. Requests that sufficient funds be allocated in 2014/15 plan to complete and open the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square, and further that provision to complete the tram works to Tuam Street and beyond be made in the 2015/16 plan.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, including those developing in High Street, is acknowledged. A major consideration at this time is the cost of completion. This is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). Present day costs for building Stage 2 to CPIT have not been determined, but the estimate in 2009 when the whole tram proposal was included in the Council's Long Term Council Community Plan was \$5.2M.
11652	1	334	Terra Dumont	Road Network	Objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway, including work on the Papanui Paralell through Rutland Reserve, and new signallised crossings on Deans Ave at the City end of the Northern Line and Uni-Cycle. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to genuinely provide a safe, connected network above the standard we have done before, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design.

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11652	1	334	Terra Dumont	Major Cycleways	MCR General, MCR timing, Aligning Major Cycleways work with SCIRT, Public Transport Infrastructure, Reduced Private Vehicle use	The delivery of the Major Cycle Network is already underway. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. Environment Canterbury is in the process of re-designing and delivering a new network of public transport services Council is working closing with Environment Canterbury to develop an appropriate programme of supporting bus infrastructure. The Council is also a key investor in the new Central City Public Transport Interchange which is being developed by Central City Development Unit. The Council has adopted the Christchurch Transport Strategic Plan which sets out the direction for council to provide Christchurch residents with a range of travel choices, through better public transport, cycleways, education and a more walkable city. This aims to encourage a shift away from prioritising private motor vehicles, toward a more balanced transport system that will reduce
11652	1	334	Terra Dumont	Parking	Submitter believes that raising parking fess and reducing car parks can discourage driving.	A careful balance is required between discouraging people to bring cars into the central city and creating a vibrant central city. The Council has supported a variable pricing methodology such that higher prices can be charged in areas where parking demand is high and lower fees in low demand areas. The central city lost some 3,500 offstreet car parks as a consequence of the earthquakes so the Council has to maximise the utilisation of the remaining spaces in a way that balances the conflicting demands for long and short stay parking.
11652	1	334	Terra Dumont	Transport and Environmental Education	Support for the continuation and expansion of Transport Education programs. Proposes that the education budget should be increased substantially to cater for the large and complex topics considering the size of the population that requires educating.	Thank you for support for the transport education programmes. The importance of having effective education programmes for transport is recognised within the Christchurch Transport Strategic Plan.
11652	1	334	Terra Dumont	Financial Strategy General	The submitter supports the use of Capital Endowment Fund principal to fund items identified	Your support is noted.
11652	1	334	Terra Dumont	Public Transport Infrastructure	I feel the council needs to have a strong focus on increasing bus usership. Targets for user satisfaction with bus shelters and the Central Bus Exchange is set at only a 5% increase for 2015. These targets in this regard should be higher, and spending on public transport infrastructure should be as high as can be managed in order to encourage more bus users. I believe that the cost to Cantabrians would be worthwhile as efficient, user-friendly public transport would make Christchurch a more enjoyable place to live by decreasing traffic congestion and increasing ease of access for everyone.	Environment Canterbury is in the process of re-designing and delivering a new network of public transport services Council is working closing with Environment Canterbury to develop an appropriate programme of supporting bus infrastructure. The Council is also a key investor in the new Central City Public Transport Interchange which is being developed by Central City Development Unit.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11652	1	334	Terra Dumont	Public Participation in Democratic Processes	Supporting funding for the development of promotion campaigns to ensure residents are informed about Council decision-making processes. Currently low participation and low voter turnout in elections is compromising the Council's legitimacy.	The Council continues to review its engagement plan and to ensure citizens have opportunities to express their views and to participate in an active democracy. Council meetings are now webcast live, community consultation is a pre-requisite when possible and participation through presentations to meetings of the Council and its Community Boards is encouraged. A Working party has been established to promote on-line voting and participation in elections.
11653	1	339	The Heritage Tramways Trust	Tram	Submitter is the supplier of trams to the City tramway. Interim tram service is linking key tourist and commercial precincts in former CBD, which will be further enhanced by re-opening of the complete loop. Tramway extension can add value to developments in Oxford Terrace, Cashel Mall and High Street near Manchester Street, by providing links between the various precincts, which existing bus services do not. The Council has already made a significant investment in the extension prior to the earthquakes. The new transport interchange will be very close to the tram line in High Street. The submitter has previously suggested to the Council the concept of a semi-permanent crossover at the High-Manchester-Lichfield corner to allow the use of the tram back along High and Colombo Streets to Cathedral Square. Requests that funding be allocated in 2014/15 plan to complete the tram extension to the High, Manchester, Lichfield Streets corner and back to the existing tram line in Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening is acknowledged. The Council's significant on-going investment in the tram extension is also noted. A major consideration at this time is the cost of completion. Including the provision of a crossover, the cost is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11656	1	341	Cinthya Ibarcena	Tram	Tram extension is very important to tourism within the CBD and also the recovery of Christchurch in general. Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11657	1	342	James Bagrie	Tram	Tram extension is very important to tourism within the CBD and also the recovery of Christchurch in general. . Requests funding in 2014/15 plan to close the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11658	1	343	Haruko Morita	Tram	Tourism is one of the most important issues for city which has unique heritage and attractive areas, and tram is ideal transport to connect these. Tram is a city icon for local residents and its operation will encourage the rebuild of the city. Requests that completion of the original loop and the extension to Oxford Terrace and High Street be included and funded in the 2014/15 plan.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11659	1	344	Paul Glover	Road Network	Supports the Halswell Junction Road extension , but would like to see pedestrian access at the railway track to the street.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11660	1	345	Allison Stowell	Tram	Trams are extremely important to tourist spend in the city, benefitting local business owners. Inner city business operators facing a difficult three years and Council has a responsibility to assist. Submitter understands only 50-60 metres of track to lay plus overhead poles and wires and a track crossover in High Street. Requests the Council complete the tram extension by including it in the 2014/15 plan.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11661	1	346	Banks Peninsula Water Management Zone Committee	LURP	Supports the provision of funding to ensure the Banks Peninsula Ecological Study is completed in 2015 and can inform Phase 2 of the District Plan Review	The ecological Study is underway. The District Plan Review will include sites and those sites where information will not have been completed by the time the new Proposed District Plan is notified will be included within the District Plan at a later date through a Plan Change.
11662	1	348	Kyle Haskell	Financial Strategy Insurance	The submitter urges that think big projects be scaled back to put less pressure on ratepayers.	Your concern is noted. All financial commitments are made within the parameters of the Council's financial strategy.
11662	1	348	Kyle Haskell	Central City Plan (Includes Accessible City)	Submitter does not support the widening of Manchester Street. Submitter does not support the blueprint.	The widening of Manchester Street was signalled in An Accessible City. This has been approved by the Minister for Canterbury Earthquake Recovery and is now part of the Christchurch Central Recovery Plan.

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11662	1	348	Kyle Haskell	QE II Stadium	Rebuild QEII Stadium on original site. Rather than two major new facilities on south frame of the city build three smaller facilities in the east	Council recognises the need for an Eastern Recreation & Sport Centre in the North East of the City. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre and a funding commitment from the Canterbury Earthquake Appeal trust remains in place. The site selection process for the Eastern Recreation & Sport Centre is in progress and QEII will be investigated as part of this process.
11663	1	351	Adam Raateland	Tram	Tourism is extremely important and local business in the inner city needs all the help it can get. Linking all the inner city precincts by finishing the almost complete the tram extension will improve revenue spend and will give confidence for local business to grow along the completed route Requests funding in the 2014/15 plan to complete the extension along High Street to C1 café and through the Square via Colombo Street.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11664	1	353	KPI Rothschild Property Group Limited	Tram	Submitter is the owner of buildings at the High-Lichfield-Manchester Streets corner. Completing the tram extension to this area will greatly impact the success of small local businesses, while providing tourists and locals with a positive perception of rebuild and a glimpse of tomorrow's Christchurch and a surviving heritage building. Requests funding in the 2014/15 plan to complete the tram loop and reintroduce trams to High-Manchester Street corner.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11665	1	355	Luis Arevalo	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Council seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different options of implementation and insuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.
11667	1	356	Jack Wizard of New Zealand	Tram	City recovery depends crucially on bringing back life to the CBD. Extension of the tram route is probably the only economical way to do this.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11670	1	357	Jan Frampton	Road Network	<p>I travel each day to my work at Mary Muller Drive off Chapmans Road in Heathcote, during peak traffic. I have been employed here for 9 years. Prior to 2011, this journey took 25 minutes. Now this journey takes 35-40 minutes (Thank you for the motorway!). I am opposed to the closure of Halswell Junction Road at the Waterloo Road intersection for the following reasons:-</p> <p>1) The Council proposal is to put in another road link further south along Waterloo Road (I agree with this - Good idea). During early morning peak hour traffic and with the hundreds of new workers who will be travelling to the new Waterloo Industrial park, I believe I will find it almost impossible to turn right to access this new route.</p> <p>2) If I do manage to turn right to access the new route, I believe I will then be locked into bumper to bumper traffic in order to access the new road and then the main south road, which is already congested. I think this will add a further 10-15 minutes to my 40 minute journey. I will in effect be going backwards to go forwards.</p>	<p>To provide the level crossing over the railway line along the new alignment of Halswell Junction Rd Council requires the removal of the level crossing at intersection of Halswell Junction & Waterloo because Kiwi Rail will not permit any new level crossings. The submitter's trip distance along the new alignment will increase only 60 metres. The new road will be designed for greater capacity and better connection to the Southern Motorway. Effectively the only place the submitter will have to make a right turn is from Wilson Street to Waterloo road</p>

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11670	1	357	Jan Frampton	Road Network	<p>3) My alternative will be to turn left and travel to the Parker Street/Waterloo Road intersection. I would then need to turn right which is already almost impossible as this intersection is one of the most terrifying in town. I and many others avoid it by travelling along Foremans Road. Maybe this is one of the reasons for increased traffic along Foremans Road.</p> <p>4) My alternative to turning right would be to go straight ahead at Parker Street/Waterloo Road intersection or turn left. Then due a U turn to come back and turn left or drive straight through respectively. I believe this would add another 10 minutes to my journey in peak traffic and be hazardous. My submission is to go ahead and open up another road along Waterloo for trucks and all traffic but do not close off Halswell Junction Road at Waterloo Road. It will need re-aligning however. Leave this road open to residents from the local streets to use and ban trucks along both it and Foremans Road. Thank you for your consideration</p>	See comment above
11671	1	359	Brian Bartrum	Tram	<p>Tourism is vital to Christchurch and its recovery, and tram is a major tourist attraction. It will provide an important link between central city hubs and can unite struggling retail centres.. With so much heritage lost, trams can be a reminder of our past. Most of the track is in place. Supports requests for funding in 2014/15 plan to extend tramway as far as High-Manchester-Lichfield corner and seeks provision in following years to complete the tramway to Tuam Street and beyond.</p>	<p>The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work as far as Tuam Street is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). Present day costs for building Stage 2 to CPIT have not been determined, but the estimate in 2009 when the whole tram proposal was included in the Council's Long Term Plan was \$5.2M.</p>
11673	1	360	Alistair Barbour	Tram	<p>Requests funding in the 2014/15 plan for the completion of the tramway</p>	<p>The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.</p>
11674	1	361	Nicole Grey	Christchurch Transport Plan (Strategic)	<p>Supports the Halswell Junction Road extension, but would like to see pedestrian access at the railway track to the street.</p>	<p>Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.</p>

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11675	1	363	Raymond Ford	Recreation & Sport Services	Oppose the change to opening hours. 5.30am start time well utilised, an 'essential service', change would inconvenience working people, ratepayers dependent on a smaller number of services.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11675	1	363	Raymond Ford	Fees and Charges	Oppose the increase to the fees above inflation as has occurred over the past few years. Makes it unaffordable. Look at other ways to fund other projects.	Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fee changes range from 0-9%
11676	1	365	Ruth Todd	Recreation & Sport Services	Do not agree with proposed reduction to opening hours. The extension of opening hours post earthquakes has been a huge benefit to my health and fitness. Can now exercise before work and occasional swim in the evenings. Hope there can be a further extension of hours.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. Proposed fees and opening hours will enable Council to deliver Recreation and Sports Services within budget.
11677	1	366	Garry Waterreus	Tram	Tram extension is vital to the CBD. Because of road works, parking it would benefit both general public and tourists wishing to shop or visit the CBD. Requests funding in 2014/15 plan to complete the extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11678	1	367	Leah Davis	Road Network	Supports the Halswell Junction Road extension, but would like to see pedestrian access at the railway track to the street.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11681	1	368	Alex Brackstone	Tram	Submitter is a small hospitality business owner in High Street near Manchester Street. Completing the tram extension to this area will greatly impact the success of small local businesses, while providing tourists and locals with a positive perception of rebuild and a glimpse of tomorrow's Christchurch. Requests funding in the 2014/15 plan to complete the tram loop and reintroduce trams to High- Manchester Street corner.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11682	1	369	Tom Mayer	Tram	Partial reopening of the tramway has shown success of trams, lifting Christchurch people's morale and helping retailers on the route. Trams provide a link between mini hubs in the city and this would be greatly improved by completing the original loop and the almost completed extensions. Council has a considerable investment in the unused track and would receive a return if the system is completed an operating. Requests funding in the 2014/15 plan to enable completion and commissioning of the full heritage tramway system.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11684	1	370	Cass Bay Reserves Committee	Regional Parks	Head to Head walkway funding reduction.	Agree, the track would provide good recreation and social benefits. Funding needs to be prioritized across all City projects.
11685	1	376	Russell Kent	Tram	Requests funding in the 2014/15 plan to complete the tramway extension loop through Oxford Terrace, Cashel Mall, High Street, returning to Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11686	1	377	Christie Webber	Tram	Tram is iconic and with losses of historic buildings and services, and with rebuild, it is important to hold on to key aspects of city identity. If tram tracks completed they can link inner city hubs and provide a complete experience. Requests that tram tracks be completed to form a loop.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11687	1	378	Brian Hazeldine	Tram	Submitter is a property owner in New Regent Street. Completion of tram lines circuit is vital to keep business alive in the CBD. Was improvement in business in New Regent Street with November 2013 tram restart.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11688	1	379	Craig MacGregor	Tram	Tram was a pre-quake fixture with value in the short term as a tourist draw card and would be improved by extending the route over the lines laid pre-quake. Long term potential for tram-train public transport and should be advanced rather than neglected. Requests that funding be allocated from 2014/15 plan for extension of the line in the downtown area.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. The design of the extension allows for long term public transport function. major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11689	1	380	Janis Haley	Road Network	Would like localised contractor to deal with local Akaroa roading, mowing and drainage issues.	Comments noted. Current roading contractor, Fulton Hogan has base of operations at Duvauchelle.

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11689	1	380	Janis Haley	Cemeteries	Request to keep Akaroa Cemetery open	The Cemeteries Master Plan recently adopted by Council considers the City and Peninsula's medium and long term needs. This directs Council staff's development and management. Full community consultation was undertaken on the draft plan. The Akaroa Cemeteries are nearing capacity. Through the Plan process various alternatives were investigated. Duvauchelle's Cemetery was identified to become the primary Cemetery for the district.
11691	1	382	A.G Talbot	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11691	1	382	A.G Talbot	Asset Sales (includes CCO's and land)	The submitter is opposed to selling council assets as they are generally good income earners and should not be sold to pay for construction projects, particularly a new stadium.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11691	1	382	A.G Talbot	Fees and Charges	Oppose the 9.5% increase in trade waste charges	The trade waste charges are set in relation to a formulae agreed with industry representatives during the last Trade waste Bylaw review in 2005. A 5 year rolling average cost basis was agreed to smooth any transient cost effects at the request of the industry groups. The proposed charge for 2014/2015 does not fully cover the cost of collecting and treating the industrial component of the total wastewater flows and loads. i.e. ratepayers provide some subsidy to industrial users (approximately 15% of the load treated). The Trade Waste Bylaw is due for review in 2014/15 and this is the time to review the agreed charging mechanisms.
11691	1	382	A.G Talbot	Fees and Charges	Oppose the 6-9% increase to fees. Excessive	Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fee changes range from 0-9%
11693	1	384	Coll Harvey	Major Cycleways	Major cycleways timing	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11693	1	384	Coll Harvey	District Plan Review	Does not support an increase in medium density housing	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11693	1	384	Coll Harvey	Development Contributions	Supports reinstating development contributions for community infrastructure.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. The Council is proposing to introduce Development Contributions for community infrastructure in the Draft Annual Plan. Note that future changes to the Local Government Act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11693	1	384	Coll Harvey	Major Cycleways	Wishes to see a quicker delivery of the cities cycle network, in response to the increased time frame from 5years to 8 years.	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.

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11694	1	389	Finn Sumner	Tram	Completing tram look would be a worthwhile investment of ratepayer funds and in future of Christchurch. Great way for tourists to get around the city and enjoyed in combination with punt and gondola. Tram is iconic and appears in many advertisements. Completing the loop would allow it to serve its proper and full purpose. Need to finish what was started - don't want a half built city, including the tram. Requests completion of the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11696	1	391	Gary Webber	Tram	Christchurch trams are well known all over the world and draw tourism to the city. Retailers, bar and café owners find it difficult to operate with current limited patronage, and completion of tram extension will increase patronage greatly. It is 90% complete already. Requests allocation of funds in 2014/5 plan to complete the tram extension through High Street Mall and connecting behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11697	1	392	Mitchell Thomas	Tram	Tramway looks unfinished and needs to be completed. Requests some money be allocated in the 2014/15 plan towards finishing the tramway.	While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11806	1	392	Ross Gray	Recreation & Sport Services	Please retain weekday start of 5.30am. Oppose proposal to open Recreation & Sport Centres 15 minutes later in the morning. Suggest you achieve the saving by closing 30 minutes earlier. Demands for facilities higher in the morning since closing of QEII and Centennial. Opening later would exacerbate current issues of congestion. Evenings relatively sparsely patronised.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.

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11698	1	393	Joanne Webber	Tram	Tourism is vitally important to Christchurch and the tram is a major tourist attraction. Completion of the tram extension will give a boost to retailers bar and café owners who are struggling in the inner city. The extension will provide a link between all of the inner city business hubs. Local use encouraged with annual tram/gondola pass. There is only 50 metres of track to lay plus a small crossover outside C1 plus the overhead lines. Requests funding in the 2014/15 plan to complete the extension along High Street to C1 café and back along High Street Mall to connect with Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11700	1	395	Jack Marshall	Tram	Submitter requests funding in the 2014/15 plan to complete the tramway extension	While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11701	1	396	Jessica Brien	Tram	Submitter requests funding in the 2014/15 plan to complete the tramway extension	While most of the tracks for the extension are already laid, a major consideration at this time is cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11702	1	397	Anna Brow	Tram	Submitter requests funding in the 2014/15 plan to complete the tramway route.	While most of the tracks for the extension are already laid, a major consideration at this time is cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11703	1	398	Masa Abe	Tram	Tourism is very important to the city and Christchurch trams are well known all over the world. The city needs to attract business back to the city centre. retailers bar and café owners who are struggling in the inner city and completing the tram extension will attract tourist and local spend and accelerate business investment in the central city. The extension was almost complete, pre-quake. Requests funding be allocated in the 2014/15 plan to complete the tram extension so that the loop behind the Cathedral is connected.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11704	1	399	Caitlin Hewitt	Tram	The tram is part of the old Christchurch and deserves to be preserved and become part of a new and growing city. Requests funding be allocated in the 2014/15 plan to complete the tramway route.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11705	1	400	Philip Austin	Recreation & Sport Services	Opening the Centres at 5.30am post earthquake was a good idea to deal with the demand. Starting 15 minutes later would make the experience unenjoyable due to crowding. Could result in lost revenue. Centres good for reducing stress rather than creating it. Would be grateful if the hours could remain unchanged. Suggest you close 15 or 30 minutes earlier since it less busy in the evenings.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11706	1	402	Chrys Horn	Development Contributions	Strongly supports reinstating development contributions for community infrastructure as long as they are spent where the development is happening. Notes significant growth in the Halswell area but lack of or slow reciprocal growth in community facilities (e.g. library project delayed and overused sports fields).	As part of annual and long-term planning Council develops a programme of capital works. This programme takes into account the needs of the city including capital works required to respond to repair, improvements and growth needs. Development contributions can only be collected for and spent on the portion of capital works that is required to meet growth. In that way, development contributions are only spent where growth is occurring. However, the Council's capital programme prioritisation process will determine which areas of growth receive capital expenditure projects at what time.
11706	1	402	Chrys Horn	Major Cycleways	Wishes to see a quicker delivery of the cities cycle network, in response to the increased time frame from 5 years to 8 years.	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11707	1	404	Rose Shuttleworth	Neighbourhood Parks	Revenue from cruise ships to off set maintenance cost - Akaroa	The revenue from cruise ships is used to offset rates on citywide bases. Maintenance issues raised will be addressed within the scope of existing contract, those items not covered by maintenance contracts can only be addressed as funding allows

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11708	1	406	Donald McAra	Tram	Tram plays a key role in inner city life of Christchurch and is an icon, representing the city for national news items etc. The recent partial restart has become a well published image of the city's resilience. With much of old Christchurch lost, the heritage aspect of the tram is an increasingly important link with the city's pre-quake past. The tram can also link many of our surviving central city heritage buildings. World wide, heritage and modern trams are in favour as citizen and tourist people movers but are also part of the trend towards "clean and green". The completed Christchurch tramway would link the city with this trend. Requests the re-establishment of the entire inner city tram loop and the completion of the extension down High Street, including to the Lichfield-Poplar Lane area as soon as it can be made safe.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11709	1	408	Charlotte Vanhecke	Road Network	Reconsider the delay from 5 to 8 years to work on the major cycling infrastructure.	The delivery of the Major Cycle Network has not been delayed. It is already underway, including work on the Papanui Paralell through Rutland Reserve, and new signallised crossings on Deans Ave at the City end of the Northern Line and Uni-Cycle. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to genuinely provide a safe, connected network above the standard we have done before, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design.
11710	1	409	Jamie Storie	Tram	Tram extension was being completed prior to Rugby World cup, until the earthquake. This is a project which was close to completion and should be competed to make use of the monies already spent and show that previous decisions are not being overlooked. Requests completion of the track extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11713	1	410	Bruce White	Road Network	Disagree with extending the time allocated for improving safety for cyclists.	The delivery of the Major Cycle Network has not been delayed. It is already underway, including work on the Papanui Paralell through Rutland Reserve, and new signallised crossings on Deans Ave at the City end of the Northern Line and Uni-Cycle. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to genuinely provide a safe, connected network above the standard we have done before, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design.
11714	1	411	Celia King	Road Network	If we are to make the best opportunity of the EQ make separate cycleways sooner rather than later	Council wants to build the cycleways as quickly as possible and planning is well in hand to deliver several sections of the high-priority routes over the coming summer. That includes work on the Papanui Parallel through Rutland Reserve and new signal-controlled crossings on Deans Avenue at the city end of the Northern Line Cycleway and Uni-Cycle. Building the cycle network is a complex, large-scale project and requires a great level of detailed analysis and preliminary work. The Council wants to set a new standard with its Major Cycleways, providing a network that addresses the safety concerns of the community. This project aims to elevate levels of service above what has been previously provided. Where they are on busy roads they will be physically separated from the other traffic lanes. To achieve this improved standard requires a considerable amount of planning and consultation. In some locations land purchase will also be necessary. If we are to provide a safe, connected network, we need to make sure we get the planning and detailed design right. That is the
11714	1	411	Celia King	Heritage Protection	Cathedral is number one priority for heritage restoration.	The Council has expressed its support for the retention of the Cathedral.
11714	1	411	Celia King	Enforcement and Inspections	Ms King proposes that cats owners need to register their cats, have them microchipped, and kept inside after 11 pm, limited to 3 cats per property and all cats must wear a collar with a bell - to prevent cats (feral and uncontrolled domestic cats) impacting on birdlife.	There is currently no legislative requirement in New Zealand to register cats.
11716	1	412	Martin Quest	Tram	Tram is a major tourist attraction for Christchurch, which needs tourists to return in numbers to help economic and social recovery. Requests funding in the 2014/15 plan to complete the tramway extension.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work as far as Tuam Street is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11718	1	413	Kevin Amos	Tram	Tram was seen by hospitality industry pre-quake as a key project for Rugby World Cup and beyond. This is even more important now with city trying to get back on its feet. Inner city is disjointed from tourist perspective and completing the track extension will accelerate local business development and a chance to capture visitor spend. Local tram/gondola annual pass will encourage locals back to the inner city. Requests funding in the 2014/15 plan to complete the extension with a cross over outside C1 café in High Street and the track behind the Cathedral, and installing the overhead wires.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11719	1	415	Nicole Crisp	Recreation & Sport Services	If the opening time of 5.30am changed I would not have time to attend and would cancel my membership.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11721	1	416	Michelle Amos	Tram	Tourists to the city gain much from the tram. This plus local use means existing retailers and other businesses as well as those planning to return, will benefit from completion of the extension. The final 50 metres of track need to be completed. Requests funding in the 2014/15 plan to complete the tramway extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11723	1	417	Blair Hughes	Tram	The tram extension was 3 months from completion at time of February quake. To complete the loop would cost approximately \$1.2M. Completion of the extension will be a tremendous boost to help inner city retailers, hotel operators and hospitality outlets get back on their feet. The extension will connect to all of the inner city shopping and hospitality precincts and is needed for the international sporting events in 2015. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11724	1	419	Lois Hempstalk	Tram	Tram extension will be a significant help to city business owners and a boost to visitor stay time in the city. It will show case Christchurch and inform visitors that the city is finally getting back to normal. Most of the extension was completed before the February quake the project now needs to be finished. Requests funding in the 2014/15 plan to complete the tram extension to High Street and behind the Cathedral	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11725	1	420	Ray Pyne	Tram	Tram extension will be a considerable boost to business owners struggling in the central city, which needs a first class tourist attraction covering inner city shopping, retail and eating establishments. Tram attracts tourists and locals, so a win/win in achieving goal of attracting people back to the city. Requests funding in the 2014/15 plan to complete the tram extension so it links behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11726	1	421	Scott Bagrie	Tram	The tram extension is very important to tourism within the CBD and also the recovery of Christchurch in general. Requests funding be allocated in the 2014/15 plan to close the tram loop as far as High and Manchester Streets and back to Cathedral Square via High and Colombo Streets.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work as far as Tuam Street is in place, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets..
11727	1	422	Melissa Hempstalk	Tram	Tram is a major tourist attraction, needed for tourists as well as to help local business owners. \$4-5M already spent on tram extension, would be a waste not to finish the job. Local business needs confidence in the inner city and tram will help with speed of redevelopment. Requests funding be allocated in the 2014/15 plan to complete the tram extension so the old route connects with Cashel Mall, the Terrace, High Street and behind the Cathedral.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work as far as Tuam Street is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11728	1	424	Sam Bagrie	Tram	Extending the tram loop is very important within the CBD and the recovery of Christchurch in general. Requests funding be allocated in the 2014/15 plan to close the tram loop as far as High and Manchester Streets and back to Cathedral Square via High and Colombo Streets.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11729	1	425	Shirley Davies	District Plan Review	Opposed to medium density housing on the northern side of Riccarton Road	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11730	1	426	Lissa Birse	Road Network	Support work on Waterloo Rd and Halswell Junction Rd extension. Will divert heavy traffic from residential streets.	Halswell Junction Road extension design work has commenced and one of the objectives is to install physical restriction for truck movements
11731	1	427	Anne Bagrie	Tram	With rise in tourism, there is need to show case rebuild and support new business. Requests the allocation of funding in 2014/15 to have the tram fully functioning.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11732	1	428	Shirley Community Trust (SCT).	Community Grants	Effects of decrease in Strengthening Communities funding.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11733	1	429	Peter Bagrie	Tram	Extending the tram loop is very important within the CBD and the recovery of Christchurch in general. Requests funding be allocated in the 2014/15 plan to close the tram loop as far as High and Manchester Streets and back to Cathedral Square via High and Colombo Streets.	The importance of tourism to CBD economic recovery, including the value of the tram in that regard is acknowledged. While most of the track work is in place, a major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11734	1	430	Jim Veitch	Road Network	Proposed realignment and tidying up of the very badly designed Intersection (over the railway line) at the junction of Waterloo Rd and Halswell Junction.	A new route and safer rail crossing is proposed with the realignment and extension of Halswell Junction Road. All factors will be considered in the design for all modes of transport and safety is a key outcome.
11735	1	431	M. R. Davies	District Plan Review	Opposed to medium density housing on the northern side of Riccarton Road	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11737	1	432	Lyndsay Morris	Tram	Heritage trams are a city icon, attracting visitors and locals. Tram extension will connect past with future plans and link all main central city sectors. More tourists need to be attracted to Christchurch and tram extension, 80% complete needs to be finished as soon as possible. Requests funding in 2014/15 plan to complete tram extension as far as C1 café in High Street and back to High Street Mall and behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11738	1	434	Suzanne Trounson	Tram	Heritage trams are a city icon, attracting visitors and locals. Tram extension will connect past with future plans and link all main central city sectors. More tourists need to be attracted to Christchurch and tram extension, 80% complete needs to be finished as soon as possible. Requests funding in 2014/15 plan to complete tram extension as far as C1 café in High Street and back to High Street Mall and behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11739	1	435	Wigram Residents Association	Sockburn/ Hornby Service Centre	Concern over lack of Community facilities in Hornby.	Temporary Service Centre has been established at Civic Video (Hornby). The proposed Library/Service Centre is currently at site selection stage.
11739	1	435	Wigram Residents Association	Recreation & Sport Services	No Leisure Centre since Sockburn Pool closed. Funds were planned for a new facility to be completed 2018.	The Council will be considering the Aquatic Facility Plan Review 2014 which indicates that the need for a pool in the South West should be reviewed in 2017. Funding has been identified for 2021/2022
11739	1	435	Wigram Residents Association	Road Network	Hornby Bus Exchange. The existing bus was never completed. This should be restarted for completion 2016	A new model for public transport comprised of core services on key priority routes which will be considered for priority movement measures and connector routes has been initiated by Environment Canterbury. This will support the transition to recovery by maintaining accessibility to business and residential areas and suburban and satellite centres. The city to Riccarton and Hornby is a key route in the Crown Funding Agreement that will consider route priority and facilities. This is currently in the planning phase.
11739	1	435	Wigram Residents Association	LURP	<ol style="list-style-type: none"> 1. The step back on the Industrial (north side) of Main South road to be reinstated 2. On the residential (south) side of Main South Road housing density be allowed to increase 3. Community Boards relate more with residents groups re zoning in the areas 4. The red zone areas of the City be re-zoned to green space/parks 	1, 2, 3, 4: This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged
11740	1	437	Ian David Wilson	Tram	Tram reopening has helped Cathedral Junction and New Regent Street and added visitors to Botanic gardens, Museum and other places near the current operation. It will similarly assist The Terrace, Restart Mall, Ballantynes and the redevelopment of High Street. Considerable money already spent, line is close to completion and not an excessive cost to complete it. The job needs to get finished. Requests the allocation of funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11741	1	439	Jocelyn Pappriill	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	As a cyclist I am keen to see the development of cycleways and pedestrian friendly environments given greater priority than continued investment in roading. Whilst the maintenance & repair of existing roads is important the development of new roading.	The Council is currently working on a programme of 13 major cycleways. In addition to this, cyclists and pedestrians are considered in every roading project and where possible facilities are included or upgraded as part of that work.
11741	1	439	Jocelyn Pappriill	Events and Festivals	Support for the number and value of free public events that the Council provides.	The Council has budgeted to continue with the provision of free, public events
11741	1	439	Jocelyn Pappriill	Neighbourhood Parks	Support for additional cycleway development	Noted. Programmes in place to improve and increase cycling opportunities within the City
11741	1	439	Jocelyn Pappriill	Public Participation in Democratic Processes	Opportunities exist for the Council to work more closely with secondary schools to facilitate youth engagement that may lead to increased active democracy on important local issues.	There has been support and advocacy for the development of civics education into schools and resources have been developed by Local Government New Zealand for this purpose. Kids' voting triennially encouraged youth engagement too. The Council is revising its engagement policy and youth are included.
11741	1	439	Jocelyn Pappriill	Build Strong Communities (includes Early Learning Centres)	Supports the development and maintenance of Community Profiles.	Development of profiles will now include closer Community consultation
11741	1	439	Jocelyn Pappriill	Community Grants	Applauds the Council for maintaining community groups access to grants.	The support for continuation of community grants as an important contributor to community resilience is appreciated.
11741	1	439	Jocelyn Pappriill	Social housing	The submitter looks forward to hearing more about the nature of the partnerships referred to in "Generate housing options for vulnerable sectors of community through partnerships". Assumes this is with the NFP private sector rather than with landlords more interested in profit.	In 2013 Council selected and approved 12 social housing partners. These partners are a mix of NGO's, social housing providers and private sector funder/developers who have the potential to create mixed tenure housing environments and provide various types of innovative housing. In 2013 the Council selected and approved 12 social housing partners. These partners are a mix of NGO's, social housing providers and private sector funder/ developers who have the potential to create mixed tenure housing environments and provide various types of innovative housing.
11741	1	439	Jocelyn Pappriill	Heritage Protection	Concern about loss of heritage buildings while statements of significance are completed.	The programme gives priority to buildings and places of high value and/or where threats have been identified.
11742	1	441	Kevin Parker	Tram	Heritage Trams are unique and are needed to help move the central city forward and encourage more business to move back. Extension is almost complete and it would be a waste of money not to finish it. With the link behind the Cathedral connected it will be a perfect route for visitors to tour the city. Requests funding in 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business including linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11744	1	442	Emma Cunningham	Tram	The tram operation provides both revenue to the Council and helps local business owners in the city. What has already been spent on the extension should not be wasted. Requests funding in 2014/15 plan to complete tram extension so that the Terrace development, Cashel Mall to High Street and behind the Cathedral be linked.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11745	1	443	Mark Gibson	Community Grants	This submitter does not support cuts to Strengthening Communities Fund .	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11747	1	444	Dannielle Westland	Tram	The city had a vision almost 18 years ago to put in a full tram route and the same vision now needed to move forward and complete was has already been planned. Only a small amount of track needed in High Street and behind the Cathedral. Partial reopening has already made a difference and the full extension completed will help hospitality, retailers and accommodation providers. Requests funding in 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11748	1	445	Kane McNeill	Tram	Tourism is vital to Christchurch and the recovery and the tram is a major tourist attraction. Heritage trams provide a living reminder of our past. The extension will provide an important link between central city hubs and provide a boost for local use with annual tram/gondola pass. There is only 50 metres of track to lay plus a temporary cross over in High Street Requests funding in the 2014/15 plan to complete and open the tram loop as far as High and Manchester Streets and return via High and Colombo Streets and Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11749	1	447	Mike Franklin	Tram	Tourism is vital to Christchurch and the recovery and the tram is a major tourist attraction. The extension will provide a boost for local use with annual tram/gondola pass and will help local businesses in the CBD. There is only 45 metres of track to lay behind the Cathedral as well as overhead and small piece of track in High Street. Requests funding in the 2014/15 plan to complete and open the tram loop as far as High and Manchester Streets and return via High and Colombo Streets to Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11753	1	448	Creative New Zealand	Build Strong Communities (includes Early Learning Centres)	The submitter is concerned about the increase in bond & hire charges for Council managed community halls.	The bond for hiring of halls has been increased from \$300 to \$400. The bond is fully refundable if the facility is left in good order following the post hire check. Consideration has been given to the community's impact and the uplift in the bond is to cover the increased costs in cleaning and repairs should a facility be damaged. Hire charges are reviewed annually and are designed to contribute towards the cost of operating the facility.
11753	1	448	Creative New Zealand	Events and Festivals	Support for increased funding for event and festivals including events seeding	Support is noted
11754	1	453	Angela White	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11756	1	454	Anne Soutter	Recreation & Sport Services	Concerned over proposed price increases. Services already cost prohibitive and causes significant stress to families. Increase to multimembership equivalent to a term of lessons/activities for my children	Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market.
11756	1	454	Anne Soutter	Fees and Charges	Concerned by proposed fee increase	Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market.

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11757	1	456	Elizabeth Wilson	Tram	Trams are of proven worth to Christchurch, an enduring mark of the Christchurch brand and need support to revitalise the tourism industry. The partial restart has been very popular with residents and visitors and benefit commercial and tourism ventures along the route. The extension is close to completion and it is logical to finish it to aid resurgence of life into the city. Requests funding in 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11758	1	457	Shona Treanor	Road Network	Christchurch Perimeter Trail support.	Much of the trail exists with the regional parks on the city perimeter. No project funding has been provided in the Three Year Plan.
11760	1	458	Don Spicer	Tram	The tramway is one of Christchurch's best tourism draw cards. Most of the track is in place for the extension which will boost inner city development and put Christchurch back on the map for places to go. Requests funding in 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11761	1	459	Keith Mobbs	Tram	The partial tram restart has brought more tourists to the city area and helped local business. The extension will provide a link to city hubs and local patronage will increase with discount card. Tram could be a future core for light rail as in Europe, where it has proved to be highly efficient in relieving traffic congestion and making a more liveable and attractive CBD. Requests funding in 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. The design of the extension allows for long term public transport function, suitable for modern light rail vehicles. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11762	1	460	Susan Robyn	Harbours & Marine Structures	Robinsons Bay wharf reopened and a levy charged on Akaroa Cruise ship passengers	Additional budget would be needed to assign funding to this asset. Staff are working with this and other communities on alternative approaches and options for maintenance of these structures. The Fees charged are on a on a per head basis.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11763	1	463	Christine Erikson	Tram	Trams are of vital importance to the Christchurch tourist industry and the general inner city recovery. Partial restart has given great boost to New Regent Street retailers. Tourists love the trams but need to see more of the city. The extended route will encourage more local use, with discounted passes available, and there will be a return on the investment made so far. Only 50 metres of track still to lay. It will help bring back some life in to High Street and City Mall and support retailers and be an important link to CBD hubs. Requests funding in the 2014/15 plan to complete and open the tram loop as far as High and Manchester Streets and return via High and Colombo Streets to Cathedral Square.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11764	1	464	Tony and Anne Dale	District Plan Review	Opposed to medium density housing on the northern side of Riccarton Road	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11765	1	465	Adam Lines	Tram	Tram was great for tourists and adds interest to the city. Requests funding in the 2014/15 plan to complete the tram extension	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11765	1	465	Adam Lines	Christchurch Transport Plan (Strategic)	Suggests implementing a sustainable public transport system.	The future of Christchurch's public transport system in the post-earthquake situation is still under investigation. The Urban Development Strategy Partners (CCC, WDC, SDC, ECan and NZTA) are currently investigating if, when, where and in what form it will take.
11767	1	466	Simon Jones	Asset Sales (includes CCO's and land)	The submitter objects to Council assets being sold to pay for "white elephant" projects; they work for our city, not private owners, and are an investment for future generations.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11774	1	468	Andy Rowe	Tram	Tram extension needs to be completed to help regeneration in the central city for tourist, accommodation providers, retail and hospitality. Business start up is frail and needs council assistance. Requests funding in the 2014/15 plan to complete the tram extension with the High Street cross over, track behind the Cathedral and the overhead.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11779	1	473	Fiona McBeath	Recreation & Sport Services	Do not agree with proposed reduction in fitness centre hours. Some people can only go first thing in the morning and others later in the evening.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11785	1	474	New Regent Street Owners Group	Tram	It is critical to maintain and expand the iconic tram service. It has high visual attraction and reminder of on going CBD progress, It can act as a service link in the CBD. Funding required is relatively small. Supports requests for funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11792	1	476	Roslyn Service	Recreation & Sport Services	Do not support opening Recreation & Sport Centres 15 minutes later in the morning. 20-50 people would be waiting at the door so they can exercise prior to work. Exercise is one of the most positive methods of reducing stress and managing routine and balance of life.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11792	1	476	Roslyn Service	Fees and Charges	Do not understand, or support, residents are being charged more (2-9%) for healthy activities that result overall health cost reductions to society	Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Proposed fees will enable Council to deliver Recreation and Sports Services within budget
11793	1	478	Mary Hamilton	Asset Sales (includes CCO's and land)	Council assets should not be sold; they should become more profitable if managed well, and/or meet valuable social needs.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11793	1	478	Mary Hamilton	Stadium Rebuild (includes temporary stadium) Rugby	Covered stadium is not needed. Would be an ongoing drain on Council funds	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11793	1	478	Mary Hamilton	Central City Plan (Includes Accessible City)	Arts facilities that are affordable to users are urgently needed in the city. A vibrant city centre needs theatres, concert halls and restaurants and hospitality within walking distance and with ready access to public transport.	The Council recognises the importance of the arts to create vibrancy in the central city. The Council is continuing to work intensively with the Music Centre, the Court Theatre, the CSO and the Government to ensure the success of the Performing Arts Precinct.
11793	1	478	Mary Hamilton	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Council seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different options of implementation and ensuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.
11793	1	478	Mary Hamilton	Development Contributions	Supports development contributions charge.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. Note that future changes to the Local Government Act 2002 may impact Council's ability to collect development contributions for some community infrastructure.
11793	1	478	Mary Hamilton	Development Contributions	Suggests charging on a sliding scale by land area to encourage higher density central city housing and discourage sprawl.	The Development Contributions Policy allows for some discounts, one of which is a discount proportional to the size of the property on a sliding scale (the smaller the property the greater the discount).

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11793	1	478	Mary Hamilton	Development Contributions	Submitter suggests that Development Contribution charges should be higher for developments on the edge of the city (where the infrastructure costs are higher) than in existing urban areas to discourage sprawl.	Most elements of the Development Contributions are currently charged on a city-wide catchment basis i.e. there is no differential based on where the development is taking place. The exceptions are the Neighbourhood Parks and Stormwater and flood protection elements of the charge. Reviewers of the policy regularly review the use of differential catchments though this tends to create greater fluctuation in Development Contribution charges depending on the capital works being planned in different catchments.
11793	1	478	Mary Hamilton	Convention Centre	The submitter wants to know 'if Christchurch needs a Convention Centre of the size that is currently being proposed by CERA and what type of conferences would Vbase work to attract to our city.'	The Convention Centre development is led by CERA, with the Crown becoming the owner on completion. The Crown has reduced the scale of the Convention Centre from the early concepts. CERA is mindful of the national strategy for bringing business events to NZ as a whole. It is expected that the Convention Centre will deliver significant economic benefit and will be a catalyst for tourism recovery and growth. At this stage a decision has not been made on who the operators will be once the Convention Centre is completed.
11794	1	480	L Pickering	Rates General/Overall Increase	The submitter lives conservatively and economically, doesn't ask others to pay for his personal luxuries, and expects to be treated similarly. He requests that we stop charging him for things that are irrelevant to him, and his neighbours, and get back to basics. He requests that Council not use property value as the basis for user costs.	New Zealand's rating system is designed to be a tax on the value of property, and Council has limited ability to collect revenue in other ways. In practice, some services are funded (fully or in part) through user charges (eg. leisure facilities and Building Consents), while others are paid for only by those directly benefitting from them (eg. targeted rates for water supply, drainage, rubbish collection, and sewage). It is considered that all ratepayers gain some benefit from Council activities, so it is appropriate for all ratepayers to contribute to those Council activities not directly funded through user charges or targeted rates. Council can only collect these contributions through value-based property rates.
11796	1	483	Leanne Goddard	Road Network	Writing in support of the proposed Halwell Junction Road extension, ID 924. This intersection is of poor quality, gives way to whom - causing long delays or near misses, which is concerning. I feel the new proposed layout would create a safer environment not only for residents but local road users.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11798	1	484	World Buskers Festival Trust	Events and Festivals	Request for Council to maintain its current level of annual funding of \$230,000 to the World Buskers Festival which is proposed to have a 15% cut in the Draft annual plan. Funding to Other major events and festivals will not be reduced therefore it appears that there is inequality in the decision to reduce funding to the World Buskers festival.	The World Buskers Festival funding is proposed to reduce by 15%. This does not apply to other major events and festivals that are not Council owned and have funding contracts in place. This is where the 'inequality' mentioned by the submitter occurs. The World Buskers Festival is treated differently from festivals that receive funding through the Events and Festivals funding process. The World Buskers Festival is a Council Controlled Organisation and therefore the funding funded is decided by the Council. The performance of the World Buskers Festival is managed through Statement of Intent KPI's and Annual Report.
11800	1	486	G.L.Bowron & Co Ltd	Rates General/Overall Increase	General rates increases are too high; companies already face earthquake-related cost increases, and rates are just another increase which is hard to absorb.	The financial challenges faced by Council as a result of the earthquakes are unprecedented, and achieving an acceptable balance between the need to effect repairs and the need to control the overall rates take with financially sustainable limits will be a complex and on-going issue. Council is sensitive to the need for cost control.

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11800	1	486	G.L.Bowron & Co Ltd	Recyclable/Organic/Commercial	Trade waste charge increases of 8% for Bowron make them less competitive in the market.	The trade waste charges are set in relation to a formulae agreed with industry representatives during the last Trade waste Bylaw review in 2005. A 5 year rolling average cost basis was agreed to smooth any transient cost effects at the request of the industry groups. The proposed charge for 2014/2015 does not fully cover the cost of collecting and treating the industrial component of the total wastewater flows and loads. i.e. ratepayers provide some subsidy to industrial users (approximately 15% of the load treated). The Trade Waste Bylaw is due for review in 2014/15 and this is the time to review the agreed charging mechanisms.
11801	1	488	G Wilson	Rates General/Overall Increase	Council should charge commercial rates for leasing Hagley Park facilities (eg. sports & other societies using facilities as function centres). Council should charge Business rates to residential rental properties (as landlords are running a business).	Leases on Reserves are regularly reviewed to ensure that the terms of the leases are being complied with. Appropriate leases are charged to these organisations to reflect the activities being undertaken
11801	1	488	G Wilson	Community Facilities (including rebuilds)	The submitter seeks urgent action on the future of the Wharenui Swimming complex	The swimming complex is currently open.
11811	1	495	Smokefree Canterbury	Neighbourhood Parks	Signage Smoke Free public spaces	The Smoke Free logo is included on all new main signs on parks .This inclusion is covered in the signs operations manual.
11811	1	495	Smokefree Canterbury	Events and Festivals	Suuports smokefree Council events	The Council's events team adheres to the Smokefree in outdoor areas Policy. Examples of this include: The Summertimes brochure states "the Council encourages smoke free events"; New Years Eve and ASB Classical Sparks have a smoke free event slide rotating on the big screen throughout the evening; MCs at events have in their notes that it is a smoke free event and they reiterate it throughout the event as part of their housekeeping; the ground announcement pre-recorded voice overs ask people to respect the area around them and refrain from smoking; there is a smoke free banner at ASB Classical Sparks and New Years Eve; security and all crew are briefed on site that events are smoke free.
11811	1	495	Smokefree Canterbury	Social housing	The submitter applauds Council for introducing somkefree housing	Smokefree Canterbury's support in relation to this new policy is appreciated.
11811	1	495	Smokefree Canterbury	Central City Plan (Includes Accessible City)	Urges the creation of more smokefree spaces in the central city.	Council has an existing smokefree policy. The focus of that policy is for Council-owned Parks, Playgrounds, Reserves, Sports Parks and Gardens which would include the central city.
11813	1	501	Paul Ranson	Road Network	Supports the extension to the Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11814	1	504	Colin and Joyce Dunn	Road Network	Supports the proposed realignment of the Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.

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11815	1	506	Meg Christie	Road Network	1. Little has been done since the earthquakes to convince our residents that walking is a convenient and safe mode of transport for short trips and that Christchurch is indeed a "walking friendly city". We would like to see budget allocated to these purposes. Support increase in mode share walking by 5% but more needs to be done to improve the quality of footpaths. Where is Council's share of the An Accessible City \$400 million funding.	1. There is currently no budget allocated for footpath improvements besides maintenance and safety budgets. Proposed projects for the central city will achieve significant improvements to the walking network. Councils future share of the next phase of work for An Accessible City will be considered in the next Long Term Plan. 2. The cost share agreement currently only addresses the first phase of projects within the LTP (hence, approximately \$72 million is currently budgeted; with CCC responsible for \$27 million, CERA \$27 million and NZTA \$18 million. CCC is working with the Crown and CERA to develop programmes for further phases of work which will also be subject to business case analysis and budget apportionment 3. Edgware master plan is an example of an urban regeneration venture designed to create a more walkable community; it is an approved plan, \$2.8m has been allocated, and detailed design work will commence in July.
11816	1	509	Yvonne Ann Curtis	Asset Sales (includes CCO's and land)	the submitter is strongly opposed to the sale of Council assets believing it to be a foolish financial decision.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11817	1	511	Marion MacBeth	Stadium Rebuild (includes temporary stadium) Rugby	Council urged to rethink need and business case for a covered Stadium. South Island population does not need this facility and it would not turn a profit. Consider multipurpose design suggested by Craig that included space that would provide income all year round	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11817	1	511	Marion MacBeth	Convention Centre	Does not believe in the need for a convention centre of its scale. Believes existing venues and hotels meet the needs of modest conferences	The Crown has reduced the scale from the original concept. Current venues and hotels do not deliver the right facilities to attract even modest convention or incentive activity in the long term which delivers positive economic benefit to the city
11817	1	511	Marion MacBeth	Road Network	Cycleways, 8 years is too long to wait and now is the perfect opportunity, while the city's rebuild is underway	It is envisaged that the Major Cycleway programme will, along with a range of supporting initiatives, encourage people who are interested in cycling but concerned about the current level of safety to cycle. The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to genuinely provide a safe, connected network above the standard we have done before, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design.

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11818	1	513	Quest Hotel Apartments	Tram	The tourist spend is extremely important to business owners including accommodation providers and the trams provide a year round attraction. Business owners in Cathedral Junction and New Regent Street noticed the increase in business as soon as the tram reopened in November 2013. Completion of the extension will link all the inner city hubs (High Street, Restart Mall The Terrace, Cathedral Square, Cathedral Junction, New Regent Street) and will give confidence to retailers and encourage further central city investment. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11823	1	515	Bob Gordon	District Plan Review	1. Draft Strategic Directions chapter of DPR concerned about lack of action on flooding, and new properties must be constructed at set floor level heights but repairs are not required to do so in order to mitigate risk of flooding	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic. The Council's flooding task force will be looking at ways to mitigate areas in the short term that have been flooded in recent times.
11823	1	515	Bob Gordon	District Plan Review	2. draft Subdivision and Development chapter to DPR - Concerned with the lack of detail or explanation on the matter of surface water management.	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11823	1	515	Bob Gordon	District Plan Review	3. Draft Transport Chapter - DPR - Concerned there is no mention of using rail infrastructure	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11823	1	515	Bob Gordon	District Plan Review	4. Draft Natural Hazards chapter DPR - Concerned there is no mention of using red zone areas as for flood ponding.	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.
11823	1	515	Bob Gordon	District Plan Review	5. Flood risk in Chch, Building Act. Concerned the implementation of this Act will treat existing buildings unfairly when the aim should be to 'avoid or reduce to acceptable levels' as per the draft Strategic Directions chapter of DPR	This submission is relevant to the District Plan Review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic. The Council's flooding task force will be looking at ways to mitigate areas in the short term that have been flooded in recent times.
11824	1	517	Icon - Inner City West Neighbour Association Inc	Convention Centre	Totally opposed to convention centre and covered stadium, particularly its size	The new convention centre is being developed by the Crown under the cost sharing agreement. The exact scope and timing of the stadium is yet to be determined, however the temporary stadium has a finite lifespan. Council will need to consider timing of this shortly with the Crown to ensure Christchurch is not left without a stadium should the temporary stadium need to be dismantled.
11824	1	517	Icon - Inner City West Neighbour Association Inc	Hagley Park Cricket	1. Cricket Oval an alienation of public land which will benefit cricket only	1. Cricket has been and will continue to be played on Hagley Oval.

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11824	1	517	Icon - Inner City West Neighbour Association Inc	Stadium Rebuild (includes temporary stadium) Rugby	2. Opposed to covered stadium when patronage declining	2. Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11825	1	519	Helen Tait	Tram	Completion of the tram loop will be a boost to tourism, linking key attractions as well as a positive symbol of a return to a thriving inner city. Supports rate increase for Council providing new developments such as the tram extension and the new Information Centre at the Gardens, as well as recovery and repair. Requests funding in the 2014/15 plan to complete the tram loop as previously planned.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11828	1	520	Cancer Society of New Zealand	Social housing	The submitter endorses submission made by Smokefree Canterbury in relation to the introduction of Smokefree Community Housing.	The Cancer Society of New Zealand's support is appreciated.
11828	1	520	Cancer Society of New Zealand	City and Community Long-Term Policy and Planning (General)	Submitter highlights the potential for the rebuild to promote good health, particularly physical activity and solar protection.	This potential is noted and should be considered in a wide range of projects in the rebuild.
11830	1	522	Mary Bridgman	Rates General/Overall Increase	The submitter is concerned the elderly are finding it difficult to exist in their own homes, with rate increases combined with electricity prices increasing regularly.	The Council has made every effort to find savings and keep rates at an affordable level. The Council is aware of the impact of rate increases on those with largely fixed incomes. The Government's rates rebate scheme may assist some low income ratepayers.
11830	1	522	Mary Bridgman	Asset Sales (includes CCO's and land)	the submitter is in support of Council's commercial assets being sold if they do not pay a good dividend - most do not appear to, so should be sold.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11830	1	522	Mary Bridgman	Events and Festivals	The Submitter proposes getting rid of the Ellerslie International Flower Show and World Buskers Festival as they are 'private enterprise'	A review, with options for the future, of the Ellerslie International Flower Show was presented to Council on 22 May 2014. The World Buskers Festival is owned by the Council and operated by the World Buskers Festival Trust. It is a favourite festival on the events calendar and has accumulated reserves of approximately \$80,000.
11837	1	524	Annette Hamblett	Asset Sales (includes CCO's and land)	The submitter requests that Council assets not be sold in order to fund a sports stadium they provide a substantial economic return and contribute to the city's resilience over generations.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11837	1	524	Annette Hamblett	Road Network	Would like Council to include the Christchurch Perimeter Trail in the Annual Plan.	Much of the trail exists within the regional parks on the city perimeter. The small amount of planning required for this project can be provided for in existing planning budgets. No project funding has been provided in the Three Year Plan, so this is subject to the annual Plan deliberations.

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11837	1	524	Annette Hamblett	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11842	1	527	Cantabrian Society of Sonic Artists Inc	Tram	Submitter is a business operator in New Regent Street. While New Regent Street is developing into a showcase for the central city rebuild, business is difficult and will remain so for the foreseeable future. Partial tram restart has been a concrete boon to business and the completion of the extension can only assist the street's recovery through future difficulties. The cultural, tourism and small business benefits of further developing connections with Cathedral Junction, the Square and Restart Mall outweighs the costs of completing this public infrastructure. Supports the continuation of the tram line construction.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11843	1	529	Novotel Christchurch	Tram	Tourist spend is a vital part of Christchurch economy and the city's image as a re-emerging attraction filled place to visit. Trams are an extremely important feature of the city. Good feedback about tram from hotel guests. The extension will link other precincts developing in the CBD and a return loop will be more appealing and convenient than a return trip along a single route. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11845	1	531	Ibis Hotel	Tram	Tourism has an important impact on hotel guest numbers and trams are significant in the inner city tourist spend and also a vital part of the Christchurch economy. The extension will provide a significant boost for inner city retailers plus café and bar operators. It is important to the tourism industry that the planned inner city precincts are linked, with the tram a convenient way of ensuring this link. The Council has already invested \$5M in this project, and only needs some 50 metres of track, a cross over outside C1, plus overhead poles and wires. Requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11850	1	533	Damian Ardell	Community Grants	This submitterr opposes a decrease in Strengthening Communities Fund.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11851	1	534	Kevin Burt	Road Network	Supports the extension to the Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11852	1	536	Denis O'Connor	Asset Sales (includes CCO's and land)	the submitter requests that no companies owned by Christchurch city Holdings should be sold, including City Care and Council's social housing complexes.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11852	1	536	Denis O'Connor	Convention Centre	Opposes any CCC funding for the convention centre and new stadium. Suggests that the Dunedin stadium should be used as a case study.	The Crown is developing the convention centre under the cost sharing agreement.
11852	1	536	Denis O'Connor	Stadium Rebuild (includes temporary stadium) Rugby	Opposed to Council paying for the stadium and being burdened with debt like Dunedin City Council. NZ Rugby Union should pay. Council needs to identify which assets are strategic and of significance as per Local Government Act.	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11856	1	539	Patrick Browne	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11860	1	540	Karl and Sharleen	Road Network	Supports the proposed changes to Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11861	1	543	Jeff Hall	Road Network	Wants to have a dedicated right hand turn land to access WaterLoo Road from Foremans Road end.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.

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11862	1	545	Samuel Kahaki	Road Network	Supports the proposed changes to Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11863	1	547	Brian and Christine Duke	Road Network	Supports the proposed changes to Halswell Junction Road.	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11865	1	549	Karen Koed	Road Network	Central bus interchange system is to transfer passengers from one bus to another quickly, safely and without danger and hindrance. The current bus interchange is the best possible one from a passenger's point of view	Environment Canterbury and Christchurch City Council under the Christchurch Central City Recovery Plan agreed to a package of services and infrastructure including the new Central City Bus Interchange, suburban hubs at Northlands and Riccarton, two superstops in the central city and bus priority route for the Riccarton corridor to Hornby. Delivery is in the 2014/15/16 years. Environment Canterbury has put out information on proposed improvements to the bus network.
11866	1	553	Penny Cameron	Suburban Master Plans	New Brighton needs to be established as a leisure destination to attract tourists and locals. Submitter requests development of (i) an indoor/outdoor aquatic facility and gym to replace QEII; (ii) Thompson Park as a skate venue; and (iii) Rawhiti Domain for this purpose.	Council recognises the need for an Eastern Recreation & Sport Centre in the North East of the City. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre and a funding commitment from the Canterbury Earthquake Appeal trust remains in place. The site selection process for the Eastern Recreation & Sport Centre is in progress and sites in the North East will be investigated as part of this process. The Council will make the final decision on the location of the Eastern Recreation & Sport Centre. The Council has recently completed improvements to Washington Skate Park, as the City's major skate facility, and there is no plan to further develop the skate facility at Thompson Park at this point in time. The Council has initiated a master plan process to help rejuvenate the New Brighton commercial centre so that it is more attractive to locals and visitors.
11866	1	553	Penny Cameron	Recreation & Sport Services	Opposed to development of the stadium. Benefits a few while everyone pays for it. Will leave Christchurch if this project goes ahead	Procurement and construction timelines for the Stadium have yet to be determined. A Council Long Term Plan will be completed for 2015-25 where Council will consult with the community and decide on future priorities.
11866	1	553	Penny Cameron	Asset Sales (includes CCO's and land)	the submitter requests that lucrative Council assets should not be sold; lost income will need to be replaced.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11822	1	556	Beverley Obst	Tram	The tram pre-quake made a contribution to the city and financially to the Council. Requests the completion and opening of the extension and reopening of the current loop as soon as possible.	The importance of the tram as a visitor and local attraction and its value to local business is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). The balance of the current loop is on target for re-opening before the end of this year.
11844	1	557	Public Health Association	Neighbourhood Parks	Signage Smoke Free public spaces	Smoke Free signage is to be included on all existing and playgrounds.
11844	1	557	Public Health Association	Events and Festivals	The submitter asks for Council events to be promoted as smokefree	The Council's events team adheres to the Smokefree in outdoor areas Policy. Examples of this include: The Summertime brochure states "the Council encourages smoke free events"; New Years Eve and ASB Classical Sparks have a smoke free event slide rotating on the big screen throughout the evening; MCs at events have in their notes that it is a smoke free event and they reiterate it throughout the event as part of their housekeeping; the ground announcement pre-recorded voice overs ask people to respect the area around them and refrain from smoking; there is a smoke free banner at ASB Classical Sparks and New Years Eve; security and all crew are briefed on site that events are smoke free.
11844	1	557	Public Health Association	Social housing	The submitter applauds the Council for the introduction of smokefree housing	The Public Health Association of New Zealand's support is appreciated.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11844	1	557	Public Health Association	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	<p>The PHA applauds the Council's investment in 13 cycle-ways. With the announcement from the Council that they intend to delay the work on these cycle-ways from five to eight years, we note the following issues and concerns</p> <ol style="list-style-type: none"> 1.The PHA recommends there be no delay to investing in cycling infrastructure. 2.We recommend the Council takes a universal approach to bicycle-friendly infrastructure to achieve sufficient growth in bicycle commuting and to reduce the number of cyclist injuries and deaths. 3.We recommend a more rapid transformation of all roads using best practice interventions, which is more likely to improve safety and increase the number of people using active transport. 4.We recommend that as far as possible this approach needs to be undertaken during the repair and recovery process to build-in physical segregation on arterial roads and low speed, bicycle-friendly local streets. 	<ol style="list-style-type: none"> 1. The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension. 2. Cyclists are considered in all transport projects. 3. As discussed, the work to design and construct cycle facilities is continuing at the same rate as prior to the announcement of the extension of the completion date. 4. The rebuild of the roads is generally like for like but where possible major cycleways projects will be incorporated into the rebuild.
11669	2	4	Hagley/ Ferrymead Community Board	Major Cycleways	Major cycleways consultation with community boards	The Community Board will be presented with detailed options reports for the route options as they are developed. There will also be community consultation on each route. Currently there is not yet a Council approved priority for the Major Cycle Routes nor the subsequent order of the development of the sections of each route. When this more detailed program is in place the Community Board will be provided with this information.
11669	2	4	Hagley/ Ferrymead Community Board	SCIRT repairs	<p>Infrastructure Repair-Opportunities to co-ordinate the infrastructure repairs with Council development and capital programme works along with the Central City Recovery Plan and Accessible City Plan.The Board is unclear as to the process for betterment projects to be included with the Council and SCIRT's infrastructure repair programme.The Board acknowledges the current process for infrastructure repair is to inform the community and stakeholders of the work to be undertaken but consideration should be given to the type of engagement required for each project to allow communities to have input into the projects.</p>	<p>Council and SCIRT officers are well aligned so as to identify any future CCC capital projects and CERA's Christchurch Central Recovery Plan Anchor projects. Where possible Council officers do promote the opportunity to include these projects with the Rebuild programme however it has to consider the funding required from Council's budgets to construct these projects which in the majority of cases is the restraint. Any Council capital or improvement project can be promoted to be included in the SCIRT repair programme provided that funding can be secured either from existing Council budgets or from the Facilities and Infrastructure Improvement Borrowing Allowance. A report to Council is needed to approve this funding. Consultation vs Inform on Infrastructure repair projects is a challenge and SCIRT has been using the Order of Council (OIC) to largely inform stakeholders on the repair strategy for these projects due to the size of the programme and the very tight timeline to deliver it. The view presented by some stakeholders is that we have moved beyond the emergency recovery phase that this legislation was created for, and while the need support this for projects identified as requiring community consultation input.</p>

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11669	2	4	Hagley/ Ferry mead Community Board	Civil Defence Emergency Management	The Board: 1) supports an increase or realignment of funds to increase the level of communities preparing their own plans. 2) advocates for specific CDEM role for Community Boards to ensure Board members are aware of processes, structures, and programmes relating to civil defence.	1) Staff acknowledge the support of the Hagley Ferrymead Community Board to increase funds for community response planning. There is little opportunity to realign the current budget without impacting on other public education programmes. 2) Training course for elected members will be available as from mid July 2014.
11669	2	4	Hagley/ Ferry mead Community Board	City Governance & Decision-making	The Board notes the increase of \$560,000 to cover increase in Mayor's office staff and Elected Members support, but that there is no specific reference relating to support to Community Boards. The Board acknowledges recent changes to the structure of Governance and Civic.	The creation of the Office of the Chief Executive in the Council's new administrative structure provides for a Director with prime responsibility for Governance issues in addition to the Manager Governance and Civic Services, the addition of a new position of Team Leader Community Boards and a dedicated Principal Governance Adviser.
11669	2	4	Hagley/ Ferry mead Community Board	City Governance & Decision-making	An increase in the training budget to cover biennial attendance at the Community Board Conference without reduction in other budgets for continuing Community Board Member's professional development and training is supported. The budget for each community board category for member training, development and conference should be increased in 2015 and every second year thereafter to accommodate the Community Boards Conference.	An increase in the training budget to cover biennial attendance at the Community Board Conference without reduction in other budgets for continuing Community Board Member's professional development and training is supported. The budget for each community board category for member training, development and conference should be increased in 2015 and every second year thereafter to accommodate the Community Boards Conference.
11669	2	4	Hagley/ Ferry mead Community Board	Public Participation in Democratic Processes	The Board submits that funds should be available to increase the technological support within Community Boardrooms. This increase could include installation of microphones and audiovisual equipment, acknowledging that needs will vary between boardrooms around the city. Proposed changes to the Local Government Act include changes to the way technology can support decision making and Boardrooms should be equipped to responding to changing times.	Sound systems should be available for Board meetings where necessary to ensure members and the community attending can hear what people are saying in meetings. Investigation is underway into the provision of sound systems for Board meetings where necessary. Additional transportable AV equipment, anticipation of legislative changes, may also be necessary from time to time to meet particular circumstances.
11669	2	4	Hagley/ Ferry mead Community Board	Community Facilities (including rebuilds)	The Board submits in support of the Community Board having full involvement in decisions regarding rebuild of facilities	Intent is for community to become more ongoing in the repair and rebuild of facilities when and where the opportunity arises.

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11669	2	4	Hagley/ Ferrymead Community Board	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11669	2	4	Hagley/ Ferrymead Community Board	Transitional City Projects - Streets & Vacant Spaces	Submitter supports the establishment of a Transitional City Projects Fund for the Suburban Centres and seeks commitment to further funds in the 2014/15 financial year.	A Transitional City Projects Fund for the Suburban Centres was established in 2013/14 with \$50,000 available for applications. Staff have recommended the continuation of this Fund in 2014/15 financial year and this is included in the draft Annual Plan.
11669	2	4	Hagley/ Ferrymead Community Board	Financial Strategy General	The submitter requests additional information to explain the increase in capital expenditure of \$3.1 million	The \$3.10 million is explained in Note 2 as being timing changes to the Halswell Library and Service Centre. This is because the project is running behind budget and the funding is being moved from the current year into the 2014/15 year.
11669	2	4	Hagley/ Ferrymead Community Board	Proposed Water Park (New Brighton)/Eastern Recreation & Sports Centre	Board supports an aquatic recreation facility being provided by Council in the Hagley/Ferrymead ward and wishes to be involved in the investigations. Aquatic facilities - Aquagym is expensive for families and not considered viable. In the Draft aquatic facilities plan - Aquagym should not be considered a public facility.	The Council have asked staff to investigate the possible opportunities for the location of an aquatic facility in the South East of the city in conjunction with the Ministry of Education. The Hagley Ferrymead Board will be advised of the process and outcome of these investigations.
11669	2	4	Hagley/ Ferrymead Community Board	Rates Remissions	Submission supports the proposed change to the remission for uninhabitable earthquake damaged homes.	The support for Council's policies is noted.
11669	2	4	Hagley/ Ferrymead Community Board	Build Strong Communities (includes Early Learning Centres)	Encourages Metropolitan Funding Committee and other Community Boards to support food resilience programmes led by the community.	The Council will continue to support eligible community led projects that are approved for grant funding by the Council or Community Boards through the Strengthening Communities Grants Programme.
11669	2	4	Hagley/ Ferrymead Community Board	Financial Strategy General	The submitter requests that Capital Endowment Fund be allocated to participatory democracy, resilience and environmental sustainability not towards major Council events.	Your comment is noted
11669	2	4	Hagley/ Ferrymead Community Board	City Promotions	The submitter supports a review of Council's festivals and events policy, programme and funding structure.	The Christchurch Events Strategy 2007-17 is nearing the end of its ten year term and will require review.
11669	2	4	Hagley/ Ferrymead Community Board	Land Drainage and Waterways	Stormwater and Flood Protection	Staff acknowledge the submitter's comments. The Land Drainage Recovery program will provide improved communication and engagement with the Board.

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11795	2	9	Spreydon/ Heathcote Community Board	Community Facilities (including rebuilds)	2.1 The submitter seeks the repair of the Waltham Memorial Gates in time for an appropriate anniversary, latest being Anzac 2015.	The Council project team are underway with this project and are committed to having the Gates repaired and reinstated in time for the Centenary anniversary of 2015.
11795	2	9	Spreydon/ Heathcote Community Board	Community Grants	This submitter strongly opposes cuts to the Strengthening Communities Fund and congratulates the Council for retaining Strengthening Communities Fund levels and looks forward to the level increasing in future.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11795	2	9	Spreydon/ Heathcote Community Board	Heritage Protection	2.3 Priority to heritage repairs to be Old Stone House, Sign of the Kiwi, and the Sign of the Takahe.	Repairs have begun on the Sign of the Takahe. Engineering options are being assessed for the Sign of the Kiwi and the Old Stone House.
11795	2	9	Spreydon/ Heathcote Community Board	Community Facilities (including rebuilds)	The submitter would like to see more permanent provision of rental space for Non Government Organisations.	These needs are being considered as part of the development of community facilities.
11795	2	9	Spreydon/ Heathcote Community Board	Road Network	Lincoln Road, Addington: a. The Board appreciates the Addington Car parking Plan and planning for the strengthening of public transport developed by City Council and ECan staff, also involving VBase and Court Theatre and others, stemming from meetings facilitated by a local MP. The Board supports maintaining Lincoln Rd Addington as a local village with on street parking. No extension of Lincoln Road 4 laning. Diversion of inbound traffic onto Blenheim Road or Brougham Street. Traffic signals at Dyers/ Cashmere Roads.	There is an extensive corridor study of Lincoln Road to Halswell Road being progressed, due to the recent development in Addington, which will look in detail at all modes of transport and route priorities. A wider south west study is comparing recent development with previous studies and impacts also on Lincoln Road. This information will inform future LTP. The Community Board will be given the opportunity to view all this information in the latter part of 2014. The Dyers Road and Cashmere Road intersection was programmed for design when there was a possibility to purchase extra land, but the local businesses wanted to rebuild. Any improvements for this intersection will be considered in the next LTP.
11795	2	9	Spreydon/ Heathcote Community Board	Public Transport Infrastructure	2.5 The Board wishes to see a practical and sustainable bus interchange developed in Barrington, one that adequately takes into account the needs and desires of passengers, business the community, and the wider public. The Board notes that traffic parking, and transport issues are an ongoing problem. An interim interchange to be included in the LTP. 3.1 The Board wishes to see the funding reinstated for the Mid Heathcote Linear Masterplan 3.7 Disappointed at removal of Buchan park improvements	2.5 Noted. Staff are working with the Board to address the issue in the short term. Staff are also working with Ecan to develop a prioritised list of PT infrastructure projects that will be submitted for approval as part of the next Long Term Plan. 3.1 There is currently sufficient planning budget to continue with concept design work to keep ahead of the SCIRT programme, looking for synergies and implementation opportunities. There is no funding for construction works in the Three Year Plan. 3.7 Staff are still working through options for the implementation of the Sydenham master plan. This includes what can be done with Buchan Park and any other open space opportunities.

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11795	2	9	Spreydon/ Heathcote Community Board	Town Hall	This needs to be prioritised - save the auditorium but the entire building being saved at the predicted cost should not be a priority.	The Council resolution was based upon the Refurbishment Project that was underway prior to the event, which included upgrades throughout the complex, including additional works to the James Hay. The project team are completing a revalidation of the functional requirements of each area with improvement via user group input.
11795	2	9	Spreydon/ Heathcote Community Board	Social housing	1. Notes with concern a decrease in total social housing units.2. The Board sees working with third parties by using leasehold land to develop social housing as a prudent option but opposes the use of Public Private Partnerships. 3.Wishes to be involved in planning designing and developing social housing replacement and expansion, in addition to being involved in consultation with residents.	1.The 2010 Level of Service was changed to reflect the number of units closed due to earthquake damage. 2. In 2013 Council selected and approved 12 social housing partners. These partners are a mix of NGO's, social housing providers and private sector funder/developers who have the potential to create mixed tenure housing environments and provide various types of innovative housing. 3. Consultation will occur with Community Boards relevant to the redevelopment of social housing sites. The Boards views on engagement plans with the wider community regarding social housing will be considered.
11795	2	9	Spreydon/ Heathcote Community Board	Asset Sales (includes CCO's and land)	Major asset building or repair should not be funded from assets sales or PPPs. The cost sharing agreement does not provide sufficient information about Council's long-term cost commitments.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11795	2	9	Spreydon/ Heathcote Community Board	Convention Centre	Financial risk of Anchor Projects with no final costing and no accounting for ongoing operational costs.	Anchor Projects are part of CERA Christchurch Central Recovery Plan and the Cost Sharing Agreement between Council and The Crown.
11795	2	9	Spreydon/ Heathcote Community Board	Art Gallery	Wishes to see the stadium, convention centre and town hall delayed	Timing for the development of a stadium has yet to be confirmed. Council will need to consider timing of this shortly with the Crown. The convention centre is being developed by the Crown and is expected to be completed in 2017. The town hall redevelopment is progressing in accordance with the council resolution from August 2013. It is expected that tenders will be submitted by August/September 2014 with completion of the redevelopment anticipated at the end of 2017.
11795	2	9	Spreydon/ Heathcote Community Board	Libraries	Oppose the reduction of opening hours at libraries.	Libraries were requested to assist Council with cost savings. The early closing of three libraries are a measure to accommodate this.
11795	2	9	Spreydon/ Heathcote Community Board	Walk in Customer Services	Opposed to the proposed ceasing of Saturday morning opening at the four service centres.	The cost per transaction is very high because there are generally very few customers on Saturday morning
11795	2	9	Spreydon/ Heathcote Community Board	Community Grants	The submitter notes : 1. There is considerable concern regarding a perceived rise in graffiti vandalism and seeks a review of Council policy. 2. The excellent work done by volunteers in the ward combatting the graffiti problem.	1. There has been a notable 58% reduction in reported graffiti in the ward since April 2013. There are numerous groups and volunteers registered with the Council either spotting or removing graffiti within the ward. Several presentations to community groups have also resulted in new Community and Neighbourhood Associations joining the volunteer register as well as individual nominations for Community Service Awards from the ward. There have been several mural projects completed with both communities as well as New Zealand's largest telecommunications infrastructure company. If people are witnessing an increase in graffiti they are encouraged to report this to Council on 941 8999. 2. This recognition of the volunteers is appreciated.

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11795	2	9	Spreydon/ Heathcote Community Board	Build Strong Communities (includes Early Learning Centres)	This submitter opposes outsourcing Pioneer Early Childhood Centre's services to another provider.	This viewpoint will be considered. Outsourcing would require a high standard of service to continue to be provided.
11795	2	9	Spreydon/ Heathcote Community Board	Fees and Charges	The Board is opposed to a system of user pays.	Noted; the remaining options are reduction in services and rate increases. The Board has not indicated which of these it would prefer.
11795	2	9	Spreydon/ Heathcote Community Board	SCIRT repairs	3.6 Grange Street Renewal capital works to be included with the SCIRT earthquake repair works as a betterment project.	SCIRT's programme of earthquake repair to the existing road is only minor in Grange Street. Grange Street renewal project will be reprioritised for inclusion in the Councils 2015/25 Long Term Plan.
11692	2	17	Burwood / Pegasus Community Board	Waterways and Land Drainage	Flood Protection and control works.	<ol style="list-style-type: none"> 1. Comments regarding consultation are noted. 2. Performance data on number of houses flooded is being quantified. 3. Council currently has level of services performances; these will be reviewed as part of the next Long Term Plan. 4. Stop Banks will be considered by the Land Drainage Recovery Programme.
11692	2	17	Burwood / Pegasus Community Board	Wastewater Collection/Treatment	The Board proposes that wet weather overflow data be broken down by suburb in 2011/12 and 2012/13. Wet weather overflows should reduce over time.	Due to significant earthquake damage to the city's wastewater network we are experiencing more overflows in wet weather because of ground water infiltration in the network. This will improve gradually as SCIRT complete the rebuild of the network. New sewer technologies such as vacuum and pressure sewer systems also assist because they are sealed systems and not prone to infiltration. Further the City has additional budget for reducing wastewater overflows in the waterways. The exact extend of work will be further refined once the infrastructure rebuild is completed by SCIRT.
11692	2	17	Burwood / Pegasus Community Board	Road Network	<ol style="list-style-type: none"> 1. The Board believes transitional repairs to roads in the area are a high priority. 2 Residents satisfaction with road quality should be expected to increase over time, not remain at 2013 baseline. 3. The target "Residents satisfied with roadway quality is too general" 	<ol style="list-style-type: none"> 1. Roads are maintained to contract standards which are identical to other areas of the city. In some cases, make safe repairs are made to hold road surfaces to an acceptable standard prior to the completion of SCIRT infrastructure repairs. Earthquake road repairs are taking place in an order of priority. Issues at specific sites will be investigated when reported. 2. Earthquake road repairs will take place on a like for like basis. In many cases road surfaces will be repaired rather than renewed. 3. Comments on satisfaction levels for 2015 are noted.
11692	2	17	Burwood / Pegasus Community Board	Recreation & Sport Services	<ol style="list-style-type: none"> 1. Board proposes that a transitional aquatic facility is necessary since the Eastern recreation and Sports facility is still years away - medium priority 2. The availability of Council Kiwi Card needs to be better publicised - medium priority. 	<ol style="list-style-type: none"> 1. Council recognises the need for an Eastern Recreation & Sport Centre in the North East to meet current Levels of Service and community needs. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre. 2. Council staff acknowledge the Burwood Pegasus Community Board comments regarding publicity of the Kiwi Card. A campaign is scheduled for 2014/15
11692	2	17	Burwood / Pegasus Community Board	Events and Festivals	<p>The submitter supports Council's events and festivals programme and the role they play in contributing to psychosocial recovery and community wellbeing. They request continuation of World Buskers Festival performances in New Brighton.</p> <p>Overflow of events figures needs to be addressed and transparent.</p>	The Council has budgeted to deliver an annual programme of events. The World Buskers Festival is operated by the World Buskers Festival Trust. The Draft Annual plan proposes a reduction in funding to the World Buskers Festival which is likely to result in the World Buskers Festival Trust looking for operational savings including assessing the cost of delivery at locations outside the central city.

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11692	2	17	Burwood / Pegasus Community Board	Harbours & Marine Structures	To install fenced off area on Pier end at no fishing zone.	Thank you for your suggestion. Staff are investigating this proposal, installation will depend on funding available.
11692	2	17	Burwood / Pegasus Community Board	Neighbourhood Parks	Parks Levels Of Service	Funding for the upgrade of walking circuits is limited and has been prioritised. Staff will work with communities to consider their priorities. Fishing from the New Brighton Pier was one of the intended uses but staff do acknowledge there are some issues and are working to resolve.
11692	2	17	Burwood / Pegasus Community Board	Asset Sales (includes CCO's and land)	The submitter is not in favour of asset sales as a means of raising revenue; seen as a low priority.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11692	2	17	Burwood / Pegasus Community Board	Public Participation in Democratic Processes	The Board is supportive of a move towards voting as a way of facilitating increased public participation in local elections and further education to improve awareness of what local government achieves.	The Council is participating in an Online Voting Working party established by the Minister of Local Government and has established a Working Party to promote on-line voting and participation in elections.
11692	2	17	Burwood / Pegasus Community Board	Civil Defence Emergency Management	The Board requests better liaison between Civil Defence and Community Boards with a suggestion that a performance measure be added.	Staff are acceptable of a performance measure being included as part of the annual plan process. Staff suggested at a recent Combined Community Board seminar that improved liaison could be achieved between Boards and Civil Defence by establish a Civil Defence sub-committee for each Board.
11692	2	17	Burwood / Pegasus Community Board	Social housing	1. The submitter considers Social housing should be split into elderly and other as a high priority. 2. The submitter sees as a high priority the increasing of the availability of the Council's operational social housing with focus on repairing units not currently tenanted and building more. 3. The submitter suggests all Council social housing complexes require a shared community room.	1. The Council has discussed the aspect of tenant mix with stakeholders and there is a variety of views. Tenant advocacy groups support a mixture of demographics, such as in any street or community. Many groups have cited international best practice supporting this approach. 2. The Council has a dedicated team focused on the repair and rebuild of CCC social housing stock. At present EQC and Insurance settlements are being finalised, therefore planning of repairs and new builds are constrained until these settlements are complete. 3. The Council considers the aspect of a shared communal tenants lounge in every new build. Factors such as cost, site layout and opportunity cost for additional units are all important factors in this decision making.
11692	2	17	Burwood / Pegasus Community Board	Financial Strategy General	The board would like more information on internal services to help increase transparency.	Your suggestion is noted and will be considered as part of the Long Term Plan process
11692	2	17	Burwood / Pegasus Community Board	Town Hall	Deferring of Anchor Projects in favour of community needs at a local level.	Anchor Projects are part of CERA Christchurch Central Recovery Plan and the Cost Sharing Agreement between Council and The Crown.
11692	2	17	Burwood / Pegasus Community Board	Libraries	No change to fees and charges, general loan of books should remain free.	The Annual Plan for 2014/15 proposes only one increase to Library fees and charges, which is a small increase to the charge for overdue items. The charge for overdue items hasn't been increased for four years. There is no charge for books from the general collections.

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11692	2	17	Burwood / Pegasus Community Board	Fees and Charges	Propose Kiwiable Card Holder discount of 25% to Council's Recreation and Sport facilities be increased in recognition of the value of these services to a community under stress - high priority	Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Fees benchmarked across NZ, aiming for average of community market or entry level of commercial market. Council officers can prepare discount options for future consideration by Council.
11692	2	17	Burwood / Pegasus Community Board	Build Strong Communities (includes Early Learning Centres)	The Board proposes that groups that are recognised as 'not-for-profit' community groups should not be charged for the use of Council-managed community halls. Low priority	The current scale of fees recognises the not for profit community groups.
11692	2	17	Burwood / Pegasus Community Board	Development Contributions	Submitter considers that the City Planning and Development Group of Activities should be focussed on planning of the natural environment, risk management and urban design.	This Group of Activities includes City and Community Long Term Planning, District Planning and Heritage Protection. The areas identified by the submitter are all parts of the programmes of planning and policy work in this Group of Activities
11692	2	17	Burwood / Pegasus Community Board	Development Contributions	Submitter would like to be informed and consulted on the preparation of Stormwater Management Plans	Affected Community Boards will be informed and consulted on stormwater plans at an appropriate stage in the process.
11692	2	17	Burwood / Pegasus Community Board	Development Contributions	Submitter suggests adding an activity for the planning of recreation and leisure opportunities.	The Planning of recreation and leisure activities is carried out in the current City and Community Long-Term Planning and Recreation and Sport Services Activities. The Council has an existing Physical and Recreation and Sport Strategy. Whilst dating back to 2002 it still provides direction to the Council's activities in this field.
11692	2	17	Burwood / Pegasus Community Board	Community Grants	The Board supports the idea of putting \$1 million towards community grants and suggests that any surplus from the fund be used to meet the requirements of providing an Eastern Recreation and Sports Centre and Legacy project in the ward	Your support for the \$1 million is noted. Your suggestion regarding any surplus funds will be considered along with other proposals at the time funds are apportioned, although at present the interest of the fund has been fully committed.
11777	2	24	Spokes Canterbury	Road Network	Spokes Canterbury would like to see a comprehensive contiguous cycle network, sooner rather than later as recent estimates and this year's Annual Plan suggest. Spoken to CERA - if the Council was willing to fund SCIRT would be willing to carry them out. Groups feel the Council is the main driver - needs to champion changes and other stakeholders will support this.	The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to provide a safe, connected network, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design. The following is the funding in the Draft Annual Plan that allows for better planning and design work to ensure best practice and safety; 2013/14 (\$1,784,548), 2014/15 (\$8,15,452), 2015/16 (\$8,900,000), 2016/17 (\$9,300,000), 2017/18 (\$10,000,000), 2018/19 (\$10,000,000), 2019/20 (\$10,000,000)
11690	2	29	Dirk De Lu	Major Cycleways	Major cycleways design	The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.

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11666	2	33	Riccarton/Wigram Community Board	Wastewater Collection/Treatment	Board comment that progress on Awatea Block has not progressed as anticipated because core wastewater infrastructure is not in place.	Funds are committed in a staged manner in the Three Year Plan to meet the growth needs of the South West of Christchurch including Awatea Block. Western Interceptor, Pressure Main 105 and PM 123 and 113 have been completed in the last 12 months. All these lines enable growth in Wigram and adjacent areas including some of the Awatea Block. Further works are planned in the South West in 2015-2019
11666	2	33	Riccarton/Wigram Community Board	Enforcement and Inspections	The Community Board notes the ongoing level of compliance and enforcement activity needing to be conducted in the Riccarton/Wigram area especially in relation to several high profile sites. In recognition of this, the Board would like to support more staff resources being allocated to carry out this important work.	In meeting the changing compliance demands across the city - including the movement of business and people westward of the city - staff regularly review complaint volume in terms of geographical location and allocate staffing resource as appropriate. Operational planning for 2014/2015 will include a focus on prioritisation and risk associated with compliance breaches which will help focus resource on high risk people and environmental matters.
11666	2	33	Riccarton/Wigram Community Board	Regional Economic Development/Business Support/Workforce Development	Submitter suggests an international departure tax at Christchurch International Airport to contribute to financing city infrastructure rebuild.	International visitors are not the appropriate source of funding for the rebuild. Evidence overseas demonstrates that departure levies (and similar arrangements) have a negative affect on the number of visitors using airports. The visitor industry is already a sector very badly affected by the earthquakes with significantly lower numbers of visitors coming to the city. Introduction of a departure tax is likely to make the situation worse.
11666	2	33	Riccarton/Wigram Community Board	City Governance & Decision-making	The Board supports the allocation and delegation of further responsibilities for Community Boards and consequently the recognition of the part that Boards will play in the Council's governance structure.	The allocation and delegation of further responsibilities for Community Boards will occur incrementally. The Council will be undertaking discussions with Community Boards on the implementation of this objective.
11666	2	33	Riccarton/Wigram Community Board	Social housing	More funding for social housing - borrow from Capital Endowment Fund and use insurance proceed to reimburse the fund.	Staff are working to settle EQC and insurance claims. It is important the total value of any settlements is understood before any form of borrowing (internal & external) is considered. Council is also exploring other options for the longer term operations of social housing, including funding.
11666	2	33	Riccarton/Wigram Community Board	City and Community Long-Term Policy and Planning (General)	Notes the importance of libraries and leisure facilities as community infrastructure and supports the reinstatement of development contributions for these.	Development contributions aim to recover the portion of infrastructure costs that correspond to growth-related demand created by development. The Council is proposing to introduce Development Contributions for community infrastructure in the Draft Annual Plan. Note that future changes to the Local Government Act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11666	2	33	Riccarton/Wigram Community Board	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11666	2	33	Riccarton/Wigram Community Board	Fees and Charges	Support new three month prepaid fee for memberships that uses all forms of payment.	A fixed 3 month prepaid membership is proposed. Payment methods include cash, eftpos, cheque and credit card.
11666	2	33	Riccarton/Wigram Community Board	Waterways and Land Drainage	Stormwater and Flood Protection	Staff notes the submitters comments. Development will dictate the SW Storm Water Management Plan programme.

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11666	2	33	Riccarton/ Wigram Community Board	Recreation & Sport Services	Concerned that within the Aquatic Facilities Plan the South West Pool Complex has been pushed out by several years based on slow population growth. Believe that this information is invalid. Sockburn Pool was closed with the understanding a new major facility would replace this.	The Council have asked for a briefing on the Aquatic Facilities Plan review 2014 to understand the information and suggested recommendations concerning aquatic facilities across the City.
11666	2	33	Riccarton/ Wigram Community Board	Development Contributions	Submitter suggests deleting the measure Elected Members satisfied that policy and planning advice is timely, relevant and supported by comprehensive and reliable information	The Council considered deleting this measure in developing the Draft Annual Plan. The savings accruing from it would be minor.
11666	2	33	Riccarton/ Wigram Community Board	Road Network	The Board records its support for the road network project (ID924) to extend Halswell Junction Road to join Pund Road and the Hornby Freight Hub	Noted and design work has started on the first stages of the new route. Part of the design will consider all modes and safety of movements.
11736	2	36	Fendalton/ Waimairi Community Board Christchurch City Council	Libraries	Oppose the reduction of opening hours at Fendalton Library. Urge Council to use existing approved funds to rebuild/reopen Bishopdale Library and Community Centre. Temporary library working well at the moment. Community centre already needed betterment prior to damage so improvement needed. Would like to keep current hours. If it were to change - a couple of evenings per week and Saturday. Not the mornings - these are busy.	Libraries were requested to assist Council with cost savings. The early closing of three libraries are a measure to accommodate this. We are working on a plan regarding the future of the Bishopdale Library
11736	2	36	Fendalton/ Waimairi Community Board Christchurch City Council	Community Facilities (including rebuilds)	The Board request that the rebuild of the Bishopdale Community Centre be actioned now as approved	A report outlining the future of this facility will be taken to the Community Committee in June 2014.
11755	2	39	Lytelton/ Mt Herbert Community Board	Regional Parks	Head to Head walkway funding reduction	Noted. Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement lower priority work across Parks. Parks staff will continue to work collaboratively with the community to achieve the best outcomes for walkways
11810	2	51	Akaroa/ Waiwera Community Board	District Plan Review	Wants the Banks Peninsula Ecological Sites project completed so that it can inform the District Plan Review	The ecological Study is underway. The District Plan Review will include sites and those sites where information will not have been completed by the time the new Proposed DP is notified will be included within the District Plan at a later date through a Plan Change
11810	2	51	Akaroa/ Waiwera Community Board	Heritage Protection	Requests Council work with community board when completing statements of significance for notable buildings.	Statements of significance are completed by inhouse or consultant researchers. Full consultations takes place when buildings are considered for listing in the district plan.

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11810	2	51	Akaroa/ Waiwera Community Board	Water Supply	Opportunity to purchase land in conjunction with NZ Native Forest Restoration Trust and Ron Donald Trust. This land contains one of the sources for the Akaroa Water Supply. Board suggest utilising some funding from the Akaroa Water Upgrade project to purchase this land (contribution required approximately \$200,000)	This initiative would support the Public Health Risk Management Plan for the Akaroa Water supplies which looks to protect the headwaters of such supplies from stock and other land use contamination. The Akaroa Water Upgrade Project funding is fully committed at this stage of the project and additional funding would be needed to meet this initiative.
11810	2	51	Akaroa/ Waiwera Community Board	Suburban Master Plans	The Board requests that Council consider a change to the bylaw review programme so that all bylaws under review are not open for submission at once. The Board wishes to see a strategic plan developed for Little River.	Your comment is noted. There are no plans to develop a strategic plan for Little River.
11810	2	51	Akaroa/ Waiwera Community Board	Waterways and Land Drainage	p.36 Request for funding for consent requirements for flood control at the mouth of Te Roto o Wairewa/Lake Forsyth and management for all values	Thank you for submission. This will be consider along side other priorities in the Council's Land Drainage Recovery Programme
11810	2	51	Akaroa/ Waiwera Community Board	Cemeteries	The Board would like to be able to set priorities for implementation works associated with the Cemeteries master Plan.	Cemeteries Master Plan was passed by Council in June 2013 This plan, in part, sets out a CAPEX programme for the future development for the cities cemeteries. The Board has the opportunity to comment on this programme as part of the councils LTP process.
11810	2	51	Akaroa/ Waiwera Community Board	Regional Parks	p.63-64 Budget Cuts to Regional Parks	The Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement of lower priority work across Parks. Parks staff will continue to work collabortatively with the community
11810	2	51	Akaroa/ Waiwera Community Board	Harbours & Marine Structures	p.62 Sea walls funding needed to prepare list of seawalls condition assesment.	This will be investigated and put forward at future LTPs.
11810	2	51	Akaroa/ Waiwera Community Board	Neighbourhood Parks	The Board supports the Residents Associations request to have the Wainui Reserve included in the contract mowing round.	Wainui Reserve will be included in the maintenance contract as from 1/7/14
11810	2	51	Akaroa/ Waiwera Community Board	Neighbourhood Parks	The Board supports the Residents Association's request to be involved in the managemnet of the Blockhouse site	Staff will continue to work with the association on the future development of this site.
11810	2	51	Akaroa/ Waiwera Community Board	Harbours & Marine Structures	p.67 Ships season maintenance	Staff will continue to work with interested parties to provide the best service possible for Cruise ship visitors and the residents of Akaroa during the Cruise ship season
11810	2	51	Akaroa/ Waiwera Community Board	Regional Parks	p.32-93 Request Levels of Service are maintained for maintenance contracts	Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement of lower priority work across Parks. Parks staff will continue to work collabortatively with the community

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11810	2	51	Akaroa/ Waiwera Community Board	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	p.94 The Board supports the deferral of funding totalling \$575k for completion of the Little River Rail Trail with the construction of the final section into Little River. The Board wishes to see a strategic plan (suburban centres plan) developed for Little River to address a number of issues that the town faces and believes it would be best to defer the completion of the rail trail until after such a plan is adopted. (Refer Clause on Little River Suburban Centres Plan).	The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Design work is continuing on the completion of the Little River Rail trail however, the construction of this project is yet to be programmed.
11810	2	51	Akaroa/ Waiwera Community Board	Regional Parks	p.95 Reduced budget for Stanley Park renewal	Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement of lower priority work across Parks. Parks staff will continue to work collaboratively with the Stanley Park Reserve Management Committee to find innovative ways to progress this project.
11810	2	51	Akaroa/ Waiwera Community Board	Road Network	The Board has a continuing concern that not enough funding is being budgeted to maintain the standard of the roads on Banks Peninsula. The Board supports the deferral of funding totalling \$ 575k for completion of the little river trail with the construction of the final section into Little River. Concern over insufficient funding for Lake Forsyth flood control works - including accessway. The board wish to be able to set the priorities for the Cemeteries Development Plan. The Board wants additional funding provided for seawall investigations and renewal. The Board wants funding reinstated for Stanley Park	The Little River Rail Trail completion as part of the Major Cycleways Routes is currently being undertaken. This section completes the Little River Rail Trail from Waiwera Pa Road into the Little River township via Barclays Road. The preferred completion option will be presented to the Board for its consideration. Central works for Lake Forsyth do not include an accessway. The priorities for the implementation of the Cemeteries Masterplan are done on a city wide basis. Funding for Stanley Park will be subject to the annual plan deliberations
11820	2	66	Gap Filler Trust	Transitional City Projects - Streets & Vacant Spaces	Gap Filler would like CCC to undertake some research on possible incentive or property owners or business that permit specified activities to occur on their temporarily vacant properties. Gap Filler would like to be involved in this research.	Council staff are interested to discuss with GapFiller what ideas and research they have in mind and will arrange to meet with GapFiller.

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11683	2	68	Rowena Watson	Tram	Submitter operates a business in New Regent Street. Inner city businesses are in an unprecedented crisis. Submitter's business increased dramatically when tram was reinstated in November 2013. The tram links and shows tourists and locals the scattered precincts and adds colour and dram to a dire landscape. All areas of the central city need to be linked and submitter requests funding in the 2014/15 plan to complete the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11711	2	69	Welcome Aboard	Tram	Completing the tram loop would be a great boost for central city retailers and other businesses, as it would connect many areas of the city and give tourists an easy way of exploring the planned CBD precincts. Also beneficial to locals, giving a reason for them to spend time in the city. Tram can bring life and vibrancy Requests funding in the 2014/15 plan to complete the tram route along High Street and behind the Cathedral.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. A major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.
11711	2	69	Welcome Aboard	Tram	Tourism is an integral part of Christchurch and the tramway, an internationally recognised icon of Christchurch has played a significant part. Tramway gives Christchurch a significant point of difference with its unique city tour, tourism charters and restaurant tram. Partial reopening of existing loop has received a great response from local market and tourists, and hop-on hop-off tickets encourages retail spending. It is hoped to reopen the complete loop in Spring this year. Council approval for a partial reopening of the extension to Cashel and High Streets was given in October 2013 and it hoped to open along Cashel mall in early 2015. There would be many advantages to customers, local retailers and the Council for the whole loop to Manchester Street and back to Cathedral Square via High Street to be completed, rather than a further there and back operating on the same track. (continued below)	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged, as is the efforts of the operator to get the business back in operation under very difficult conditions as quickly as possible. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets.

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11711	2	69	Welcome Aboard	Tram	This includes more reliable and efficient tram frequency, revitalising the central city by linking the High Street shops with other shopping precincts and anchor projects, and having two tram loops thus allowing one to operate if they other is disrupted for any reason. It would also avoid travel in both directions on the one track and the expense of temporary traffic management plans. 98% of track is already in place, with only about 50 metres still to lay. Greatest need ever to showcase Christchurch and tell New Zealand and the world that the Christchurch recovery is well underway and that it is once again a great place to visit, relax and spend time. Great opportunity with international events in the city in 2015 and the tram extension needs to be in operation in time for these events. Requests funding allocated in the 2014/15 plan for completing and closing the tram loop to High-Manchester Streets and back to Cathedral Square via High and Colombo Streets.	See comment above
11646	2	73	Waterloo Park Limited	Road Network	Supports the Halswell Junction Road extension ID 924	We note your support of the Halswell Junction Road extension ID 924
11647	2	77	Southpark Corporation	Road Network	Supports the Halswell Junction Road extension ID 924	We note your support of the Halswell Junction Road extension ID 925
11766	2	81	David Welch	Road Network	The Council investigate busways as the policy at the moment is inadequate to maintain a bus service running on time.	A new model for public transport comprised of core services on key priority routes which will be considered for priority movement measures and connector routes has been initiated by Environment Canterbury. This will support the transition to recovery by maintaining accessibility to business and residential areas and suburban and satellite centres.
11720	2	83	Historic Places Canterbury	City Governance & Decision-making	Submitting that the methods of measuring levels of services are inadequate and if those interacting with the Council were surveyed a more accurate indication of participatory and active democracy would be achieved.	Good idea. Participants in Council and Community Board meetings, seminars and engagement activities should be surveyed at that time on their satisfaction levels of engagement and the results added to those who are randomly surveyed. It is likely that many involved in random surveys would not have had any interaction at all with the Council.
11720	2	83	Historic Places Canterbury	Heritage Protection	Endorses Council's intention of keeping level of funding available for grants unchanged.	Your comment is noted.
11720	2	83	Historic Places Canterbury	Heritage Protection	Seeks increase in funding of the Landmark Heritage Grant to reverse the reduction of \$300,000 in 2014/15	Funding is adequate to support 2 major buildings per annum.

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11699	2	88	Christchurch and Canterbury Tourism	City Promotions	Great Wine Capitals: CCT submitted a response to the intention to transfer the Great Wine Capitals programme from Civic and International Relations to CCT. The transfer would not include budget. CCT questioned the logic of the transfer and submitted that the Great Wine Capital programme was of dubious value. CCT recommended that CCC give serious consideration to terminating the current arrangements with the Great Wine Capitals and remove the cost of this activity from the Annual Plan altogether.	Civic and International Relations which is the department responsible for the management of this program strongly agrees with the CCT submission to terminate the current arrangements. Termination of the programme would be effective on 28 December 2014. The Council has paid the annual fee for 2014 (€17K - \$NZ27K) to this date, however all operational endeavours connected with the programme would cease with effect 30 June 2014. Continued membership of the programme would require a budget increase of \$20K p annum and the cooperation of CCT and CDC in order to have a chance of success.
11699	2	88	Christchurch and Canterbury Tourism	City and Community Long-Term Policy and Planning (General)	Submitter seeks to work more closely with the Council on the redevelopment of central city spaces due to their impact on the visitor experience.	Staff from the Council meet regularly with those from Christchurch and Canterbury Tourism and central city spaces are a regular topic of conversation. Many of the positive aspects of central city spaces that visitors respond well to are those supported through the transitional city programme.
11699	2	88	Christchurch and Canterbury Tourism	City and Community Long-Term Policy and Planning (General)	Submitter seeks an amendment to the level of service target for users of the Akaroa Visitor Centre as the existing target was based on inflated figures caused by a faulty door counter	Reporting on this level of service has been consistently well below the current target and more closely aligned to the suggested revised target.
11699	2	88	Christchurch and Canterbury Tourism	Tram	The tram is an iconic tourism product in Christchurch city. Partial restart has provided a major boost to the central city tourism offering, with positive feedback though stating that current route is far too restricted and needs to cover more of the central city. Local residents are starting to take visiting family and friend back on the tram with pride. Notes international events planned for 2015, and that the tram project improves our case in proving to the world that the city is a worthwhile place to visit. It instils confidence that normality is returning with fully operational central city attractions. Requests that the Council take a long term view of this capital investment as one which will endure in perpetuity for Christchurch. Supports the submission of the Welcome Aboard Group in seeking funding in the 2014/15 plan for competing the tram extension.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts, shown already by partial re-opening, is acknowledged. While most of the tracks for the extension are already laid, and accepting that completion will see an increased return on investment to the Council and ratepayers, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).

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11781	2	93	NZ Transport Agency	Road Network	<p>1. NZTA encourage the Council to continue working collaboratively to develop the necessary passenger transport infrastructure particularly along the Riccarton route to Hornby to recover the effectiveness and viability of passenger transport. Seek NLTP investment. NZTA have been waiting on the Council's prioritised programme of work since September 2013. It is important that the City Council provides advice to the Transport Agency on where these projects sit within its programme of concern is the lack of progress for the remaining balance of activities. Investment opportunities that are proposed to draw on the current NLTP are available to 30 June 2015. The Transport Agency is committed to working with the Council to take advantage of the NLTP.</p>	<p>1. Council are on track with developing applications for all projects to be delivered during the three year funding period. The main projects include:</p> <ul style="list-style-type: none"> - Riccarton PT corridor we are currently completing a business case to support this application. - Greers/Northcote/Sawyers - Detailed design starts in November. I expect to complete an application for this July/August. - Wigram/Magdala - Detailed design funding has been approved. Significant work is required to get the construction phase approved.
11781	2	93	NZ Transport Agency	Road Network	<p>2. Support for Ferrymead Bridge vital connection. Support for the Northern Arterial Extension between Cranford Street and the Northern Arterial . The two need to be co-ordinated and concern that the northern arterial extension and Cranford St upgrade may be delayed. For public Transport infrastructure improvements are required. There does not appear to be sufficient provision in the Three Year Plan. Central City projects should be delivered in an optimal manner. Network improvements to keep traffic flowing do not appear in the TYP these are needed for congestion reduction.</p>	<p>2. Northern Arterial Extension and Cranford St upgrade will be part of a notice of requirement to be consulted on in the second half of 2014. There will be funding provision in the next LTP for consideration and this is a significant budget item. The draft LTP before the Three Year Plan placed construction funding in the 2021 period. This will be redetermined in the next LTP.</p>
11781	2	93	NZ Transport Agency	Cycleway funding	<p>The submitter welcomes the opportunity to continue working with staff to develop a strategic case to prioritise cycleways</p>	<p>Council staff also welcome the opportunity to work with NZTA on cycleways. The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.</p>

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11847	2	102	Hands off Hagley Inc	Recreation & Sport Services	<p>Understand need for cost savings.</p> <ol style="list-style-type: none"> 1. Suggest costs involved with Hagley Oval deserve more scrutiny to ensure fairness. 2. Suggest Council enquires about who are the stakeholders involved in the Local Organising Committee for the Cricket World Cup, and how the \$14 million for goods and services will be paid for. 3. Will the ground fee charged for games during the Cricket World Cup be applied to Canterbury Cricket for games after the World Cup. 4. Will the costs associated with permits and supervision be borne by the consent holder as stipulated in the Environment Court judgement. 	<ol style="list-style-type: none"> 1. Project costs were consulted on and approved through Annual Plan processes. Operational costs are also approved annually, reported on monthly and quarterly, and audited. 2. The submitter should contact Cricket World Cup about membership of the Local Organising Committee and budget management. Representation of that group is not a Council responsibility. As a host city Christchurch City Council has representation on a number of organisational groups for the event to assist with the smooth delivery of the event, maximisation of the City's investment, logistical co-ordination between key agencies such as the airport, police, customs, tourism, accommodation etc. The formation of these types of groups is standard practise for events of this nature and size. Council has committed financial support for the event which by agreement with the Local Organising Committee will be applied to: provision of the temporary overlay structures required at the competition venue to meet ICC Cricket World Cup specifications and; City activation (ie: city dressing, events and promotions outside of the tournament itself). 3. Ground fee charges have and will be applied to Canterbury Cricket for use of Hagley Oval 4. All parties are bound to comply with all applicable laws and regulations relating to the tournament and th
11787	2	103	J Ballantyne & Co Ltd	City and Community Long-Term Policy and Planning (General)	The submitter is concerned that the draft policy restricting legal highs to the inner city will negatively impact on the health and safety of staff and customers due to user's intimidating behaviour.	Council have not made a final decision on where psychoactive product retailers are permitted to locate within the city and will consult widely with the community before adopting a policy. The submitter will be alerted and invited to submit on the draft policy at that time. The Council is also working with Safer Christchurch, NZ Police, Canterbury District Health Board to identify options to manage the impact of intimidating behaviour.
11787	2	103	J Ballantyne & Co Ltd	Parking	Submitter believes Lichfield car park building should be rebuilt.	The Council has set up a Project group to work through the various options for the car park building.
11787	2	103	J Ballantyne & Co Ltd	Tram	Tramway appeals to tourists and will work best if it extends around the full proposed route. Would like to see local access on a casual and affordable basis e.g. by metrocard as per the buses. Requests that the tram extension be completed as soon as possible.	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the tracks for the extension are already laid, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). The tram operation is not subsidised and if casual fares were to be at public transport prices, and accessible by Metrocard, this would mean a substantial subsidy in addition to the capital costs under discussion. The tram operator offers a 12 month ticket for local users in combination with the gondola at a reasonable price.
11787	2	103	J Ballantyne & Co Ltd	City and Community Long-Term Policy and Planning (General)	The submitter is concerned that the draft policy restricting legal highs to the inner city will negatively impact residents and tourists experience of the area due to safety concerns from legal high users.	Council have not made a final decision on where psychoactive product retailers are permitted to locate within the city and will consult widely with the community before adopting a policy. The submitter will be alerted and invited to submit on the draft policy at that time. The NZ Police commented on their preference for the central city because they are more able to monitor safety within this area.
11617	2	108	Sue Stubenvoll	Regulatory Approvals - Buildings - Commercial Consents	Do not refuse business premises consents in the suburbs to try to provide the city centre. You must entice not bludgeon, otherwise you'll drive business away altogether.	CCC do not and can not refuse consents based upon location. A building consent can only be refused under the Building Act 2004 if it does not comply with the building code.

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11617	2	108	Sue Stubenvoll	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11617	2	108	Sue Stubenvoll	Art Gallery and Museums	Reinstate The Robert McDougall Gallery under Anthony Wright (Canterbury Museum).	The Robert McDougall needs earthquake repairs. It is intended for use by Canterbury Museum after its redevelopment. In the meantime Christchurch Art Gallery repairs are in progress with many Outer Spaces offerings provided by Christchurch Art Gallery.
11617	2	108	Sue Stubenvoll	Heritage Protection	Focus heritage efforts on Provincial Chambers as priority above the Cathedral.	The Council is scoping the restoration of the Provincial Chambers Building and has recently obtained a grant from central government to assist.
11857	2	110	Concerned Rural Ratepayers	District Plan Review	Department (assume Planning given the other comments) lacks guidance and direction in dealing with issues raised by ratepayers. Appears to side with contractors and not consult with adjoining land owners.	This submission is relevant to the District Plan review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic. The DP officers have conducted pre notification consultation and comments have been considered by officers and councillors when considering draft chapters.
11857	2	110	Concerned Rural Ratepayers	District Plan Review	Council has allowed break down of Planning system that provided certainty by allowing for activities to occur within zones that should not be located there	The review of the District Plan is seeking to provide as much certainty as possible through an "activities based/performance standards" approach to the location and effects of activities. However, there is flexibility built into the Resource Management Act to enable activities to be located "out of zone" or to exceed performance (effects) standards and these are considered through the resource consent application process. The activities and performance standards approach will be supported by strong objectives and policies to ensure that activities are located in the appropriate locations and their effects are appropriate for the environment they are located within.
11857	2	110	Concerned Rural Ratepayers	District Plan Review	Used to be able to purchase a property with certainty knowing what activities would be located around you. Now no certainty. We in Rural area but now have a large contractors area next door creating noise, dust and eyesore.	The review of the District Plan is seeking to provide as much certainty as possible through an "activities based/performance standards" approach to the location and effects of activities. However, there is flexibility built into the Resource Management Act to enable activities to be located "out of zone" or to exceed performance (effects) standards and these are considered through the resource consent application process. The activities and performance standards approach will be supported by strong objectives and policies to ensure that activities are located in the appropriate locations and their effects are appropriate for the environment they are located within.
11857	2	110	Concerned Rural Ratepayers	District Plan Review	City has many other areas with future opportunities not fulfilled eg land surrounding the airport, adjacent to northern and southern motorways, adjacent to old freezing works site in Kaiapoi, red zoned areas not suitable for residential and McLeans Island.	This submission is relevant to the district Plan review. The comments have been noted and the submitter is encouraged to submit on the plan review on this topic.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11857	2	110	Concerned Rural Ratepayers	Regulatory Services	The submitters raise concerns about the adequacy of City Plan enforcement action relating to the quarrying activities by numerous businesses in the north-west quarry area - including concerns at the management of specific issues, suggesting enforcement responses are more favourable to business rather than the local residential community.	The post-quake environment has increased pressures on the availability of residential, commercial and rural lands in and around the city. In addition, there is increasing need for resources like stone, rock etc that are needed for rebuilding infrastructure and buildings. The earthquake also generated a huge amount of waste like concrete that can be processed and repurposed rather than going to landfill. The increasing need for these activities and resources has impacted the north-west quarry area which has a strong rural-residential environment alongside those businesses who have traditional supported construction and deconstruction activities. In addition, post-quake legislation changes like the Resource Management Act order in Council (Temporary Activities and Storage) 2011 was designed to facilitate recovery through relaxation of usual planning rules. Hence we have seen some activities located in areas that traditionally would not be allowed - and a general increase in activities supporting rebuild/repair processes. These legislative provisions will remain in place until April 2016 only - when the pre-earthquake city plan rules will apply. The Compliance te
11672	2	113	Gretchen Boyd	Community Facilities (including rebuilds)	The submitter suggests that as Council buildings are built or have major maintenance, that solar panels are added for emergency purposes in a power cut.	This has to date not been considered, but a direction will be sought from elected members, as there will be additional cost to consider up front.
11632	2	114	David Epstein	Harbours & Marine Structures	Improve Akaroa Wharf facilities	Cruise ship companies are satisfied with current level of service. The long term concept for wharf attraction is noted.
11858	2	115	Town Planning Group	Community Grants	The submitter requests the Council allocate finance to assist with the provision of street patrols in the Victoria Street precinct, further supporting the initiative that has been put in place by the licensees and Hospitality New Zealand (with Council and Police support)	Christchurch City Council and Hospitality NZ (with signatories of the Victoria Street Alcohol Accord) are trialling a 'Street Safe' initiative with the aim of deterring alcohol-related disorder and anti-social behaviour as well as providing an ambassadorial service to visitors to the bars and night clubs in the area. Additionally, the Council's Community Safety Team has presented to the Accord around the use of CPTED (Crime Prevention through Environmental Design) in both the entertainment precinct and the bars themselves.
11858	2	115	Town Planning Group	Community Grants	The submitter requests an annual allocation over the next five years of \$62,400 to provide assistance to street security within the Victoria Street precinct.	Currently, Christchurch City Council supports and funds the trial programme. It is considered that the continuation and success of this programme should be self-sustaining and therefore ongoing financial support would be from the Accord signatories.
11853	2	121	Phil Ball	Road Network	Concerned about the Halswell Junction Road extension and its effect on the residential section of Foremans Road.	Halswell Junction Road extension design work has commenced and one of the objectives is to install physical restriction for truck movements
11480	2	124	Heidi Herbert	Central City Plan (Includes Accessible City)	Submitter proposes that a roofed market should be constructed for the famous products of Canterbury.	Developing such a market is not a role for Council, however Council can facilitate and assist a private developer to set up such a market. While there have been discussions with several developers, none have reached a stage of being firm proposals.
11422	2	128	Ron Healing	Parking	In the Christchurch City draft annual plan has provision been made to provide a designated area for the parking of tour buses so that the tour buses are not parking on residential streets.	No provision has been made in the Annual Plan, however the parking of tour buses both during the day and at night is being considered as part of the central city work and the An Accessible City (Transport) Chapter of the Recovery Plan undertaken by CERA.

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11715	2	130	Canterbury Employers' Chamber of Commerce	Annual Plan Process	Raises issues on transparency, leadership, teamwork, financial management and efficient processes for the Council to consider.	Thank you for your support and constructive feedback on the draft Annual Plan. The points on transparency, leadership, teamwork, financial management and efficient process are noted . As you know from your frequent interaction with CCC, most if not all of the principles raised in your submission are focus areas for the new Council. We look forward to working with you to realise them.
11775	2	134	St Albans Residents Association	District Plan Review	This submitter asks : 1. The transitional community centre be managed by St Albans Residents Association; 2. The transitional community centre be expanded urgently; 3. The rebuild of the St Albans Community Centre be included in the top priority projects.	1. Staff support community management of the Council's community centres; 2 & 3 Potential expansion of the transitional facility and / or rebuilding of the St Albans Community Centre would require prioritisation w other city wide projects.
11775	2	134	St Albans Residents Association	Community Grants	Increase Community Grants funding.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11775	2	134	St Albans Residents Association	Regional Parks	Part 4, bullets 1 to 4. The submitter asks that CCC support local projects - St Albans Park upgrade, Edgeware Croquet listed as historic place, Edgeware Village Green reopened part 4, bullet 4 - Submitter asks that CCC support the retention of the St Albans Pool and Pavilion site due to historical significance Part 4, bullet 5, - Submitter seeks Transitional project in Warrington Village Part 4, bullet 6. Submitter seeks a plan for future greenspace in the St Albans area Part 4, bullet 7. Support Malvern Park fitness community project Submitter raised concern over access to key for community centre. Would like to administer access to building.	Noted. St Albans Park will be limited to summer sport until funds become available to address earthquake related drainage. The croquet and pavilion projects will be undertaken by the Council's Heritage team. Planning for future provision of greenspace is conducted on a city wide basis depending on future needs.
11775	2	134	St Albans Residents Association	Road Network	A passenger rail service to be provided urgently for Northern commuters from Rangiora and Kaiapoi. A tram service connecting Edgeware Village to the Central City be included in the future city transport plan. Community conversations are had in regard to plans for the local transport network. We submitted that money is made available for more and safer cycling and walking infrastructure and that the CCC take the CCC take radical urgent steps to change the car reliant culture of the city.	Environment Canterbury has initiated a short study for the potential for commuter trains from the Rangiora and Belfast areas into the city and to Hornby. Further studies are looking at the public transport key corridor and hub facilities for the proposed changes to the bus network by ECan. The Major Cycleways Routes includes the Rutland to Grassmere connection which is one of the first cycleways to be built and will serve part of St Albans.

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11775	2	134	St Albans Residents Association	Central City Plan (Includes Accessible City)	<p>Housing - L3 design guidelines should be revised to ensure better overall design for infill development, especially in St Albans. CCC should progress with the community finding solutions for earthquake damaged homes.</p> <p>Accessible St Albans: ensure full disabled access to public and commercial buildings for disabled people, especially for new buildings; and ensure rebuilding is done in ways that recognise people's equal rights to access public facilities, education, employment and recreation.</p>	<p>The design guide will be updated once the District Plan review has been completed. Infill outcomes will be part of considerations in the District Plan review.</p> <p>The responsibility for repairing earthquake damaged homes lies with EQC.</p> <p>Current building standards require that disabled access is included as part of the design and rebuild of new buildings.</p>
11775	2	134	St Albans Residents Association	Public Transport Infrastructure	<ol style="list-style-type: none"> 1. A passenger rail service be provided urgently for Northern commuters from Rangiora and Kaiapoi. 2. A tram service connecting Edgware Village to the Central City be included in the future City transport plan. 3. Community conversations are had in regard to plans for the local transport network including the proposed extension to Cranford St which would have very negative effects for the local St Albans community. 4. Current bus services be monitored and improvements made to service the local community. 5. We submit that money is made available for more and safer cycling and walking infrastructure and that the CCC take radical urgent steps to change the car reliant culture of the city. 6. We submit that CCC educate resident on the purpose of footpaths 	<ol style="list-style-type: none"> 1. Council is currently working with UDS partners looking into studies on future rapid public transport. This will also consider rail. The Northern Arterial Working Group (NZTA, CCC, CTOC, ECan) are currently investigating the potential for commuter rail from Rangiora etc. 2. There is currently no funding for this however the studies into future rapid public transport may consider light rail. 3. The community will be consulted as part of the Northern Arterial project 4. Bus services are the responsibility of ECan, with infrastructure the responsibility of CCC. Ecan monitor bus services and are currently undertaking a city wide review 5. The Chch Transport Strategic Plan identifies different routes within Chch that will be prioritised for different modes. It also supports the a mode shift from private vehicles to more active modes. The amount of freight being moved by rail is set to increase in future years.
11695	2	160	Shirley / Papanui Community Board	Major Cycleways	Major cycleways consultation with Community Boards	<p>The Community Board will be presented with detailed options reports for the route options as they are developed. There will also be community consultation on each route. Currently there is not yet a Council approved priority for the Major Cycle Routes nor the subsequent order of the development of the sections of each route. When this more detailed program is in place the Community Board will be provided with this information.</p>

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11695	2	160	Shirley / Papanui Community Board	Major Cycleways	Community Board consultation on cycle ways	<p>The design on the Major Cycleways will be dependant on the environment through which they pass. Where traffic speeds and volumes are low then one option is to offer a 'neighbourhood greenway' environment option where it is safe for cyclists and motorists to share the traffic lane. A full range of design options for the Major Cycleways can be found in the Christchurch Cycle Design Guidelines.</p> <p>The Community Board will be presented with detailed options reports for the route options as they are developed. There will also be community consultation on each route. Currently there is not yet a Council approved priority for the Major Cycle Routes nor the subsequent order of the development of the sections of each route. When this more detailed program is in place the Community Board will be provided with this information.</p>
11695	2	160	Shirley / Papanui Community Board	Community Grants	Supports retention of Community Grants funding at \$7.776m.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11835	3	4	Sport New Zealand / Sport Canterbury	Recreation & Sport Services	<p>1. Pleased with level of support for Recreation and Leisure. Pleased to see level of continued support for new athletics track. Maintain engagement with Sport Canterbury as a key partner and Chair of the Sport and Recreation Earthquake Leadership Group. Advocate for a sports facilities hub at Nga Puna Wai to be include in Annual Plan. Include community and regional level facilities for Tennis, Hockey, Athletics in the first stage. These sports view this location as their preferred option. Co-location will increase collaboration potential. Site could cater for other sports in future. Rebuild provides opportunity for Christchurch to establish itself as a sporting centre and lead NZ.</p> <p>2. Encourage Council to endorse the 'Spaces, Places and People Plan for Sport and Recreation in Greater Christchurch' as a guiding document for sport recovery.</p>	<p>1. The Council considers Sport NZ and Sport Canterbury as key partner organisations in the Sport and Recreation sector and acknowledges the work they do for Christchurch City Councils residents and the wider Canterbury area. The Council is considering the Nga Puna Wai Sports Hub concept proposal which includes Hockey, Athletics and Tennis and if approved will seek wider community input into the concept proposal.</p> <p>2. The 'Spaces, Places and People Plan for Sport and Recreation' provides Council with valuable information from the Sport and Recreation sector on the rebuild and development priorities.</p>

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11616	3	15	Athletics Canterbury	Recreation & Sport Services	Disappointed athletics track and the capital allocation, and the potential location at Nga Puna Wai was not specifically in Annual Plan as it was in Three Year Plan. Concerned over repeated deferrals of this project and have no answer to questions of location and timeframe. Support location of Nga Puna Wai and being an anchor user of multisport facility and participated in concept development. Concerned over declining interest in sport due to substandard facilities and increased travel and time costs, plus lost opportunity to host international event in 2017	The capital allocation for an athletics track remains unchanged from that of the Three Year Plan. The Council is considering the concept proposal to site an athletics track as part of a sports hub at Nga Puna Wai and if approved will seek wider community input into the concept proposal.
11526	3	21	Jane Dickie	Recreation & Sport Services	Keep current 5.30am opening time. A great service and well attended. Other gyms available 24 hours and a change to the opening time could mean customers choose other providers.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 24 hours gyms typically do not provide staff support from 9pm - 6am
11489	3	22	Narelle Gray	Recreation & Sport Services	1. Do not support proposal to open 15 minutes later in the morning. Current time allows for swim training to be completed prior to work. 2. To save money suggest a lifeguard is not required when the pool is only be used by squad swimmers and coaches are present.	1. For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light. 2. Aquatic facilities need to maintain industry Poolsafe standard. Will investigate suggestion in consultation with the National Body.
11481	3	23	Brendon Wright	Recreation & Sport Services	Object to changing the opening time of 5.30am. Customers lined up and waiting to get in to exercise prior to work. Any change will force me to look for other options and cease membership	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11491	3	28	Canterbury Hockey	Recreation & Sport Services	Canterbury Hockey severely constrained by the loss of venue capacity and quality of playing artificial surfaces. Unable to host national and international tournaments that would provide economic benefit to the city. Keen to work with Council develop the Nga Puna Wai Hub multisport concept. Also able to contribute financial resources for turf construction immediately.	The Council is considering the Nga Puna Wai Sports Hub concept proposal which includes Hockey, Athletics and Tennis and if approved will seek wider community input into the concept proposal. The Council acknowledges Hockey's commitment to contribute financially to this proposal.
11827	3	29	Sparks Rd Garden Ltd	Waterways and Land Drainage	Flooding South West Christchurch Area	Stormwater issues in this area have been addressed by the South West Stormwater Management Plan. Filling within Mr Lee's property would create adverse effects on other properties.

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11462	3	35	Brett Tingay	Recreation & Sport Services	Concerned over changes to opening times. Reduction in the 5.30am start would mean we could not use the facility, resulting in a loss to our and other memberships increasing Council's financial challenges. Suggest closing 30 minutes earlier. The submitter wished to emphasize that there were greater numbers of people who use pool early in the morning than late in the day. This would mean that they would contribute more in fees.	For Pioneer, Jellie Park and Graham Condon Recreation and Sport Centres maintain 5.30am opening time and close at 9.00pm, 30 minutes earlier each week day. For Parklands maintain 6.00am opening time and close at 8.30pm, 30 minutes earlier Mon - Thurs. Participation levels in late evening generally light.
11759	3	36	Beckenham Neighbourhood Association	Rates Remissions	The remission for uninhabitable earthquake-damaged houses should be 100%.	Earthquake-related rates remissions are intended to provide some relief to those most affected, whilst acknowledging that all such relief must be paid for by those less affected. Council's approach is to charge rates on these houses as if they had been demolished (ie. on land value only); this results in equal treatment between owners whose damaged homes have not yet been demolished and those whose damaged homes have already been demolished.
11759	3	36	Beckenham Neighbourhood Association	Road Network	1.Flood mitigation strategy needed. Mid Heathcote River Master Plan and linear park development has been axed.	1.A review of the short term mitigation measure is underway through the Mayoral Task force and the longer term option will be included in future Stormwater Management Plans. Sufficient planning and design money for the mid Heathcote Masterplan has been retained, to ensure that any opportunities for synergies with the SCIRT programme are realised. Development in the South West Area has had no negative effect on the lower Heathcote as all stormwater discharges are fully mitigated within the area
11759	3	36	Beckenham Neighbourhood Association	Road Network	2.Disappointment at 3 year cycleways deferral.	2. The delivery of the Major Cycle Network is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to provide a safe, connected network, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design. The following is the funding in the Draft Annual Plan that allows for better planning and design work to ensure best practice and safety; 2013/14 (\$1,784,548), 2014/15 (\$8,15,452), 2015/16 (\$8,900,000), 2016/17 (\$9,300,000), 2017/18 (\$10,000,000), 2018/19 (\$10,000,000), 2019/20 (\$10,000,000)
11759	3	36	Beckenham Neighbourhood Association	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	We are deeply disappointed at the proposed 3-year deferral of completion of the cycleways project. It is hard not to see the ostensible rationale of "taking more time in order to get it right" as a convenient pretext for spinning the work out over longer timeframe in order to improve cash flow	The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension.
11759	3	36	Beckenham Neighbourhood Association	City Governance & Decision-making	Arbitrary targets and declining statistics in the levels of public participation and satisfaction in democratic processes indicate that community perceptions of the Council are of little consequence to the Council.	The targets are set to encourage incremental improvements in participation and satisfaction levels of active, participatory democracy. Random surveys are used to measure the levels currently and the results may reflect that many people surveyed may have had little or no interaction with the Council. It is proposed that people who do interact with the Council and the Community Boards are surveyed at the time of that interaction and the results are included with the random survey results.

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11759	3	36	Beckenham Neighbourhood Association	Walk in Customer Services	Opposed to the proposed ceasing of Saturday morning opening at the 4 service centres.	The cost per transaction is very high because there are generally very few customers on Saturday morning. Therefore, this proposition seemed an appropriate way to make savings.
11759	3	36	Beckenham Neighbourhood Association	Community Grants	The submitter does not support cuts in discretionary community grants, especially Strengthening Communities.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11759	3	36	Beckenham Neighbourhood Association	Libraries	Oppose the reduction of opening hours at libraries.	Libraries were requested to assist Council with cost savings. The early closing of 3 libraries are a measure to accommodate this.
11759	3	36	Beckenham Neighbourhood Association	Convention Centre	As per last year, demands council defer the new convention centre and stadium	The Crown is developing the convention centre and is expected to be completed in 2017. Timing for the development of a new stadium has yet to be determined, however the temporary stadium will have a finite span. Council will need to consider timing of this shortly with the Crown to ensure Christchurch is not left without a stadium should the temporary stadium need to be dismantled.
11579	3	42	Angela McPherson	Asset Sales (includes CCO's and land)	<ol style="list-style-type: none"> 1) Council assets should not become another earthquake casualty by being sold to pay for white elephant projects. 2) what project would the money be used for, 3) how does Council intend to replace the lost revenue, 4) How much will rates rise to replace the assets sold? 	<ol style="list-style-type: none"> 1) Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage. 2) should the Council resolve to sell all or part of its trading organisations the proceeds would be used to help reduce overall debt levels. hence, they could be applied towards any capital project scheduled to commence after 2016. 3) this question, and the one below are part of must be considered in determining, financially, whether it is the right decision to sell off assets. There is no replacement revenue, but costs will reduce due to lower debt servicing costs.
11840	3	43	Tim Shannahan	Recreation & Sport Services	<ol style="list-style-type: none"> 1. Support the Stadium Trust to purchase the remaining leased seat system for approximately \$2 million so the current annual \$500,000 annual leasing operating costs can be invested into a maintenance programme which would extend the life of the stadium till 2027, or 2. Underwrite the Trust by \$500,000 to be drawn on if uncertain or extraordinary events affect the Stadium's long term financial viability 	The new rugby stadium remains an anchor project. Therefore it would be inappropriate to devote further funding to the temporary stadium.
11680	3	47	Michael de Hamel	Wastewater Collection/Treatment	Why is the city spending large sums of money on the Akaroa and Lyttelton Harbour wastewater schemes. Little thought has been given to alternate solutions. Put a hold on Banks Peninsula Water and Wastewater issues.	The water supply upgrades are being driven by the New Zealand Drinking Water Standards and the Council has a statutory obligation to comply with those regulations. Akaroa water treatment plant is under construction and Little River design will be completed this year. This will complete the drinking water upgrades on Banks Peninsula. With regard to the new wastewater scheme for Lyttelton Harbour (approximately \$44m) and Akaroa Harbour WWTP (approx \$30.3m) staff are already reassessing the scope and timing of these projects. This would however mean seeking a new resource consent for the discharge of wastewater to the Harbour.

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11680	3	47	Michael de Hamel	Christchurch Transport Plan (Strategic)	Redesign of the Transport Network	The Christchurch Transport Strategic Plan (CTSP) has been developed since the earthquakes and sets out how the transport network will develop over the long-term. The CTSP was developed to cater for the changing patterns of settlement (towards the south-west and north) that you point out in your submission. Through the CTSP the City Council has identified the need for multi-modal transport provision to cater for growth in these areas and this is a key focus of CCC's transport planning. This will include providing quality public transport and cycle routes as well as catering for private vehicles. The NZTA's Roads of National Significance programme also recognises this growth and is providing for it through the development of the Christchurch Southern Motorway, Western Corridor (SH1) and the Northern Arterial.
11680	3	47	Michael de Hamel	Road Network	For many years Waimakariri District Council has been working with CCC on plans for a cycleway across the Waimakariri River. I ask that the City fund and proceed as a matter of urgency with a cycle link across the Waimakariri River.	The Major Cycleway routes north are proposed along the northern rail corridor to Belfast and along the future Northern Arterial to Belfast. Council is discussing with NZTA if the Northern Arterial can allow extension of the cycleway to the old Waimakariri Bridge for future links north and help alleviate the northern congestion into the city.
11680	3	47	Michael de Hamel	Road Network	Redesign of the Transport Network	The Christchurch Transport Strategic Plan (CTSP) has been developed since the earthquakes and sets out how the transport network will develop over the long-term. The CTSP was developed to cater for the changing patterns of settlement (towards the south-west and north) that you point out in your submission. Through the CTSP the City Council has identified the need for multi-modal transport provision to cater for growth in these areas and this is a key focus of CCC's transport planning. This will include providing quality public transport and cycle routes as well as catering for private vehicles. The NZTA's Roads of National Significance programme also recognises this growth and is providing for it through the development of the Christchurch Southern Motorway, Western Corridor (SH1) and the Northern Arterial.
11782	3	49	Governors Bay Community Association	Harbours & Marine Structures	1. Repairs to Governors Bay jetty, what work is required for pedestrian access.	Investigations are currently underway to establish true cost of reopening the jetty, and keeping it open. Initial investigations show that the repair cost is significant and not currently budgeted for in this annual plan
11782	3	49	Governors Bay Community Association	Regional Parks	2. Old Mans Beard pest plant work by volunteers and Council needs to continue as it has for the last eight years	Thank you for your valuable contribution to weed control. Continuing the level of financial contribution to pest plant control will be dependant on Council's allocation of funds to Green Space maintenance
11782	3	49	Governors Bay Community Association	Garden and Heritage Parks	3. The submitter seeks funding of \$10k to \$15k to provide electricity & fix door to house & therefore to Old SchoolMasters House-Governors Bay Suggests the development of a community concept plan. \$8000 Funding for school masters house in Governors Bay requested for use as a community facility.	Funding of this nature should be sought through one of the the community grant schemes.
11782	3	49	Governors Bay Community Association	Sports Parks	4. The submitter seeks permission for community led development of concrete pad / skate park	Council welcomes proposals for community led projects. Little Council funding remains for new development of park facilities following the redirection of capital to rebuilding horizontal infrastructure.
11782	3	49	Governors Bay Community Association	Garden and Heritage Parks	5 a). The submitter requests a toilet and new fence with upgraded lock on the gate for the pool	There is currently very limited opportunities for improving levels of service.

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11782	3	49	Governors Bay Community Association	Garden and Heritage Parks	5 b). The submitter requests Council fund electronic key security system for pool	All existing funding is directed to maintaining existing services.
11782	3	49	Governors Bay Community Association	Garden and Heritage Parks	6. The submitter requests a new community notice board at a new location for a cost of approximately \$2k to \$3k	There is currently very limited opportunities for improving levels of service.
11782	3	49	Governors Bay Community Association	Harbours & Marine Structures	7. Heritage Sea Wall protecting the Road between Governors to Allendale bays, maintenance plan needed	Funding needs to be prioritised with other roading assets across the City
11782	3	49	Governors Bay Community Association	Community Grants	8. The Community Association would like to support the Council to ensure participation in decisions on the rebuild of community facilities	It is noted that the Association intends to conduct a Community visioning exercise this year. Funding and issue should be reallocated to Greenspace as it is a Heritage property.
11829	3	52	Barrington Issues Group	Public Transport Infrastructure	1. Barrington Issues Group humbly requests that a project now be started for the public transport interchange planned for Barrington Mall shopping centre. 2. Barrington Issues Group wishes to see a formal transport plan for the commercial development area	1. Investigations have already commenced regarding a PT interchange at Barrington. This was put on hold last year due to opposition from local residents, businesses and the Mall. 2. Noted. Traffic engineer for the area has been working with the board on the development of a plan for Barrington.
11829	3	52	Barrington Issues Group	Waterways and Land Drainage	Flooding - Barrington Area	SCIRT is restoring piped infrastructure. The Mayoral Taskforce is considering short term mitigations.
11722	3	54	Rodney Chambers	Road Network	Objects to the closure of the railway crossing from Waterloo Road into Halswell Junction Road.	A new route and safer rail crossing is proposed with the realignment and extension of Halswell Junction Road. All factors will be considered in the design for all modes of transport and safety is a key outcome.
11750	3	56	Keep QEII in the East Group	QE II Stadium	1. Provide assurance that funds for and description of the Eastern Facility in the 2012/13 Annual Plan remain unchanged. Concerned over delays and potential changes to scope, budget and site. Want the new facility to be built at QEII including children water attractions provided through the Christchurch Earthquake Appeal Trust donation. Delay aquatic facility plan review until replacment facility completed. 2. Please consider increased travel time and costs for Eastern suburb swimmers.	1. Council recognises the need for an Eastern Recreation & Sport Centre in the North East of the City. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre and a funding commitment from the Canterbury Earthquake Appeal trust remains in place. The site selection process for the Eastern Recreation & Sport Centre is in progress and QEII will be investigated as part of this process. The Council will make the final decision on the location of the Eastern Recreation & Sport Centre. 2. Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Residents in many parts of the city need to travel similar distances to access the Recreation and Sport centres currently available.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11831	3	59	CCS Disability Action	Road Network	<p>1. The NZTA Pedestrian and Planning Guide should be used as a minimum standard only. Best practice to be used whenever possible in reconstruction or repair of pedestrian routes and walkways</p> <p>2. Parking: Mobility parks in blue, kerb cut downs provided</p> <p>Willing to help Council staff to ensure disabled car parks are identifiable. Need to be painted blue. Also disabled car parks on private land cannot be enforced. There is widespread abuse.</p>	<p>1. NZTA guide and CCC's own standard design guidelines are used as minimum standards in all projects.</p> <p>2. Parks must be marked in accordance with the standard and kerb cut downs are provided on all new accessible parks.</p>
11831	3	59	CCS Disability Action	Social housing	Need for Council stock of housing to be accessible as many disabled people are not affluent.	CCC have recently signed a Memorandum of Understanding adopting a 5 star Lifemark standard relating to accessibility for all new build ground floor units. We would welcome further conversations on how our design principles can be enhanced for tenants who may be disabled.
11831	3	59	CCS Disability Action	Regulatory Approvals - Buildings - Commercial Consents	<p>Accessible routes to building and facility entrances</p> <p>Accessible pedestrian routes to all public buildings and facilities from car parks, including mobility parks and footpaths</p> <p>All buildings meet the minimum access criteria</p>	CCC Building Control Staff ensure that buildings are designed to meet the Building Act 2004, building code D1 Access
11834	3	73	Jan Cook and David Brailsford	Road Network	<p>1. Submitter is concerned at the lack of necessary maintenance of rural roads. Requests sufficient funding provided.</p>	Maintenance of Banks Peninsula roads is prioritised together with Christchurch City roads. All maintenance is completed within approved financial envelope.
11838	3	75	Blind Foundation	Annual Plan Process	Annual Plan not accessible to vision impaired.	Council has in the past attempted to make these documents available to the visually impaired, but did not do so for the draft Annual Plan. These documents are more complex than pure text because of extensive graphic and PDF components. The design team is investigating and this position will be reassessed after costings are received.
11838	3	75	Blind Foundation	Public Transport Infrastructure	The Blind Foundation notes that proposed measures are crafted to create satisfaction in terms of appearance, ease of use and safety. While safety alludes to accessibility, because safe spaces are inherently accessible, the Blind Foundation suggests that there is a need for accessible facilities throughout the Public Transport infrastructure.	<p>1. Accessibility for all is considered in the design of PT infrastructure and other roading projects.</p> <p>2. CCC's goal is to reduce the mode share of single occupancy car travel and increase the mode share of walking, cycling and public transport.</p>

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11838	3	75	Blind Foundation	Regulatory Approvals - Buildings - Commercial Consents	The Blind Foundation encourages Christchurch Council to include a target of ensuring their compliance staff are trained in accessibility requirements in terms of the Building Act and all best practices. This is an opportunity to ensure that the commitment to rebuild Christchurch as an accessible city is achievable. Public buildings and infrastructure have been installed that are not accessible for all residents and visitors to the city. The minimum requirements passed as compliant do not always meet performance requirements. This is specifically the issue for those who are blind or have low vision.	CCC Building Control Staff ensure that buildings are designed to meet the Building Act 2004, building code D1 Access
11838	3	75	Blind Foundation	Enforcement and Inspections	Managing Pedestrian Safety through the Public Places Bylaw 2008. High complaint areas are not monitored throughout the year and the Blind Foundation would like to see shorter timeframes in areas where the safety of pedestrians is at risk.	The Level of Service relating to bylaw breaches requires that on at least 95% of occasions, upon confirmation by Council staff of non-compliance, at least one written advice regarding corrective action (warnings) to be given for bylaw breaches within 30 days. Council's Compliance team receive complaints about public safety on a daily basis and these are typically responded to within 1 to 2 working days including a site visit to ascertain the situation, speak with those involved and identify solutions for remediating any safety issues. As with any complaint where a legislative breach is identified, staff will then write to the person(s) responsible detailing the outcome of the site visit and provide advice/agreed actions to remedy the safety issue.
11838	3	75	Blind Foundation	Recreation & Sport Services	Complete accessible audits on facilities that include consideration for those who are blind or have low vision as well as physical impairment	Council completes accessibility audits for Recreation & Sport Centres that include consideration of customers with visual impairment and acts on recommendations provided inline with regulations and Council policy
11838	3	75	Blind Foundation	Neighbourhood Parks	Accessibility requirements not noted in Annual Plan	Comment about new Information Centre in Botanic Gardens noted. Not all policies are mentioned in the Annual Plan. The Council has Parks and Waterways Access Policy 2002 that is still operative.
11838	3	75	Blind Foundation	Regional Economic Development/Business Support/Workforce Development	Submitter recommends making promotional material available in forms accessible to people who are blind or have low vision.	These documents are more complex than pure text because of extensive use of graphic and PDF components. Producing promotional material in forms accessible to people who are blind or have low vision has cost implications and funding for these activities will need to be reconsidered to give effect to this request.
11838	3	75	Blind Foundation	Social housing	This submitter would like to see targets for accessibility included that ensure longer occupancy, safety and independence for the occupier.	CCC have recently signed a Memorandum of Understanding adopting a 5 star Lifemark standard relating to accessibility for all new build ground floor units. We would welcome further conversations with the Blind Foundation on how our design principles can be enhanced for tenants who may be vision impaired.
11838	3	75	Blind Foundation	Public Participation in Democratic Processes	Suggesting the development and review of Bylaws should be done in wide consultation with the community.	Bylaws reviews and development require the use of the Special Consultative Procedures as prescribed by the local government Act 2002. This requires notification, engagement and a submissions process including giving submitters the opportunity to be heard.

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11838	3	75	Blind Foundation	Central City Plan (Includes Accessible City)	The Blind Foundation encourages CCC to ensure the Urban Design Panel includes expertise from those who are blind or have impaired vision. The Blind Foundation recommends that CCC designs the city to be interpreted and accessed by everyone - residents, visitors and tourists.	The members of the urban design panel attend regular training sessions to ensure that they are familiar with the latest regulatory and design requirements. As all are practicing professionals in their fields they are all familiar with new legislative requirements. CCC does not have the power to design the city, however when CCC is developing plans for its own buildings and public spaces or commenting on private sector plans, universal access is a key factor that is required.
11450	3	81	John Clark	Miscellaneous	Options for CCC to help to save and restore Christchurch Cathedral including a possible bylaw.	The Council has expressed its support for the retention of the Cathedral. However, the Council is prevented by the Local Government Act 2002 from making a by-law for this purpose; or Under the Local Government Act 2002 the Council has the power to make bylaws for the following purposes only: protecting the public from nuisance; protecting, promoting, and maintaining public health and safety; minimising the potential for offensive behaviour in public places. The Council is therefore unable to make a bylaw for the purpose sought in the submission.
11450	3	81	John Clark	Tram	Tram route extension a positive benefit to residents and as an enhanced tourist attraction. Christchurch needs unique attractions and tram extension should impose no technical and few financial difficulties.	The importance of tourism, the need for central city attractions and the value of the tram in that regard is acknowledged. A major consideration at this time is the cost of completion - estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets
11717	3	85	Canterbury District Health Board	Regulatory Approvals - Buildings - Commercial Consents	This includes a current \$400 fee (increasing to \$470) for Residential solar water heater. Recommend: that this fee is reduced or removed to encourage the use of solar water heating, especially within the rebuild.	The changes to Schedule 1 to the Building Act 2004 in November 2013 exempted many solar hot water panel installations from needing building consents. The Council has extended this exemption to include systems that are installed by a member of the Solar Association of New Zealand as long as the heating is controlled (most systems are). This leaves a very small number of systems that need consent, and therefore need to pay the fees. These remaining systems are often of higher risk of not complying and the fees are appropriate.
11717	3	85	Canterbury District Health Board	Water Supply	Recommend a more realistic timetable to grade water supplies is used. Water charge penalties should be introduced for usage beyond the target of 339m3 or suitable other number to ensure water used sustainably.	Agree that with some project delays CCC will need more time to accumulate 12 months of compliant operating data. Timeframe to be adjusted in Draft Annual Plan. CCC are redrafting the Water Supply Strategy currently and this document will look at the merits of charging for water (excess and otherwise). Feedback on the strategy will inform policy.
11717	3	85	Canterbury District Health Board	Road Network	That the CCC renew their funding for Transport improvements, particularly in relation to active and public transport infrastructure, and increase the capital expenditure on improvements align with levels outlined in the 2014/14 TYP. 2. Support CCC in their smokefree policy in playgrounds.	There is funding in the Accessible City (central city) budget and Crown Funding Agreement that is funding walking and cycling and Public Transport such as the new bus interchange and the first phase transport projects. The Major Cycleways programme of \$68.3million is an example of level of service improvement. 2. We thank the CDHB in their continued support in the implementation of this policy.

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11717	3	85	Canterbury District Health Board	Public Transport Infrastructure	That the CCC review their funding for transport improvements, particularly in relation to active and public transport infrastructure, and increase the capital expenditure on improvements in line with levels outlined in the 2014/16 Three Year Plan.	Funding for active travel is set to rise in future years, such as the investment in in the major cycleways plus the work identified as part of "An Accessible City" (improvements to walking and cycling networks within the Central City. An Accessible City also allows for an increase in PT facilities within the central city (new interchange, bus priority, bus boulevard on Manchester Street, superstops at Manchester and Hospital) and also superstops at Riccarton and Northlands.
11717	3	85	Canterbury District Health Board	Social housing	1. The submitter recommends CCC cooperates with Smokefree Canterbury on the evaluation of CCC work with other agencies to assess the implementation of its policy on Smokefree housing. 2. The submitter recommends the Council actively seeks partnerships with social housing accredited NGO's	1. The submitters support is appreciated . 2. CCC is willing to to continue to work with CDHB to evaluate its smoke free in Council owned social housing policy
11717	3	85	Canterbury District Health Board	Libraries	Opposes reduction of opening hours at CCL	Libraries were requested to assist Council with cost savings. The early closing of three libraries are a measure to accommodate this.

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11717	3	85	Canterbury District Health Board	Regulatory Approvals - Buildings - Commercial Consents	<p>Since 2010 the CCC has worked with a revised policy for earthquake-prone, dangerous and insanitary buildings. As a result of mounting concerns about the extent and impact on human health of residential properties with earthquake damage and extensive mould and liquefaction, the CDHB via Community and Public Health meet with the CCC, Waimakariri District Council, the Department of Building and Housing, Te Puni Kokiri, and the Ministry of Social Development to develop a response to the issue of insanitary housing in Canterbury. Document: General Guidance for the Assessment of Insanitary Housing. Date: 080312. In the past year, joint visits to insanitary properties have been trialled between Regulatory services and the Health protection team of Community and Public Health. Both parties have found these joint visits productive and will continue them for the immediate future depending on available resources. Recommend: Ensure that the Earthquake-prone, Dangerous and Insanitary Buildings Policy 2011- 2016 is explicit in the work of this CCC department. Recommend: that the processes for joint visits be</p>	This is going to be reviewed with the changes to the Central Government policy since the original 2010 policy was implemented.
11717	3	85	Canterbury District Health Board	Enforcement and Inspections	<p>Recommends that the Annual Plan recognises the importance and duties imposed under section 295 of the Sale and Supply of Alcohol Act 2012 -as well as setting a target for establishing and maintaining collaborative arrangements between the Police, Council Inspectors and Medical Officers of Health.</p> <p>Submitter considers regarding alcohol problems that the blame is not the Council's. It is not the Council's responsibility but those selling alcohol. Off licence premises are the problem not licenced premises.</p>	Christchurch has strong working relationships between the tri-agency group (Police, Council and Community Public Health) associated with Alcohol Licensing. The tri-agency group currently meets weekly to discuss licensing matters, conduct joint controlled purchase operations and conduct regular risk-based monitoring of licenced premises via means of a roster system. Enforcement actions are frequently undertaken jointly. Agencies work together using the graduated response model to achieve compliance and reduce alcohol related harm.

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11717	3	85	Canterbury District Health Board	Recyclable/Organic/Commercial	The Three Year Plan incorporate and address issues associated with refuse minimisation and disposal on Banks Peninsula.	The Three Year Plan discusses this activity across the entire city. Local collection points serve smaller rural communities with street collections in townships.
11717	3	85	Canterbury District Health Board	Events and Festivals	The submitter supports the Council's smokefree outdoor areas policy and for it to be promoted and managed at the Council's main public events.	The Council's events team adheres to the Smokefree in outdoor areas Policy. Examples of this include: The Summertimes brochure states "the Council encourages smoke free events"; New Years Eve and ASB Classical Sparks have a smoke free event slide rotating on the big screen throughout the evening; MCs at events have in their notes that it is a smoke free event and they reiterate it throughout the event as part of their housekeeping; the ground announcement pre-recorded voice overs ask people to respect the area around them and refrain from smoking; there is a smoke free banner at ASB Classical Sparks and New Years Eve; security and all crew are briefed on site that events are smoke free.
11717	3	85	Canterbury District Health Board	Recreation & Sport Services	Support the targetted delivery of accessible community-based recreation and sport campaigns.	Council's targets to deliver services to people with accessibility challenges remain unchanged in the Annual Plan. This includes provision of advise and support to build community capacity within community organisations to meet their own needs.
11717	3	85	Canterbury District Health Board	Regional Parks	Advocating Council support Smokefree 2025. Include all. new parks in Smokefree outdoor areas policy and increase signage	Council supports and is committed to contributing to Smokefree 2025.
11751	3	97	Somerfield Residents' Association	Waterways and Land Drainage	Flooding and water quality	The issues of flooding are currently being worked on by the Mayoral Task Force, and any immediate improvements required will be implemented through the Land Drainage Recovery Programme. Water Quality issues will continue to be incrementally improved through development work detailed in the South West Area Stormwater Management Plan.
11751	3	97	Julie Tobbell	Road Network	More cycle lanes in Bechenham/Somerfield	The Council is focused on improving cycling in the city by creating a much better environment for cycling is focused on initaly developing 13 major cycle routes that will provide very high levels of safety on these popular routes - several of which travel through the Somerfield area.
11548	3	99	Philip Haythornthwaite	Waterways and Land Drainage	Waterway Maintenance and Dudley Creek	<ol style="list-style-type: none"> 1. Dudley Creek has been cleared of liquifaction on numerous occasions since the earthquakes. Deepening and widening of the stream will be addressed by the Mayoral Task Force and the Land Drainage Recovery Programme. 2. Access bridges are private assets and will be assessed by the Mayoral Task Force where they are causing an impediment to the flows. 3. Removal of plants from private property is a sensitive task and protocols must be followed. Stream improvements works are presently under way in this area as part of the Mayoral Task Force works.
11563	3	102	Disabled Persons' Assembly - Christchurch and Districts	Public Transport Infrastructure	Provides list of 20 exisiting bus stops with comment from the Disabled Persons Assembly to install shelters at all of them due to use by disabled passengers.	The sites listed will be added to the shelter prioritisation database and ranked against other similar requests with requests being actioned as funding becomes available. Agree extra weighting should be given to these shelters due to them being recommended by the DPA
11771	3	106	Living Wage Christchurch	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Cour seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different option of implementation and insuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.

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11772	3	107	Anglican Social Justice	Issues NOT in 3 Year Plan	Would like Council to pay Living Wage.	Following on from the Living Wage paper presented to Council in February 2014, it was resolved that Council seek a full feasibility study in time to inform the Long Term Plan 2015 over the implication of implementing the Living Wage, including investigating different options of implementation and ensuring that we meet our obligation under the LGA 2002. Work is underway on this feasibility study.
11797	3	109	Glenn Boyle	Rates General/Overall Increase	The submitter has challenged use of the expression 'compares favourably' in regard to the rate increase, pointing out that a 6.5% increase is higher than almost all other metropolitan centres.	Our apologies, we were comparing total rates to those of our neighbours and other metropolitan centres. We will ensure that this is corrected in any future commentary.
11797	3	109	Glenn Boyle	Cycleway funding	The submitter strongly recommends that a cost benefit analysis be done on all major projects, including cycle ways.	Most major projects are subjected to a cost benefit analysis, in particular those that are aspirational, part of the NZTA funding process, or using new technology. Smaller routine projects are less likely to fall within this process.
11797	3	109	Glenn Boyle	Waterways and Land Drainage	Flooding - Heathcote	Dredging section of the Heathcote River is an option that is presently being considered by the Mayoral Task Force.
11797	3	109	Glenn Boyle	Asset Sales (includes CCO's and land)	The submitter is strongly in favour of selling all of Council's commercial assets; their returns are so low that they effectively result in higher rates bills, not lower.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11867	3	116	Beacon Pathway	Suburban Master Plans	Beacon is asking that Council provide advice on opportunities for more sustainable design including: subdivision orientation for maximum solar gain; Incentivising developers to have covenants which support sustainable design; Incentivise developers to include rainwater capture/reuse; Align Council's infrastructure policies and practices to better support on site water supply systems; and Council employs two eco-design advisers to provide information to the public on sustainable development options.	A number of the points Beacon Pathway raise are matters which are being considered as part of the District Plan review. With regard to the eco-design advisers there is no funding in the Annual Plan to employ such advisers.
11867	3	116	Beacon Pathway	Natural Environment	Set aside funding for Build Back Smarter service to improve thermal performance of homes through rebuilds and repairs. And appoint an eco-design advisor to support sustainable homes.	\$350k has been budgeted for sustainability initiatives through the rebuild and recovery. This will be used to support the Build Back Smarter if the business case is acceptable.
11867	3	116	Beacon Pathway	Water Supply	Support LoS around "Increase/maintain public awareness of water conservation for 2015 at least 70%. Further suggest the target is raised over time and projects be undertaken to implement sustainable water use and not just awareness.	The Council is currently planning to revise its Water Supply Strategy and will be seeking comments on its draft document later in 2014. The document discusses education and awareness programmes, water conservation and demand management.

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11867	3	116	Beacon Pathway	Rates Targeted levy	Council should consider: (i) rating for water and sewage based on volumetric user charges, rather than in proportion to property values; and (ii) implementing a programme to assist people retro-fit their properties, funded through a targeted rate.	(i) Council has historically preferred value-based rates to volumetric or fixed-charge rates, because volumetric and fixed-charge rates are perceived to impact most heavily on less well-off ratepayers. (ii) No specific funding for retro-fitting properties has been considered - Council's financial resources remain significantly stretched, and there is a desire to minimise all but essential cost increases during the earthquake recovery period.
11848	3	132	Christchurch Perimeter Trail Steering Group	Road Network	Christchurch Perimeter Walkway Trail, there are three sponsors willing to assist with costs.	Much of the trail exists within the regional parks on the city perimeter. The small amount of planning required for this project can be provided for in existing planning budgets. No project funding has been provided in the Three Year Plan, so this is subject to the annual Plan deliberations.
11807	3	138	Christchurch Biodiversity Partnership	Issues NOT in 3 Year Plan	Requests that budget be set aside in the Annual Plan for a formal partnership between CCC and an umbrella group for interested parties to be known as the Christchurch Biodiversity Partnership.	Policy and operational staff work collaboratively with interested parties and many other stakeholders, particularly landowners. A dedicated and separately funded forum is not considered to be a high priority.
11668	3	139	Tramway Historical Society Inc	Tram	Submitter welcomes and thanks Council for funding and progress to date on reinstating existing tram loop and progressing work on the extension, but is concerned that there is no further funding proposed in the 2014/15 plan. Partial reopening has had a positive impact on tourism and on the struggling businesses in New Regent Street-Cathedral Junction. Tram has a very important role in encouraging and sustaining the rebuild and revival of this part of the city, and also for other precincts such as Cashel Mall, Stranges development and C1 coffee house and environs. Tram and its infrastructure provides linkages to all the precincts on its route. Notes international examples of tram as a catalyst to urban regeneration. Tram operator has proven track record to present a world class product to visitors and local residents and pays the Council for the right to operate, giving both a direct and indirect return on investment. (Continued below).	The importance of the tram as a visitor and local attraction and its value to local business in linking central city precincts is acknowledged. While most of the track work as far as Tuam Street is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets, and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound). Present day costs for building Stage 2 to CPIT have not been determined, but the estimate in 2009 when the whole tram proposal was included in the Council's Long Term Plan was \$5.2M.

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11668	3	139	Tramway Historical Society Inc	Tram	The submitter notes that only about 50 metres of track plus overhead poles and wires are required to get tram as far as High-Manchester Streets and refers to October 2013 Council resolution concerning a possible crossover in High Street. Requests firstly the resumption of operation of the balance of the existing tram loop and completion of the first part of extension to Cashel Mall as a priority to assist central city recovery, secondly urgently determining the funding required to complete and open the extension to High-Manchester Streets and back to Cathedral Square via High and Colombo Streets and including this in the 2014/15 plan, and thirdly seeking the inclusion of funding in the early years of the next Long Term Plan to complete the balance of Stage 1 plus Stage 2, as previously designed and approved by the Council.	See comment above
11455	3	143	From the Ground Up	District Plan Review	The Plan should signal that specific "High Streets" (as defined in the submission) along public transport routes will be encouraged and special development zones provided for specific locations where development potential can be realised through a cooperative organisation of developers, community and local area organisations. Submitter notes the benefits of "High Streets" to sustainable urban development.	This submission is more pertinent to the District Plan Review. The submitter should be encouraged to make a submission when the District Plan is notified for public comment.
11833	3	145	Rod Donald Banks Peninsula Trust	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11833	3	145	Rod Donald Banks Peninsula Trust	Regional Parks	Reinstate Regional Parks team funding	Request noted.

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11833	3	145	Rod Donald Banks Peninsula Trust	Financial Strategy General	The submitter requests Council financial support for the purchase of a proposed new 190-hectare reserve in Akaroa, including the entire upper catchment of the town's main water supply. A key outcome would be the protection of Akaroa's water catchment, and the opportunity for Council to have a greater stake in how this is managed.	The Council is in principle supportive of any initiatives to improve the management of water catchments and water supply, its financial contribution to any such initiative must be prioritised against other necessary Council spending.
11833	3	145	Rod Donald Banks Peninsula Trust	Financial Strategy General	Request for Council support and financial contribution towards purchasing a 190 hectare reserve in Akaroa which covers the entire upper catchment of the town and water supply.	Staff note the information and potential merit of the proposal. Not only does this protect a critical water supply catchment (refer CWW manager), but would also be an important ecological restoration and recreational area. Funding is not currently included in the Annual Plan.
11560	3	150	Bob Manthei	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11780	3	151	Victoria Neighbourhood Group	Road Network	Objects to Cycleway programme timing change from 5 to 8 years	It is envisaged that the Major Cycleway programme will, along with a range of supporting initiatives, encourage people who are interested in cycling but concerned about the current level of safety to cycle. The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. If we are to provide a safe, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands, who has had two visits this year to Christchurch helping with the Major Cycleways planning and design. The following is the funding in the Draft Annual Plan that allows for better
11654	3	153	Templeton Resident's Association	Financial Strategy General	The submitters are opposed to the increase in fees for the use of the Community Centre	The Templeton Community Centre is an A Category, being a large facility with good quality kitchen and other facilities. Where there has been a significant increase is in the Friday and Saturday evening hire. The uplift represents a 43% increase and we accept this is a large increase. The reason for the larger uplift is to correct an incorrect fee calculation carried over from previous years. The Fees and Charges across all the Community Centres are now consistent, the large uplift is unfortunate but necessary to ensure parity across the portfolio. Usage is calculated at the "Private Social Event" rate for 6 hours and then a 12.5% discount applied to acknowledge the larger booking. Prior years the weekend fee should be \$61.22 x 6 hours less 12.5% = \$321.41, but we were only charging \$258.45. For the next year the fee is \$70.40 x 6 hours less 12.5% = \$369.60.
11654	3	153	Templeton Resident's Association	Road Network	Continued maintenance and upgrade of footpaths.	Pavement Maintenance staff will investigate current footpath condition for rectification as necessary.

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11654	3	153	Templeton Resident's Association	Recreation & Sport Services	Grateful for continued support of Templeton Community Pool. Invaluable asset for community wellbeing and individual swimming development. Request the pool remain open for a few weeks longer each summer.	To match Templeton Community Pool weekend availability to Halswell Pools would increase Templeton's season by one week to early March. This would cost Council \$1,000.
11654	3	153	Templeton Resident's Association	Walk in Customer Services	Concerned at the lack of a service centre in the south-west.	The closest full service centre would be the Riccarton Service centre in Clarence Street. There is also a rates payments service all weekend at the Hornby Civic Video store. Options for a new library/service centre in the Hornby area may be considered in the next Long Term Plan
11654	3	153	Templeton Resident's Association	Waterways and Land Drainage	Flood Protection - Southshore	The infrastructure rebuild programme addresses the earthquake repair issues by returning infrastructure to pre earthquake level of service. Additional protection is provided by the City Plan via Variation 48
11654	3	153	Templeton Resident's Association	Road Network	Requested in the past that the CCC consider one such link of a footpath along Waterloo Rd between Barbers Road to Kirk Road. This request is still high on our wish.	There is no funding for this in the Three Year Plan and the area by Barbers Road is currently semi-rural
11836	3	162	Native Forests Restoration Trust	Financial Strategy General	The submitter requests Council financial support for the purchase of a proposed new 190-hectare reserve in Akaroa, including the entire upper catchment of the town's main water supply. A key outcome would be the protection of Akaroa's water catchment, and the opportunity for Council to have a greater stake in how this is managed.	The Council is in principle supportive of any initiatives to improve the management of water catchments and water supply, its financial contribution to any such initiative must be prioritised against other necessary Council spending.
11836	3	162	Native Forest Restoration	Financial Strategy General	Request for Council support and financial contribution towards purchasing a 190 hectare reserve in Akaroa which covers the entire upper catchment of the town and water supply.	Staff note the information and potential merit of the proposal. Not only does this protect a critical water supply catchment (refer CWW manager), but would also be an important ecological restoration and recreational area. Funding is not currently included in the Annual Plan.
11804	3	174	Robinsons Bay Ratepayers and Residents Assoc.	Harbours & Marine Structures	Robinsons Bay wharf, use at own risk or limiting numbers, reallocate funds.	Additional budget would be needed to assign funding to this asset to get it reopened. Staff are working with this and other communities on alternative approaches and options for maintenance of these structures.
11841	3	176	Frank Stewart	Rates General/Overall Increase	Council should make greater use of fixed rates charges (rather than charges in proportion to property values). In particular, water supply and sewage should be funded through fixed charges, and the Uniform Annual General Charge (UAGC) should be increased sufficiently to fund at least Cultural & Learning Services, Community support, and Democracy & Government activities.	The rates system is established in legislation under the assumption that property values are an approximate indicator of ability to pay (that is, owners of more expensive property are likely to be able to pay higher rates than owners of lower-value properties). Council has historically regarded fixed charges as regressive, in that they impact disproportionately on less well-off ratepayers, so a deliberate decision has been made to maintain low fixed charges and to collect the bulk of rates in proportion to property values.

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11859	4	4	Diamond Harbour Community Association	Regional Parks	1 Coastal Park pest monitoring 2 Morgans Gully native revegetation 3 Reinstate Head to Head funding 4 Stoddard Point Management Plan	1 Some monitoring occurs now, staff can continue to support Community on species in Councils operative pest plan. 2 Native revegetation proposal is being reviewed currently. 3 Agree the track would provide good recreation and social benefits, but it requires considerable funding and negotiation especially in places where there is no public land. Funds are prioritised across all City Projects.
11859	4	4	Diamond Harbour Community Association	Road Network	Replace the roadside mirrors that have not been replaced at the corners of Marine Drive and Ranui Crescent, Whero Avenue and the Triangle. The Community are united in the view that the intersections are much safer with mirrors.	The use of convex mirrors as a means of improving visibility for road users is, in many instances, considered a questionable practice. Whilst they can prove reasonably effective in slow speed environments and where the road user is familiar with the conditions.
11859	4	4	Diamond Harbour Community Association	Public Transport Infrastructure	Support LOS of peak travel time as the connection with the ferry relies on timely bus service.	Noted.
11859	4	4	Diamond Harbour Community Association	Active Travel (Incl. cycleways as a physical asset, NOT funding - ref topic 5)	Support the rapid development of the proposed cycleways in Christchurch to encourage safe cycling within the city – maintain 5 year time frame for the completion of Major Cycleways	The extension of the Major cycleway programme from 5 years to 8 years is a reflection of the quantity of work that is required to implement these schemes. Work is progressing at the same rate as prior to the extension.
11859	4	4	Diamond Harbour Community Association	Community Facilities (including rebuilds)	The Godley House site situation needs to be rectified and tidy. The submitter is prepared to work with the Council to assist.	The site will be remediated during June and July 2014 leaving a site that will be able to be utilised by the Community again.
11859	4	4	Diamond Harbour Community Association	Wastewater Collection/Treatment	Supports completion of the Charteris Bay wastewater reticulation project. Supports Los requirement to "Respond to at least 99% blockages in the wastewater system within 4 hours".	Charteris Bay wastewater reticulation project is nearing completion. Comments on the Level of service are noted.
11859	4	4	Diamond Harbour Community Association	Community Facilities (including rebuilds)	1. Supports the opening hours of Lyttelton Visitor Centre as this supports Diamond Harbour as well. 2. Implement removal of Godley House site foundations for summer concerts 3. Undertake Diamond Harbour Community Centre post earthquake repairs	1. Thank you. This is noted 2. This work will be undertaken in June and July 2014, leaving a usable site for community functions 3. The facility is open, repairs will be prioritised in the context of other facilities that are closed.
11859	4	4	Diamond Harbour Community Association	Water Supply	Supports completion of the Charteris Bay wastewater reticulation project	Charteris Bay water reticulation project is nearing completion.

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11859	4	4	Diamond Harbour Community Association	Regulatory Approvals - Resource Consents	There is ongoing dissatisfaction in the community (75%) about non-notified subdivisions being consented in the margins of the DH urban area.	Subdivisions are processed under the Resource Management Act which is a statutory process. Each subdivision is processed on its merits and notification is influenced by the provisions in the Banks Peninsula District Plan (BPDP). If a subdivision results in no or only minor departures from the BPDP, then usually the subdivision application is processed without public consultation. The Banks Peninsula District Plan is signalled for review and there will be an opportunity for public submissions. This will be an opportunity to participate in the process for setting the subdivision requirements in the future.
11859	4	4	Diamond Harbour Community Association	Heritage Protection	Repair Stoddart Cottage.	Stoddart Cottage is in the repair programme and ongoing community use is envisaged. Council provides advice to and liaises with CERA on heritage buildings subject to a designation and/or demolition order.
11859	4	4	Diamond Harbour Community Association	Asset Sales (includes CCO's and land)	Council should retain asset ownership, particularly Lyttelton Port as it provides some influence over the company's impact on the town.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11859	4	4	Diamond Harbour Community Association	Libraries	Maintain voluntary library buildings rent free and maintain collections.	The Libraries 2025 Facilities Plan enforces the support of Voluntary Libraries in the provision of rent free community facilities. There are no plans to charge rent for voluntary libraries using current Council buildings or change support for their collections. As Diamond Harbour Library is part of the Christchurch City Libraries network it will continue to receive support.
11768	4	8	Lyttelton Harbour Information Centre	Regional Parks	Head to Head walkway funding reduction	Agree the track would provide good recreation and social benefits, but it requires considerable funding and negotiation to achieve especially in places where there is no public land. Funds need to be prioritised across all City projects.
11778	4	9	Council of Social Services in Christchurch (COSS)	Community Grants	This submitter maintains the support of the City Council for non-profit organisations is vital and greatly valued.	Your acknowledgement of community support activities undertaken by the Council is appreciated
11778	4	9	Council of Social Services in Christchurch (COSS)	Community Grants	This submitter endorses the maintenance of grant levels for the sector in the draft Annual Plan,	The Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11778	4	9	Council of Social Services in Christchurch (COSS)	Community Grants	This submitter applauds the initiative of sourcing part of the funds from non rates income.	The support is appreciated.
11855	4	11	Pioneer Early Learning Centre	Build Strong Communities (includes Early Learning Centres)	Opposes outsourcing Pioneer Early Childhood Centre's services to another provider. This submission included feedback from seven families in addition to the submitters.	Outsourcing would require a high standard of service to continue to be provided. A community led organisation would have the opportunity to tender to operate the service as part of any outsourcing process.
11812	4	40	Lindsay Carswell	Walk in Customer Services	Concern expressed regarding the process of lodging a formal complaint via the Council web site.	The formal complaints procedure is readily accessible on the council website, either through "report a problem", or "contact us". Formal complaints are logged and tracked by customer services.
11790	4	41	Environment Canterbury	Environment Recovery	Stormwater	The Council is working with Ecan to prioritise reduction in stormwater contaminant loads. This is funded through our standard inspections and enforcement work.

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11790	4	41	Environment Canterbury	Public Participation in Democratic Processes	Noting the importance of Maori being recognised and provided for in the Annual and Long Term Plans and encouraging the Council to be more explicit in how it will give effect to the relationship with Maori.	The Council continues to build its relationship with Tangata Whenua and Matawaaka. This includes governance meetings and continuing administrative communications through Mahaanui Kurataiao Ltd. Recent restructuring in the Council's administration has designated responsibility for the relationship with Maori to the Director of the Office of the Chief Executive.
11790	4	41	Environment Canterbury	Road Network	To ensure the success of this network and encourage patronage growth, we need the support of the Council to deliver improved passenger facilities in Riccarton and priority measures to provide reliable bus travel times between Riccarton and the central city in time for the new services commencing at the end of 2014	Environment Canterbury and Christchurch City Council under the Christchurch Central City Recovery Plan have agreed to a package of services and infrastructure including the new Central City Bus Interchange , suburban hubs at Northlands and Riccarton, two superstops in the central city and bus priority route for the Riccarton corridor to Hornby. Delivery is in the 2014/15/16 years
11790	4	41	Environment Canterbury	Environment Recovery	Stormwater West Melton Zone Committee	We appreciate the continued support and commitment of ECan as stated in your submission regarding earthquake recovery related work. We also agree with your comments regarding the work of the Christchurch-West Melton Zone Committee and appreciate your acknowledgement of the priority that must be afforded to urgent stormwater management matters. Regarding the provision of contaminated land information, this work is currently funded through regulatory services fees for pre-application meetings and resource consent processing. We will consider whether there are opportunities for increasing funding for the work.
11712	4	45	Citizens Advice Bureau Christchurch Area	Libraries	The submitter requests that the Council designates space in rebuilt libraries for Citizens Advice Bureau offices.	Christchurch City Libraries acknowledges the long and valuable relationship with the Citizens Advice Bureau. In the interests of cost effectiveness and value for investment, the provision of dedicated spaces for potential library partners is not favoured. Council's approach for library facility development, which is supported by the Libraries 2025 Facilities Plan, is to provide flexible space which allows access to all community groups and organisations. For example, new library facilities will provide bookable spaces for all to use which will provide power, free wifi and access to staff amenities such as toilets and tea making. This approach allows for maximum value for cost of construction and ongoing flexibility. This flexible model of usage is now standard across CCC community facilities, especially in a post earthquake environment. With regard to the new Central Library we are planning to explore options with a variety of partners and will include CAB in our conversations.
11590	4	50	Rex Gibson	Community Grants	Opposes Reduction in Strengthening Communities pool (Activities and Services). The submitter is concerned that there are no community based anchor projects.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million. Community based anchor projects are embedded in the Suburban Master Planning and the development of Community Facilities. Community Grants continue to be allocated by Community Boards to support activities in their local areas.
11639	4	51	Volunteering Canterbury	Community Grants	Seeks Reimbursement of volunteers cost of travel.	Council supports volunteer costs but has to prioritise due to other demands.
11639	4	51	Volunteering Canterbury	Community Grants	Submitter requests Strengthening Communities Fund be maintained at \$7.890 million, the 2013/14 level	The Council reinstated the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11773	4	53	ReNew Brighton	Community Grants	This submitter is concerned at the proposed redirecting of funds away from Strengthening Communities	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.

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11419	4	54	Melanie Coker	Libraries	Opposes reduction of opening hours at libraries. Suggest South opens one late night and Fendalton the other late night.	Libraries were requested to assist Council with cost management. The early closing of three libraries are a measure to accommodate this.
11743	4	56	Stanley Park Reserve Management Committee	Garden and Heritage Parks	Stanely Park Reserve Management Committee cuts of allocated budget	The input of the Reserve Committee is appreciated. Funding for Parks development and maintenance is prioitised across all council projects.
11770	4	58	Friends of the Christchurch Botanic Gardens	Botanic Gardens Visitor Centre	Pledging support to the Botanic Gardens and praise of the new building. Intention to set up Trust to help fund development. Request (re)development of further elements detailed in the Botanical Gardens Management Plan.	Support noted and appreciated. Council welcomes the creation of the Trust and potential opportunity to accelerate development within the Botanical Gardens. Staff will continue to engage with the friends towards the betterment of the Gardens. Projects listed are being reprioritised and will be developed as funding allows.
11640	4	62	Yvonne Curtis	Fees and Charges	Ms Curtis proposes that Council require cats to be registered because they harm bird, insect and lizard life. Ms Curtis also understands that controls assocaited with feral cats come from the dog control budget.	Council's Animal Control team do not manage nor fund matters associated with feral cat management - and dog registration fees do not fund feral cat management. There is currently no legislative requirement in New Zealand to register cats.
11746	4	63	Halswell Residents Association (Inc.)	Development Contributions	Strongly supports reinstating development contributions for community infrastructure as long as they are spent where the development is happening. Notes significant growth in the Halswell area but lack of or slow recipricol growth in community facilities (e.g. library project overdue).	As part of annual and long-term planning Council develops a programme of capital works. This programme takes into account the needs of the city including capital works required to respond to repair, improvements and growth needs. Development contributions can only be collected for and spent on the portion of capital works that is required to meet growth. In that way, development contributions are only spent where growth is occurring. However, the Council's capital programme prioritisation process will determine which areas of growth receive capital expenditure projects at what time.
11746	4	63	Halswell Residents Association (Inc.)	Build Strong Communities (includes Early Learning Centres)	The submitter seeks increased facilities for youth in Halswell	Facilities for youth are being considered as part of the facilities programme for the area.
11746	4	63	Halswell Residents Association (Inc.)	Events and Festivals	The submitter is intrigued by Council's continuing infatuation with the Ellerslie Flower Show given the event's ongoing losses.	A review, with options for the future, of the Ellerslie International Flower Show was presented to Council on 22 May 2014
11746	4	63	Halswell Residents Association (Inc.)	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11746	4	63	Halswell Residents Association (Inc.)	Community Grants	Reminds the Council that the city is home to young people, and suggests an ongoing Capital Works programme that meets the needs and desires of our young people as valuable citizens	The needs of youth are being taken into consideration in the planning of a new community facility in the areea.

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11799	4	68	The EnviroSchools Foundation	Miscellaneous	The EnviroSchools Foundation requests the opportunity to have discussion with representatives from the Council for funding and a partnership approach to the delivery of their programmes.	The appropriate funding channel for the EnviroSchools Foundation is the same as for other community organisations and trusts with funding requests coming under the 'Strengthening Community' funding process. This process provides clear criteria and allows for transparency, rigour, integrity and consistency of all community funding requests. The City Council through the 'Learning Through Action' programmes supports the delivery of core council business within the city environment and infrastructure areas.
11786	4	72	Property Council New Zealand	Rates General/Overall Increase	<p>The submitter is concerned the 6.5% increase will add to members costs of doing business, costs are compounded where a portfolio comprises several buildings.</p> <p>The Council needs to raise capital - not with rates but perhaps non-performing investments should be sold.</p>	The Council has made every effort to find savings and keep rates at an affordable level. Please note the 6.5% is a city wide average increase and does not compound for multiple properties. It also includes 1.93% which is funding the earthquake rebuild. The Council's financial strategy will be reviewed as part of the next long term plan, which will include reviewing investments.
11786	4	72	Property Council New Zealand	Fees and Charges	<p>Schedule of Changes to Council Fees and Charges</p> <p>9. Property Council is concerned about the impact increases in Council fees and charges would have on the development community, and on the city's overall growth. The significant rises in around 370 of the 540 fees and charges are particularly worrying them in a building climate that is already overly challenging for all stakeholders, with questions being raised whether the increases are solely driven by the desire to improve the Council's overall financial position.</p> <p>10. Fees and charges must reflect the true costs of processing consents and other council involvement in the build process. The need for clarity and transparency behind these fees and charges are imperative. Other councils around the country are charging far less for the same applications, so the question remains as to why the Council wants to impose such sharp increases.</p>	The recent increase in fees is related to the true costs of processing a building consent and providing building inspections.
11786	4	72	Property Council New Zealand	Development Contributions	Notes that in the interests of best practice, appropriation and budgetary allocation should cater for the instance of the LGA Bill declaring contributions can not be collected for libraries and leisure facilities in lifetime of 2014/15 Annual Plan.	Should community infrastructure development contributions be reinstated in the Long Term Plan, DCP and Annual Plan prior to a final decision on the LGA amendments a note will be included declaring the possibility they be removed if the LGA demands it.

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11786	4	72	Property Council New Zealand	Development Contributions	States that reinstating development contributions for community infrastructure will add to business costs that will be passed on to consumers (and will significantly affect first home buyers). They recommend this amendment be dropped.	The proposed charge per Household Unit Equivalent for libraries and leisure facilities combined is \$3081.66 (excl GST) / \$3543.9 (incl GST). This is not considered to be an amount that would significantly affect consumers or the decisions of first home buyers.
11786	4	72	Property Council New Zealand	Development Contributions	Submitter does not agree with the proposal to introduce Development Contributions for libraries and leisure facilities.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. If Development Contributions are not charged for libraries and leisure facilities the full capital costs will need to be funded by rates. Note that future changes to the Local Government act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11786	4	72	Property Council New Zealand	Development Contributions	Proposes Council explores the recovery of community infrastructure costs through rates (potentially) targeted to ensure that all those who benefit from the infrastructure help pay for it and improve intergenerational equity.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. Development contribution charges do not recover 100% of the cost of growth-related infrastructure. The portion of the capital costs that are not attributable to growth are funded by rates.
11786	4	72	Property Council New Zealand	Development Contributions	Requests the empirical evidence used by Council to deduce that non-residential development should be assessed for community infrastructure on the basis sited in the DCP.	The LGA allows Councils to collect DCs for community infrastructure and does not specify differing treatment between residential and non-residential developments. In refining the policy for 2015 the activities that non-residential developments are levied (and how much) will be reviewed. For the purposes of updating the 2013 policy the previous policy position will be upheld in the absence of more recent analysis. Note that future changes to the Local Government act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11786	4	72	Property Council New Zealand	Development Contributions	Notes development contributions increase in 2014/15 and recommends that Council conducts an audit of all its development contributions provisions to ensure that a clear causal nexus can be demonstrated in each case.	Two audits were carried out in 2013 on the draft Development Contributions Policy (DCP) and the processes surrounding individual project growth-related cost allocations and the calculation of charges. Recommendations were incorporated into the final 2013 DCP and internal processes. Another audit on the policy and processes will be conducted to inform the finalisation of the 2015 DCP and growth-related projects.
11791	4	78	NZ Manufacturers and Exporters Association	Rates General/Overall Increase	The submitter contends the 6.5% rates increase is excessive and lacks any connection to the realities manufacturers and exporters are facing.	The Council has made every effort to find savings and keep rates at an affordable level. The increase includes 1.93% which is funding the earthquake rebuild.
11791	4	78	NZ Manufacturers and Exporters Association	Community Facilities (including rebuilds)	The submitter recommends that priority be given to replacing/repairing core services and improving the habitability of the city, not the fast replacement of all community facilities.	Repair of community facilities is seen as a core priority in the recovery of Christchurch, along side horizontal infrastructure.

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11791	4	78	NZ Manufacturers and Exporters Association	Financial Strategy Debt	(i) The submitter would like to see more explicit risk management plans - for example, which major capital projects would be scheduled out if predicted growth rates do not materialise. Facilities should be multi-purpose, and plans adjusted if anticipated demographics change. (ii) Council should support local manufacturing by preserving industrial zones, adopting an explicit local procurement policy, and limiting baseline rate increases to a maximum 2%.	(i) Council's long-term financial strategy is subject to on-going review, as the scope and speed of the city's earthquake recovery evolves. The scope and scheduling of major projects will be re-considered if appropriate. (ii) Council's zoning and planning decisions aim to achieve an appropriate balance between competing sectoral interests, whilst encouraging post-earthquake recovery. An explicit local procurement policy is not considered appropriate at this point. Every effort is made to keep rates increases to a minimum in the circumstances, and in any event to keep charges to individual ratepayers at a level which is competitive with other metropolitan centres across the country.
11791	4	78	NZ Manufacturers and Exporters Association	Recyclable/Organic/Commercial	Trade waste charge increase between 7.1% is excessive	The trade waste charges are set in relation to a formulae agreed with industry representatives during the last Trade Waste Bylaw review in 2005. A 5 year rolling average cost basis was agreed to smooth any transient cost effects at the request of the industry groups. The proposed charge for 2014/2015 does not fully cover the cost of collecting and treating the industrial component of the total wastewater flows and loads. i.e. ratepayers provide some subsidy to industrial users (approximately 15% of the load treated). The Trade Waste Bylaw is due for review in 2014/15 and this is the time to review the agreed charging mechanisms.
11846	4	82	Federated Farmers of NZ	Rates General/Overall Increase	The submitter commends the Council for holding rates to that in the Three Year Plan, urges Council to continue containing growth in expenditure not related to the rebuild, and recommends Council reconsider whether the projected growth in debt is sustainable.	The Council has made every effort to find savings and keep rates at an affordable level. The Council is currently reviewing its financial strategy and debt growth.
11846	4	82	Federated Farmers of NZ	Rates Targeted levy	Significant changes in relative property values in the 2013 general revaluation will result in significant variability in the rates payable by individual property owners. Council should place less reliance on inequitable value-based rates, and should make more use of fixed and user charges.	Council does not accept that value-based rates are inequitable, because rates charges reflect actual market-based property values; so, for example, a large investor owning 3% of the value of the entire city should expect to pay around 3% of Council's total rates requirement. It is considered reasonable that those owners experiencing an above-average rise in their property values should also experience an above-average rise in their rates charges.
11846	4	82	Federated Farmers of NZ	Rates Targeted levy	Many rural properties will face significant rates increases in 2014/15, both because their rating values have increased significantly and because the "rural differential" is to be increased. Council should consider providing a rates remission to ratepayers facing very large rates increases (eg. 2 or 3 times the average percentage rise).	Rates relief for those facing very high rates increases is not considered appropriate, because rates increases reflect genuine market property price movements; it is not desirable for owners experiencing the greatest increase in property values to have their rates effectively subsidised by owners experiencing smaller increases (or decreases) in property values. The "rural differential" is a discount in general rates, provided remote properties in recognition of their remoteness; its increase to 75% of the general rate paid by other ratepayers represents a return to historically normal levels after the greater discount (66% of the standard general rate) provided in 2013/14.

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11846	4	82	Federated Farmers of NZ	Rates Targeted levy	Council's Uniform Annual General Charge (UAGC) is low and has not materially increased for many years. Council should consider increasing the proportion of rates collected through the UAGC, to reduce the impact of valuation changes on individual rates charges; any concerns about low-income earners' capacity to meet such charges is better addressed through government's Rates rebates scheme.	The rates system is established in legislation under the assumption that property values are an approximate indicator of ability to pay (that is, owners of more expensive property are likely to be able to pay higher rates than owners of lower-value properties). Council has historically regarded fixed charges as regressive, in that they impact disproportionately on less well-off ratepayers, so a deliberate decision has been made to maintain low fixed charges and to collect the bulk of rates in proportion to property values.
11846	4	82	Federated Farmers of NZ	Rates Targeted levy	Federated Farmers supports the use of Targeted Rates, to ensure that the cost of services is met by those receiving the service. Council's use of targeted rates is quite low, and consideration should be given to using a temporary targeted rate to fund earthquake repairs.	Rates are a tax, not a fee for service, and the fairest allocation mechanism is considered to be in proportion to property values. However, Council does charge reduced rates to remote rural properties, through targeted rates (where only those ratepayers within the serviced area contribute to the cost of operating water supply, drainage, and sewage infrastructure), and the rural differential (a discount to the general rate). In 2014/15, remote rural properties will be charged around 46% less than urban properties of the same value: 30% less because they do not pay Targeted Rates, and 16% because of the rural differential. Earthquake repairs are considered to be beneficial to all ratepayers across the district, and their current funding through general rates and borrowing is considered appropriate.
11846	4	82	Federated Farmers of NZ	Road Network	We support the efforts of the Council to maintain and improve rural roads on the Peninsula, However we are concerned about the condition of State Highway 75 between Little River and Akarora and its suitability/safety for heavy trucks and busus. We urge the Council to advocate to the New Zealand Transport Agency for improvements to be made to the road to cater for this heavy traffic.	State Highway 75 is the responsibility of the New Zealand Transport Agency. NZTA maintain the road and undertake minor improvements. These improvements relate to better corner delineation and passing lanes. The cruise ship season has seen more heavy vehicles on the road. There have been discussions with NZTA on safety and connections to the local network.
11418	4	89	Ray Craig	Rates General/Overall Increase	The submitter requests: 1) Rates are abolished and Council pursue other streams of revenue like a local income tax or revenue sharing with Central Government. 2) Rates are frozen and user charges are increased and/or services further reduced. 3) A ratepayer card is issued to give the holder significant discounts for services around the city.	1. Legislatively Council has limited options for raising revenue, and these do not currently include the ability to charge local income taxes or revenue sharing arrangements with central government. 2. User charges are applied where it is considered appropriate to do so (eg. for leisure facilities and Building Consents). However, Council's main infrastructure costs (such as water, sewage, and roads) have historically been rate-funded, as this method is considered more equitable. Service levels will be reviewed as part of the next Long Term Plan. 3. Your suggestion is noted, although it appears inconsistent with your desire for increased user charges: any discount given would need to be paid for by increasing general rates.
11832	4	91	Janet Begg	Annual Plan Process	1. Would like to see Annual Plan photographers acknowledged; also return to portrait format for planning documents.	Acknowledgement of photographers has been referred to the layout and publications team for future reference - thank you for your feedback on this issue. The choice of plan format is however more complex. To save money on layout and design the Annual Plan document uses the same base design as Long Term Plans. The latter must be in landscape format to cope with many columns of data stretching over ten or more consecutive financial years. In portrait format these multiple columns break and become very confusing.
11832	4	91	Janet Begg	Waterways and Land Drainage	Waterway Maintenance and Water Quality	Council maintains its waterways with a multi value approach which does acknowledge the importance of ecology. The South West Stormwater Management Plan does address the long term flooding issues in the Heathcote river. The short term issue will be addressed by the Mayoral Taskforce.

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11832	4	91	Janet Begg	Asset Sales (includes CCO's and land)	The submitter requests that public transport should not be sold or tendered; all services should be provided by a Council-owned Red Bus Company.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11832	4	91	Janet Begg	Cemeteries	Removal Of Silver Birch trees	The removal of the Silver Birch trees has been spread over a three year period. The funding for this comes from the Parks trees CAPEX programme not the Parks CAPEX programme as stated in this submission. The second group of nine trees has been scheduled for removal in July / August this year, weather permitting.
11832	4	91	Janet Begg	Public Transport Infrastructure	<ol style="list-style-type: none"> 1. Bus priority lanes provided on all major bus routes 2. Barrington not suitable for Bus Interchange 3. One authority for Chch Public Transport 4. Red Bus should be granted the complete public transport service in Chch 5. Sydenham Cemetery tree removal required and consultation on the landscape plan 6. Do more to protect the Heathcote River 	<ol style="list-style-type: none"> 1. Council staff are currently working together with Ecan staff to determine the priorities for PT infrastructure including bus priority. 2. Under the hubs and spokes model currently being run by Ecan PT hubs are being established at Key Activity Centres and on key priority routes. 3. One authority for public transport there is currently no initiative to change the current responsibilities for public transport. 4 Red Bus should be granted the complete public transport service in Christchurch. The contractual arrangements for bus services are the responsibility of ECAN. 5. The tree removal is planned for July/August. The landscape plan is still being finalised before going to consultation . 6. The issues of flooding are currently being worked on by the Mayoral Task Force, and any immediate improvements required will be implemented through the Land Drainage Recovery Programme. Water Quality issues will continue to be incrementally improved through development work detailed in the South West Area Stormwater Management Plan.
11651	4	100	Tumara Park Neighbours	QE II Stadium	<ol style="list-style-type: none"> 1. Seeking assurance that the NE Aquatic Facility detailed in the 2012/13 Annual Plan remains unchanged, includes the Christchurch Earthquake Appeal Trust donation and will deliver a Jellie Park like facility on the QEII site, or nearby only if the QEII site is impossible. The planned funds should not cover land remediation costs. Any necessary increases be funded by Council through reprioritisation of other projects so maintain the priority on restoring the Eastern suburb services. The project be completed expeditiously. Concerned over hold ups and impacts of new aquatics ideas within other areas of the East. Concerned over inconsistencies within the Aquatic Facilities Plan Review and: a. the community board site selection consultation process and b. the list of features (missing the 35m pool). Also concerned over the timing and lack of consultation regards the Aquatic Facilities Plan Review. Ensure the planning and decision making processes are sound, transparent, rigorous and not predetermined. 	<ol style="list-style-type: none"> 1. Council recognises the need for an Eastern Recreation & Sport Centre in the North East of the City. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre and a funding commitment from the Canterbury Earthquake Appeal trust remains in place. The site selection process for the Eastern Recreation & Sport Centre is in progress and QEII will be investigated as part of this process. The components for the Eastern Recreation & Sport Centre are still to be identified.

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11651	4	100	Tumara Park Neighbours	QE II Stadium	2. Oppose fee increases due to greater travel time and cost for residents of Eastern suburbs who wish to use the Council's recreation facilities. The submitter considers that a 25m pool is not big enough and causes congestion. A 50m pool or at least 33m is vastly superior and could cope with far more people.	2. Proposed fees will enable Council to deliver Recreation and Sports Services within budget. Residents in many parts of the city need to travel similar distances to access the Recreation and Sport centres currently available.
11483	4	109	Andrew Tulloch	Rates General/Overall Increase	The submitter is concerned that the proposed 6.5% rates increase is far to high and requests Council reconsider its spending.	The Council has made every effort to find savings and keep rates at an affordable level. The increase includes 1.93% which is funding the earthquake rebuild.
11527	4	110	Tuatara Films	Central Sports Metro Facility (Pool and Indoor)	Comment provided on Metro Facility	The Crown has identified as part of the Central City Recovery Plan the need for a Metro Sports Facility to be located in the central city to replace QEII and Centennial pools damaged in the 2010 and 2011 earthquakes and help assist the revitalisation of the Central City
11527	4	110	Tuatara Films	Aspirational (ie. new things)	1) Asking to establish a grant and group for a website relating to the NZ Greenmoon Film Network	1. The submission was not specific in asking a question, making a recommendation or making a comment. The submission makes reference to a grant being required to establish a website. NZ Greenmoon should consider applying to the creative industries fund for this. The submission did not contain enough detail to understand if the project is eligible. This is the link to the Council website page which contains all the relevant details relating to the creative industries fund http://www.ccc.govt.nz/cityleisure/projectstoimprovechristchurch/transitionalcity/centralcityrecoveryplanning.aspx
11527	4	110	Tuatara Films	Aspirational (ie. new things)	2) NZ Greenmoon Film identifying a Country Jazz, Blues festival on Victoria Street, Victoria Park	2. The submission was not specific in asking a question, making a recommendation or making a comment. The submission makes reference to Victoria Street and Victoria Park as possible locations/venues for the Jazz and Blues festival. There will be a range of spaces, include some new performance and event spaces the central city when the various anchor projects are completed. That will enable Council to work with event organisers to utilise those spaces to best effect.
11527	4	110	Tuatara Films	Aspirational (ie. new things)	3) NZ Greenmoon commenting on working parties for light rail	3. The submission was not specific in asking a question, making a recommendation or making a comment. Thank you for the comment regarding the identification of the need for a working party on light rail.
11527	4	110	Tuatara Films	Financial Strategy General	The submitter advises that a submission is due on 8m garden project Avonhead.	Noted, no comment required.
11527	4	110	Tuatara Films	QE II Stadium	Comment provided on QEII event and sport complex.	Council recognises the need for an Eastern Recreation & Sport Centre in the North East to meet current Levels of Service and community needs. The 2014/15 Annual Plan contains funding of \$30.5m for the building of an Eastern Recreation & Sport Centre.
11527	4	110	Tuatara Films	Heritage Protection	Save the Majestic	The Council has provided advice to CERA on the options, expressed its support for retention of the building and investigated legal options to halt the demolition. No further action is to be taken.
11527	4	110	Tuatara Films	Community Grants	This submitter requests Revive youth receive a Development Grant for rent / set up.	Staff have met with this organisation and provided support information.

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11826	4	112	CCBA	Rates Targeted levy	Council should support the funding of the Central City Business Association (CCBA) through a targeted rates scheme. Pursue targeted rates - need to get property owners on board - not the right time without tenants - not yet. Interim Council support needed.	Council supports the activities of the CCBA, and will continue to discuss potential future funding methods with it. A targeted rates scheme is not considered appropriate until post-earthquake development of the CBD has progressed further.
11826	4	112	CCBA	Parking	Submitter believes Lichfield car park building should be rebuilt.	The Council has set up a project group to work through the various options for the car park building.
11826	4	112	CCBA	Tram	Extending the tram is a critical element in assisting the rebuild of the CBD, It needs to go initially to Lichfield Street and later further along High Street to include the lower High Street area. There is and will be significant building and business owner investment in this area. Tram tracks are mostly in place and the tram will be a very important link. Requests funding in the 2014/15 plan to complete and open the tram loop as far as High and Manchester Streets and return via High and Colombo Streets to connect to the existing loop in Cathedral Square.	The importance of the tram to CBD economic recovery is acknowledged. While most of the track work for the extension is in place, a major consideration at this time is the cost of completion. It is estimated to be \$1.69M to complete to Manchester Street and back to Cathedral Square via High and Colombo Streets and an indicative cost of \$1.2M to complete the Stage 1 extension to Tuam Street, assuming the use of temporary (wooden) poles and only a minor route change to accommodate changing Tuam Street to one way (eastbound).
11826	4	112	CCBA	Central City Plan (Includes Accessible City)	The CCBA encourages that Council to keep a focus on the central city to ensure that retail trading and a functioning centre reestablishes. The submission also notes that the CCBA can provide a collective voice for central city businesses. Restart Mall - still very much temporary - once a replacement retail area is in place the Restart Mall will close.	Council staff work actively with the CCBA to continue to re-establish the commercial functioning of the central city. Council appreciates the collective view that the CCBA is able to bring the central city rebuild.
11839	4	115	Joke van Staveren	Regional Parks	Head to Head walkway funding reduction	Agree the track would provide good recreation and social benefits, but it requires considerable funding and negotiation to achieve especially in places where there is no public land. Funds need to be prioritised across all city projects.
11615	4	116	Christchurch Estuary Association	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11615	4	116	Christchurch Estuary Association	Waterways and Land Drainage	Stop erosion of the estuary edge	Noted. Council has diverted resources to rebuild horizontal infrastructure. This will result in postponement of lower priority work across sea walls and estuaries. Staff will continue to work collaboratively with the community to achieve the best outcomes.

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11615	4	116	Christchurch Estuary Association	Harbours & Marine Structures	Prevent erosion on estuary edge	There are considerable issues around the edge of the estuary. A complete solution is yet to be determined but some restoration work is underway. There is an approved mangement plan for South New Brighton reserves.
11615	4	116	Christchurch Estuary Association	SCIRT repairs	Roads and Footpaths- A footway/pathway along Humphreys Drive similar to the Coastal Pathway adjacent to the Causeway to be constructed in conjunction with the SCIRT earthquake repairs.	Roads and Footpaths- SCIRT are repairing the existing road surface along Humphreys Drive adjacent to the estuary edge which will not include a separated pathway . The major cycleways programme is investigating route which will traverse this section of road but the preferred location is yet to be determined and it will be constructed as a seperate capital works project.
11432	4	119	Democrats for social credit	Financial Strategy General	The submitter has requested a response on three issues. 1) LG access to nil interest credit lines, 2) remove GST from rates, 3)support the levying of tax on money and share market campaigns	All three issues raised are outside of the Annual Plan process
11432	4	119	Democrats for social credit	Water Supply	Stop fluoridation where practised and resist pressure to continue or initiate flouridation.	Christchurch City does not currently fluoridate its water supply.
11788	4	120	Gwen Mitchell	Rates General/Overall Increase	The submitter objects to residential rates being charged on rural zoned properties	General rates are levied on all properties at the standard rate, except where the property qualifies for the higher "Business" rate or the lower "Rural" rate. The purpose of this differential is to recognise a farming or forestry property's remoteness and assumed lower consumption of services. The key is therefore whether the property is remote and whether it is actively used for farming or forestry purposes; not all properties zoned "Rural" in the City Plan will meet this criteria, and those that do not will be charged the standard "Residential" rate. Application of this policy is currently under review, to ensure consistent treatment between different ratepayers.
11679	4	123	Wainoni Avonside Community Services Trust	Community Grants	Opposes reduction in Strengthening Communities Funding. The submitter would prefer a yearly grant (uncontested) rather than applying for an annual grant and being unsure of funding.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council, in its draft 2014/15 Annual Plan, reinstated the Strengthening Communities Grants Programme back to \$7.203 million.Grants schemes are contestable thereby ensuring allocations are within the funding limits available and grants are directed towards those projects considered by Community Boards to be most appropriate.
11784	4	140	Greening the Rubble	Transitional City Projects - Streets & Vacant Spaces	Greening the Rubble proposes delivering some of their installations in suburban centres in 2014/15. Greening the Rubble note the media exposure that their projects receive and also note that the projects assist in creating a walkable city.	Approach proposed by Greening the Rubble, provides that: (a) the central city remains the initial focus of effort; and (b) any work in suburban centres is prioritised to the worst damaged commercial centres and is developed in consultation with Council staff in the Urban Design & Regeneration Unit.
11864	4	142	Peter Tuffley	Community Grants	This submitter is concerned at a proposed cut of over \$2m in spending on Strengthening Communities, at a time of on-going post disaster stress in communities across the city.	Your acknowledgement of the importance of community grants provided by the Council is appreciated and the Council, in its draft 2014/15 Annual Plan, reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11864	4	142	Peter Tuffley	Libraries	Opposes reduction of opening hours at libraries.	Libraries were requested to assist Council with cost savings. The early closing of three libraries are a measure to accommodate this.

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11864	4	142	Peter Tuffley	Cycleway funding	The submitter objects to Cycleway programme timing change from 5 to 8 years	The delivery of the Major Cycle Network has not been delayed. It is already underway. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for.
11864	4	142	Peter Tuffley	Walk in Customer Services	Opposed to the proposed ceasing of Saturday morning opening at the 4 service centres.	The cost per transaction is very high because there are generally very few customers on Saturday mornings. Therefore, this proposition seemed an appropriate way of making some savings
11864	4	142	Peter Tuffley	Road Network	Heathcote River Vision concern that linear park not progressing. Concern that the major cycleways deferred for 3 years.	<p>The immediate issues of flooding in the Heathcote are currently being worked on by the Mayoral Task Force, and any immediate improvements required will be implemented from the already funded Land Drainage Recovery Programme. In terms of the Mid Heathcote Master Plan, there is currently sufficient planning budget to continue with the co-ordination work of the SCIRT programme. There is no funding for construction works in the Three Year Plan.</p> <p>The delivery of the Major Cycle Network has not been delayed. It is already underway, including work on the Papanui Paralell through Rutland Reserve, and new signallised crossings on Deans Ave at the City end of the Northern Line and Uni-Cycle. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as</p>
11864	4	142	Peter Tuffley	City Governance & Decision-making	Noting the historic decline in the public's perception of the Council's conduct and the institutional 'business-as-usual' philosophy that offers no credible prospect or indication that the Council aspires to gain public confidence in the way it operates.	There has been considerable change in personnel through the electoral process and the Council is taking a different approach and does aspire to gain public confidence. Changes have also been made in the administration and the way in which the organisation is structured with a clear focus on the rebuild of the Council and its operations.
11573	4	144	Charles Drace	Asset Sales (includes CCO's and land)	The submitter is strongly opposed to the Council selling assets to pay for white elephant projects, particularly where dividends exceed interest costs.	Your comment is noted, Council will reconsider all options as part of the Long Term Plan process in the 2014/15 year. The Council will consult again at that stage.
11752	4	146	David Close	Annual Plan Process	Believes the Annual Plan does not provide a complete picture. Performance measures should be benchmarked. Sees financial information and capital programme as inadequate.	It is understandable that a reader looking to the draft Annual Plan as a complete planning document might see shortfalls. However, under the Local Government Act 2002, Annual Plans are not standalone documents. They are in effect a schedule of changes to Long Term Plans (in this instance the Three Year Plan 2013-16). Annual Plans make transparent to the community any changes - for a single year - arising through altered circumstances, rather than existing as long term planning documents in their own right. If the reader needs more information on the full capital programme for example the answer is to refer back to the much more comprehensive source document, the Three Year Plan. The TYP is available as hard copy and on the CCC website. Please note that in the research documents underpinning the Three Year Plan performance measures were set by councillors using benchmarks, where available.

Sub ID.	Vol.	Vol Pg No.	Submitter	Topic Name	Submission Issue	Staff Comment
11752	4	146	David Close	Financial Strategy General	<p>The submitter;</p> <p>3.1) is opposed to borrowing to fund an operational deficit.</p> <p>3.2) is concerned that Council is borrowing to fund assets such as the City Plan and computers which have a short life,</p> <p>3.3) urges Council to adopt a prudent policy and manage down expenditure to eliminate the deficit.</p>	<p>3.1) Borrowing to fund the deficit is a five year plan introduced to cover earthquake operating deficits only. It phases out in 2015/16. The non earthquake operational plan is presented as a balanced budget, and should a deficit arise during the year due to unforeseen events, for example the costs associated with the Crown Manager, it is funded by increasing the rates in the following year.</p> <p>3.2) borrowing for the City Plan is being written off over 9 years; borrowing for IT technology is written off over 30 years as models have shown that the average life of all assets for which we borrow is much greater than 30 years.</p> <p>3.3) We agree and this is exactly the approach that has been taken. Cuts have been made to non earthquake activities in each year since the earthquake to help offset the additional and unforeseen costs. (Not always easy to see in the past because group of activity costs are a combination of normal business and earthquake work, but becoming more obvious).</p>
11752	4	146	David Close	Financial Strategy General	<p>The submitter</p> <p>4.1) urges Council to control and prioritise its capital expenditure, including deferral and downsizing.</p> <p>4.2) suggests that the priority to be afforded to anchor projects be determined through a scientific opinion survey of ratepayers.</p> <p>4.3) suggests that Council ascertain the operating costs of anchor projects and their effect on rates.</p> <p>4.4) suggest that Council renegotiate its agreement with the Crown'</p> <p>4.5) suggests that Council note that painless savings can come from short-term deferrals</p>	<p>4.1) We agree and this is exactly the approach that is taken each year in determining the capital budget.</p> <p>4.2) Noted.</p> <p>4.3) We agree and have been engaged in discussion with CERA since the Crown announced its vision for the city.</p> <p>4.4) Noted.</p> <p>4.5) We agree and an allowance for this is built into the ten year accounts which support the Annual Plan when assessing the most likely debt levels.</p>
11752	4	146	David Close	Rates Targeted levy	<p>Council charges Targeted Rates to fund water supply, drainage, and sewage activities. Why does the draft Annual Plan indicate that \$16.9m of these Targeted Rates will be transferred to the General Rates account, and why \$250m will be borrowed to fund capital spending in these targeted activities?</p>	<p>Targeted rates are set to recover the net operating cost of the service, including depreciation. In any year, capital spend on renewals may differ from depreciation. The difference, while appearing as a transfer from the targeted to general rate, is more correctly a transfer to meet capital funding requirements, which are determined corporately. Currently normal renewals are unusually low, because a significant portion is effectively being delivered through the earthquake rebuild. Council is satisfied that there is no over-collection of targeted rates signalled in the 2014/15 Annual Plan. It is acknowledged that the current presentation may be confusing and alternatives will be considered for the 2015-25 Long Term Plan.</p>

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11752	4	146	David Close	SCIRT repairs	Is the SCIRT Alliance Model as currently operating cost effective and accountable?	The SCIRT model has been operational for over two and a half years and is evolving to suit the maturity of the programme. For example the Integrated Services Team at Magdala Place is continuously being downsized as the programme design is further completed. The commercial model has been established to ensure there is shared risk between the clients and the contractors and that there is competitive tension between all contractors and subcontractors. The performance measures around that are also being reviewed as the programme matures. The SCIRT Board reports monthly to a Governance Group that is made up of the Acting CEO of Council, Jane Parfitt, the CEO of CERA, Roger Sutton and Dave Brash the National Manager for Planning and Investment for NZTA. It is Chaired by an Independent Chair Mark Ford who is appointed by the Minister for earthquake recovery. The role of that group is to provide assurance to both the Crown and Council that the horizontal infrastructure programme is delivering value for money. A number of projects are also underway to benchmark the performance of SCIRT against both local and national progra
11752	4	146	David Close	Recyclable/ Organic/ Commercial	Council initiate a rigorous efficiency review of the current waste minimisation model with a view to reducing costs and enhancing genuine sustainability.	The growth in cost in the waste system is associated with changing from a local landfill (Burwood) to a regional landfill and introduction of a wheelie bin collection system. Both organic materials composted and recyclables are sold to industries for reuse (farmers buy compost from Living Earth, third party international manufacturers buy recyclables from EcoCentral). The City does not transport any diverted material to landfill. These alternate processing systems save ratepayers funds over sending this material to Kate Valley landfill.
11752	4	146	David Close	Events and Festivals	Concern at the Annual Plan budget of \$9.55m for Events and festivals. Suggests that it is reduced to \$6m by deleting the least succesful events and by reducing the scale and frequency of others	The budget for Events and Festivals is explained on page 60 of the Draft Annual Plan. Total cost of events and festivals is \$9.55m, with operating revenue (including ticket sales and sponsorship etc) of \$3.934m, resulting in a net position of \$5.56m (the cost to Council) which is less than the \$6m suggested by the submitter.
11752	4	146	David Close	Social housing	The submitter proposes that in the Annual Plan the Council provide. 1. A breakdown of operating costs and revenue for social housing. 2. Details of capital programme funded through Housing Development Fund for replacements and new builds. 3. Specific target	CCC social housing is funded solely through rents received. Since the earthquakes there has been a significant loss of rental income due to units closed due to earthquake damage, inflation, unplanned engineering costs and costs to relocate tenants. Operating costs are broken down as Capital \$3.6m, Earthquake repairs / replacements \$9m, Depreciation \$6m. Information about items 2 & 3 cannot be confirmed until EQC and Insurance settlements are completed
11752	4	146	David Close	Community Grants	The submitter presumes an error has been made between the \$1m being drawn down from the Capital Development Fund for community grants and the Grants summary which shows a reduction of \$2.19m for Strengthening Communities.	At its meeting of 25 February 2014, the Council resolved to reinstate the Strengthening Communities Grants Programme in the draft 2014/15 Annual Plan to the same level (\$7.203 million) as provided in the 2013/14 financial year.
11783	4	160	Christchurch Youth Council	Rates General/Overall Increase	The submitter supports the fee increases and considers the 6.5% rates increase a fair response to keep existing services going.	The Council has made every effort to find savings and keep rates at an affordable level. Your support is noted and appreciated.
11783	4	160	Christchurch Youth Council	Community Grants	This submitter does not support a reduction in Strengthening Communities funding.	The Council in its draft 2014/15 Annual Plan reinstated the Strengthening Communities Grants Programme back to \$7.203 million.
11783	4	160	Christchurch Youth Council	Recyclable/ Organic/ Commercial	Would like to see Target Sustainability retained.	Council is reviewing all budget lines including looking at alternate sources of funding for this programme. The scheme has been very successful for its participants but the participants also reap the rewards of the scheme.

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11783	4	160	Christchurch Youth Council	Public Participation in Democratic Processes	Seeking information about how the Council sets targets for public participation in democratic processes and satisfaction levels, and how the data is collected.	The targets are set to encourage incremental improvements in participation and satisfaction levels of active, participatory democracy. Random surveys are used to measure the levels currently and the results may reflect that many people surveyed may have had little or no interaction with the Council. It is proposed that people who do interact with the Council and the Community Boards are surveyed at the time of that interaction and the results are included with the random survey results.
11783	4	160	Christchurch Youth Council	Road Network	The announcement that the building of the major cycleways will now take eight years, rather than five, is almost an admission of failure.	The delivery of the Major Cycle Network has not been delayed. It is already underway, including work on the Papanui Parallel through Rutland Reserve, and new signalised crossings on Deans Ave at the City end of the Northern Line and Uni-Cycle. The overall timeframe for total delivery has been extended so that the network will be completed within 8 years, rather than the earlier aim of 5 years. The 8 year timeframe is based on technical deliverability rather than funding constraint. 8 years is a more accurate reflection of the actual requirements of the task, when factors such as affected party consultation, hearings and appeals, as well as detailed planning, design, land purchase and construction work are all accounted for. The Council wants to set a new standard with its Major Cycleways, providing a network that addresses the safety concerns of the community. This project aims to elevate levels of service above what has been previously provided. If we are to provide a safe, connected network, we need to make sure we get the planning and detailed design right. That is the advice we have received from international transport expert Leo de Jong from the Netherlands,
11429	Sep Circ		Summit Road Society	General	The submitter is concerned that there is insufficient funding to progress the Head to Head Walkway project in the next financial year.	The planning and long term development of the Head to Head Walkway project demands that further work is required before the project can proceed into construction. Budget has been allocated in the 2014/15 financial year to develop the project and the remainder of the three year plan has funding allocated to continue the project.
11808	Sep Circ		Karl Retief	Rates General/Overall Increase	Rates increases should be kept as close to inflation rates as possible, in order to treat the current rating base as fairly as possible and encourage investors in the city.	Council is sensitive to the need for cost control. Inflation comparisons can be difficult: consumer prices are rising much more slowly than planned rates, but construction costs (which are arguably far more relevant to Council's cost base) are rising significantly faster.
11808	Sep Circ		Karl Retief	Development Contributions	Notes that in the interests of best practice, appropriation and budgetary allocation should cater for the instance of the LGA Bill declaring contributions can not be collected for libraries and leisure facilities in lifetime of 2014/15 Annual Plan.	Should community infrastructure development contributions be reinstated in the Long Term Plan, DCP and Annual Plan prior to a final decision on the LGA amendments a note will be included declaring the possibility they be removed if the LGA demands it.
11808	Sep Circ		Karl Retief	Development Contributions	States that reinstating development contributions for community infrastructure will add to business costs that will be passed on to consumers and recommend this amendment be dropped.	The proposed charge per HUE for libraries and leisure facilities combined is \$3081.66 (excl GST) / \$3543.9 (incl GST). This is not considered to be an amount that would significantly affect consumers or the decisions of first home buyers.
11808	Sep Circ		Karl Retief	Development Contributions	Submitter does not agree with the proposal to introduce Development Contributions for libraries and leisure facilities.	Development contributions aim to recover the portion of infrastructure costs that respond to growth-related demand created by development. If Development Contributions are not charged for libraries and leisure facilities the full capital costs will need to be funded by rates. Note that future changes to the Local Government act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.

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11808	Sep Circ		Karl Retief	Development Contributions	Requests the empirical evidence used by Council to deduce that non-residential development should be assessed for community infrastructure on the basis sited in the Development Contributions Policy.	The LGA allows Councils to collect DCs for community infrastructure and does not specify differing treatment between residential and non-residential developments. In refining the policy for 2015 the activities that non-residential developments are levied (and how much) will be reviewed. For the purposes of updating the 2013 policy the previous policy position will be upheld in the absence of more recent analysis. Note that future changes to the Local Government act 2002 may impact on Council's ability to collect development contributions for some community infrastructure.
11808	Sep Circ		Karl Retief	Development Contributions	Notes development contributions increase in 2014/15 and challenges Council to ensure a development contributions policies have a strong causal nexus that can be demonstrated in each case. Suggests often businesses are seen as 'cash cows' and are levied more than their fair share.	The allocation of costs to particular projects follows a standard procedure guided by consistent justifications and careful consideration of growth modelling. Audits are undertaken with the review of Development Contributions Policy and consider the strength of these processes. The Development Contributions charge is derived from the Council's Capital Works Programme and only collects against recognised growth portions. The law does not allow Council to simply use Development Contributions to gather revenue.
11808	Sep Circ		Karl Retief	Regulatory Approvals - buildings - Residential Consents	KIPT is prepared to pay its fair share of fees and charges. We do not object to the council trying to bring fees further in line with the actual costs provided that there is clear evidence that the costs are at the level identified. KIPT support the "user pays" principle. KIPT care concerned at the assumed number of inspections in the building consent charges for projects, \$500k (15 inspections) and >\$1m (25 inspections). The number of inspections appears to be very high and KIPT request that Council make available the data showing that this is the average number of inspections required for applications of that value.	The number of inspections is an average of the cost of the building and is also dependent on if the building is residential or commercial. If one or more inspections are not required these will be refunded when Code Compliance Certificate is issued.